

2006 Annual Report

on the status of the implementation of

PROPOSITION 400



Freeway Life Cycle Program



Arterial Life Cycle Program



Transit Life Cycle Program

Maricopa Association of Governments

**2006 ANNUAL REPORT
ON THE STATUS OF THE IMPLEMENTATION OF
PROPOSITION 400**

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SUMMARY OF FINDINGS AND ISSUES

The *2006 Annual Report on the Status of the Implementation of Proposition 400* was prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6354. ARS 28-6354 requires that MAG annually issue a report on the status of projects funded through Proposition 400, addressing project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from the 2006 Annual Report are summarized below.

MAG REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets and intersection improvements, and public transportation systems.

- The Freeway/Highway, Arterial Street and Transit Life Cycle Programs were incorporated directly into the MAG Regional Transportation Plan.

On July 26, 2006, the MAG Regional Council approved the 2006 Update of the MAG Regional Transportation Plan. As part of this update, the life cycle programs for freeways/highways, arterial streets, and transit were added to the RTP. This will facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. The projects in the life cycle programs are consistent with the project concepts and priorities originally identified in the MAG RTP. Inclusion of the life cycle programs replaces the project phasing and funding levels originally contained in the RTP.

- MAG has initiated several transportation corridor and area studies to serve as a resource for potential future adjustments to the Regional Transportation Plan.

Transportation corridor and area studies have been initiated, including the Interstate 10/Hassayampa Valley Roadway Framework Study, covering western Maricopa County; the Interstates 8 & 10/Hidden Valley Roadway Framework Study, covering southwest Maricopa/western Pinal County; and the Commuter Rail Strategic Plan, covering the MAG planning area and the rapidly developing portion of northern Pinal County. These studies will be a

resource for possible adjustment and expansion of the Plan, as part of future updates of the RTP. The studies will address issues related to the need for enhancements to the gateway highway routes serving the region, development of new transit and freeway corridors, and expansion of the arterial street system.

- The 2006 Update of the MAG Regional Transportation Plan meets air quality conformity requirements.

A technical air quality analysis demonstrated that the 2006 RTP Update and the MAG FY 2007-11 Transportation Improvement Program meet the air quality conformity requirements of applicable State and Federal air quality implementation plans. This analysis has been transmitted to the U.S. Department of Transportation for final finding of conformity.

HALF-CENT SALES TAX AND OTHER TRANSPORTATION REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies.

- Fiscal Year 2006 receipts from the Proposition 400 half-cent sales tax were 11.4 percent higher than the estimate in the 2005 Annual Report.

During FY 2006, receipts from the Proposition 400 half-cent sales for transportation totaled \$153 million. This reflects the initiation of the tax on January 1, 2006 and the lag of actual receipts until March 2006. This amount is 11.4 percent higher than the estimate for FY 2006 in the 2005 Annual Report.

- Forecasts of Proposition 400 half-cent revenues are essentially unchanged for the period FY 2007 through FY 2026, compared to the 2005 Annual Report.

Proposition 400 half-cent revenues are forecasted to total \$14.1 billion for the period FY 2007 through FY 2026. This amount is essentially unchanged from the estimate in the 2005 Annual Report. While the current forecast was prepared prior to the receipt of higher than forecasted revenues for FY 2006, higher receipts for a single year may not have a significant effect on next year's forecast.

- Fiscal Year 2006 receipts for MAG 15 Percent (HURF) Funds were 2.5 percent higher than the estimate in the 2005 Annual Report.

The actual receipts of "15 Percent Funds" (HURF) for the MAG area during FY 2006 was 2.5 percent greater than the amount forecasted in the 2005 Annual Report. This source represents about one-third of the total ADOT funding in the Freeway/Highway Life Cycle Program. The projected amount for FY 2007 through FY 2026 is 3.8 percent greater than the 2005 Annual Report forecast.

- Forecasts of MAG Federal Transportation Funds for FY 2007 through FY 2026 are essentially unchanged from the 2005 Annual Report estimate.

MAG Federal Transportation Funds for FY 2007 through FY 2026 are forecasted to total \$5.5 billion for the period FY 2007 through FY 2026. This estimate is within less than one-half percent of the amount projected in the 2005 Annual Report. These funding sources have been allocated to both transit and highway projects in the Regional Transportation Plan.

- The Legislature and Governor approved House Bill 2865, which includes the creation of the STAN account. MAG's share of the \$307 million total funding is \$184 million.

As part of the budget packet in the Spring 2006 Session, a Statewide Transportation Acceleration Needs (STAN) Account was passed by the Legislature and signed by the Governor to accelerate the construction or reconstruction of freeways, state highways, bridges and interchanges that are included in the State Highway System. MAG must identify projects and submit the list to the State Transportation Board for their approval. A report must be made to the House and Senate Transportation Committees on or before December 15, 2006 on approved projects and the money spent on these projects.

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program covers FY 2006 through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects listed in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from State and Federal revenue sources.

- The last freeway segment in the Proposition 300 - Regional Freeway Program will be completed by mid-2008.

During FY 2006, major progress was made on the completion of the Proposition 300 - Regional Freeway Program, including:

- In December 2005, construction of the Santan Freeway (Loop 202) between Arizona Ave. and Gilbert Rd. was completed and opened to traffic.
 - In June 2006, construction of the Santan Freeway between Gilbert Rd. and Elliot Rd. was completed and opened to traffic. This completed the 24.8-mile Santan Freeway in its entirety from I-10 on the west to U.S. 60 (Superstition Freeway) on the east.
 - In June 2006, the final grade separation project on Grand Ave. (US 60), at Glendale Ave/59th Ave. was completed and opened to traffic (July 9, 2006). This completes the series of eight grade separation improvements on Grand Avenue between I-17 and Loop 101 that were included in the Proposition 300 - Regional Freeway Program.
 - It is anticipated that the Red Mountain Freeway from Power Rd. to the Superstition Freeway, which represents the final segment in the Proposition 300 - Regional Freeway Program, will be open to traffic by mid-2008.
- Construction on U.S. 60 (Superstition Freeway) between Gilbert Rd. and Power Rd. will be completed in early 2007.

Construction on the addition of both general purpose and HOV lanes from Gilbert Road to Power Road is underway, and will be opened to traffic early in 2007.

- A number of important freeway projects are scheduled to go to bid for construction in FY 2007.

The Freeway/Highway Life Cycle Program includes construction funding in FY 2007 for the projects listed below. Final design for these projects has been completed or is nearing completion.

- I-10: Bullard Rd. (Construct traffic interchange)
- I-10: 43rd/51st Ave. (Improve traffic interchange)
- I-17: Loop 101 to Carefree Hwy. (Reconstruct and widen)
- I-17: Peoria Ave. to Greenway Rd. (Improve drainage)
- I-17: Jomax Rd./Dixileta Rd. (Construct traffic interchange)
- I-17: Carefree Hwy. (Reconstruct traffic interchange)
- SR 51: Shea Blvd. to Loop 101 (Construct HOV lanes and ramps)
- US 60: 99th Ave. to 83rd. Ave. (Widen roadway and bridge)
- SR 85: I-10 to MP 139.01 (Widen roadway)
- SR 87: Forest Bndry. to New Four Peaks (Shoulder and median)
- US 93: Wickenburg Bypass (Construct interim bypass)
- SR 101: 64th St. (Construct traffic interchange)

- SR 101: Princess Dr. to Loop 202/Red Mt. (Construct HOV lanes)
 - SR 303: I-17 (Construct system interchange)
- Projects on I-10 and I-17 were accelerated through HELP and GAN loans, and local government funding.

On March 29, 2006, the MAG Regional Council approved the City of Phoenix request to advance the I-17/Dove Valley Road interchange project from FY 2022 to FY 2007. The City of Phoenix will provide the funding for the acceleration of the project. On April 26, 2006, the MAG Regional Council approved a request from a coalition of Southwest Valley cities to advance the widening of I-10 from the junction with Loop 101 to just east of Sarival Road, including both HOV and general purpose lanes. The Loop 101 to Dysart Road section will be accelerated from FY 2014 to FY 2008 and the section from Dysart Road to Sarival Road will be accelerated from FY 2011 to FY 2008. The cities making the request will provide funding for a portion of the interest expense for the acceleration.

- Preliminary engineering, environmental analysis and design work are proceeding on new corridors and widening of existing facilities.

A Design Concept Report (DCR) and Environmental Impact Statement are currently proceeding on the South Mountain Freeway. A U.S. DOT “record of decision” on a recommended alternative for the corridor is expected by the end of calendar year 2007. Preliminary engineering and environment analysis are proceeding on SR 801 (I-10 Reliever), Loop 303, the Red Mountain Freeway, Price Freeway, US 60 (Grand Ave. and Superstition), I-10 (collector/distributor), and will begin shortly on the Williams Gateway Freeway. Design work is underway on widening projects on I-10 and initial design work is also proceeding on certain segments of Loop 303.

- Estimated future costs for the Freeway/Highway Life Cycle Program are in balance with projected revenues.

For the remainder of the Freeway/Highway Life Cycle Program, which covers the period FY 2007 through FY 2026, projected revenues are in balance with and estimated future projects costs, with revenues exceeding costs by approximately \$50 million through FY 2026. However, trends toward increasing project costs, which were reported in the 2005 Annual Report, have generally continued.

- Material cost increases were experienced for several FY 2006 projects and projects in the FY 2007-2026 Life Cycle Program.

On April 26, 2006, the MAG Regional Council approved cost increases requested by ADOT totaling \$28 million for the freeway/highway projects in

FY 2006. Also, cost increases for projects in FY 2007-2026 resulted in an increase in the total program cost of \$224 million. These projects were included in the MAG Regional Transportation Plan - 2006 Update and the MAG FY 2007-2011 Transportation Improvement Program, which were approved by the MAG Regional Council on July 26, 2006.

- During the coming fiscal year, significant additional cost increases may be encountered as a number of engineering and environmental studies with more detailed estimates are completed.

Preliminary information from ongoing studies on the I-10 collector-distributor system, the Loop 202 (SR 51 to Loop 101) widening, and the new South Mountain Freeway corridor indicate the total cost of these improvements may be substantially higher than the funding currently allocated to these projects in the Life Cycle Program. As other studies proceed during the coming year, cost increases may be identified on additional projects. A continuing challenge in the life cycle process will be to maintain cost-revenue balance, through effective financing and cash flow management, value engineering of projects, and Plan and Program adjustments as may be necessary. In this connection, it will be essential to minimize project “scope creep” and prepare project designs that are in scale with available funding.

- MAG sponsored a Challenge of Construction Forum to gain insight into the causes and possible solutions to mitigate the recent large increases in construction costs.

On January 6, 2006, MAG held a forum on construction costs, which included representatives and experts familiar with recent cost trends for highways, schools, home building, and commercial construction. Discussions indicated that there would be no single solution to dealing with cost increases. It was suggested that key approaches would need to include risk sharing for cost and schedule changes, review of material specifications, and national marketing of construction opportunities in the region to expand the pool of bidders.

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program (ALCP) covers FY 2006 through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program receives major funding from both the Proposition 400 half-cent sales tax and Federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues.

- The Arterial Street Life Cycle Program process was refined and updated during FY 2006.

On June 28, 2006, MAG adopted changes to the Arterial Street Life Cycle Program Policies and Procedures to facilitate smooth administration of the Arterial Street Program. In addition, on this date an amended ALCP project listing was adopted to reflect updated information regarding project development status.

- \$7 million in reimbursements were distributed to local governments from the Arterial Street Life Cycle Program, and the process is underway for more reimbursements in FY 2007.

Reimbursements totaling over \$7.0 million were distributed in FY 2006 for project work. Also during FY 2006, project overview reports were prepared by the lead agencies for seven of the projects in the ALCP and two project agreements were executed. It is anticipated that an additional 20 agreements will be executed during FY 2007. During FY 2007, it is anticipated that a total of seven jurisdictions will receive reimbursements from the ALCP amounting to approximately \$56.1 million.

- Work will be proceeding on a broad range of projects in the Arterial Street Life Cycle Program.

During the period FY 2007 through FY 2011, work will be proceeding on 52 different arterial street segments. Various stages of work will be conducted on these projects, including 47 with design activity, 38 with ongoing right-of-way acquisition, and 36 with construction work.

- The total estimated future regional revenue disbursements for ALCP projects are in balance with projected revenues.

For the remainder of the Arterial Street Life Cycle Program, which covers the period FY 2007 through FY 2026, projected revenues are in balance with and estimated future projects disbursements, with revenues exceeding costs by approximately six percent through FY 2026. Since the ALCP is based on the principle of project budget caps, with a fixed amount of regional funding allocated to individual projects (on an inflation adjusted basis), it is anticipated that the balance between estimated future disbursements and projected revenues can be maintained in the future.

- Concerns are being raised regarding the ability of jurisdictions to provide full funding for projects, given increasing construction costs and the cap on project reimbursements from the ALCP.

Agencies implementing ALCP projects are encountering major cost increases as designs details for street and intersection improvements are being developed. These cost increase issues are similar to those emerging in the Freeway/Highway Life Cycle Program and other public and private infrastructure development efforts. It is likely that this issue will receive increased attention during FY 2007.

- The mandatory Federal approval process may pose schedule risks for projects receiving federal funds.

Federally funded projects are required to go through the ADOT approval process for federal eligibility. The process involves extensive analysis and review, and has the potential to delay projects. Typically, the environmental review process creates the greatest risk for maintaining project schedules.

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects in the MAG Regional Transportation Plan. The RPTA maintains responsibility for administering half-cent revenues deposited in the Public Transportation Fund for use on transit projects, including light rail transit (LRT) projects. Although RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, the nonprofit corporation of Valley Metro Rail, Inc. was created to oversee the design, construction and operation of the light rail starter segment, as well as future corridor extensions to the system.

- Initial bus service improvements were implemented in FY 2006.

In February 2006, funding from Proposition 400 began for 14 existing Express and 4 existing RAPID bus routes, ADA paratransit service, and customer service and marketing programs. In FY 2006, RPTA procured 52 new forty-foot coaches and 10 new sixty-foot articulated coaches for the provision of transit service, including the regionally funded Express and RAPID service, and Route 72-Scottsdale/Rural Road, which, in July 2006, will be the first regionally funded Super Grid route. In addition, 20 used busses were acquired for addition to fixed route services.

Rural connector service has also been initiated. One route will operate between Gila Bend and West Phoenix and was initiated in FY 2006. The second route will operate between Wickenburg and Glendale and has been initiated in FY 2007.

- Work is continuing on schedule on the construction of the Light Rail Minimum Operating Segment (MOS).

This facility will extend from Spectrum Mall to West Mesa. Construction and system testing and start-up are scheduled to be completed in 2008. Service is scheduled to begin for the entire system in December 2008. Half-cent sales tax money from Proposition 400 will not be utilized to pay for major route construction of the MOS, but is allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities).

- Preliminary engineering and environmental analysis are continuing on the Northwest Extension of the 20- mile LRT system now under construction.

Currently the study process is in the draft environmental impact phase (DEIS). Preliminary engineering and the final environmental impact (FEIS) phase will likely occur in 2007.

- RPTA initiated several planning studies in FY 2006, some of which will continue into FY 2007.

The RPTA has a number of bus planning studies underway that will help define project and service concepts in greater detail and provide improved future cost estimates. The timely completion of these planning efforts will be essential for the continued implementation of regionally funded transit service. During the next five fiscal years, 11 new BRT/Express routes and seven new Supergrid routes will be initiated.

- Valley Metro Rail Planning has initiated necessary planning studies to implement future LRT service.

The I-10 West Corridor Study is being undertaken to identify right-of-way opportunities for the placement of transit service within the I-10 corridor. The study will be completed in late summer 2006. Based on results of the study, a more detailed Alternatives Analysis will be initiated at a future date. The LRT Configuration Study will evaluate the operational characteristics and needs of the full 57.7 mile LRT system identified in the Regional Transportation Plan. The study is scheduled to begin in late summer 2006 with an expected duration of approximately 18 months.

- The roles and responsibilities of RPTA and Valley Metro Rail were discussed and clarified.

An agreement between RPTA and Valley Metro Rail was executed in FY 2006 to define roles and responsibilities for implementing the light rail portion of the Transit Life Cycle Program. The agreement defines Valley Metro Rail as the responsible agency for planning, designing, and operating the 57.7-mile light rail system contained in the Regional Transportation Plan.

- Estimated future costs for the Transit Life Cycle Program are in balance with projected revenues.

For the remainder of the Transit Life Cycle Program, which covers the period FY 2007 through FY 2026, projected revenues are in balance with future projects costs, with revenues exceeding costs by approximately \$2 million through FY 2026. However, the cost estimates for a number of transit service elements and facilities in the Program reflect preliminary estimates that are being refined and will be subject to future service procurements.

- Transit service and capital cost increases will represent an ongoing challenge for the Transit Life Cycle programming process.

Given recent trends of escalating wages and fuel prices, pressure will increase to balance operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials will continue to drive up costs for transit capital facilities, as they have in the freeway and arterial programs. Costs for the Transit Life Cycle Program will need to be evaluated on a continuing basis as the program is implemented, and program adjustments made as warranted to maintain the cost/revenue balance.

- The outlook for Federal discretionary funding for light rail extensions will require continuous monitoring.

As noted in the 2005 Annual Report, a large part of the funding for the LRT system extensions is assumed to be from awards by the US Department of Transportation through the discretionary "New Starts Program". This funding is over-and-above the Federal funding contained in the 20-mile starter system Full Funding Grant Agreement. The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the federal level. The prospects for awards from this program will require careful monitoring.

CHAPTER ONE

INTRODUCTION

Proposition 400 was passed by Maricopa County voters on November 2, 2004 and authorizes a 20-year half-cent sales tax for transportation projects in Maricopa County. The tax was initiated on January 1, 2006 and continues the half-cent sales tax for transportation that was approved by the voters in 1985 through Proposition 300. Arizona Revised Statute (ARS) 28-6354 requires that the Maricopa Association of Governments (MAG) annually issue a report on the status of projects funded through Proposition 400. MAG produced the initial *Annual Report on the Status of the Implementation of Proposition 400* in 2005 and will produce an updated report yearly during the life of the tax. The annual reporting process addresses project construction status, project financing, changes to the MAG Regional Transportation Plan, and criteria used to develop priorities. In addition, background information is provided on the overall transportation planning, programming and financing process. The following 2006 Annual Report covers the fiscal year ending June 30, 2006.

The MAG Annual Report will be updated each year on a fiscal year (FY) basis, with the fiscal year ending June 30th. The reporting period will cover FY 2006 through FY 2026. All projects for the major transportation modes, as defined in the MAG Regional Transportation Plan (RTP), will be monitored, whether they specifically receive half-cent funding or not. This ensures that an overview of progress on the entire RTP is provided, and that trends in each of the important transportation revenue sources are being tracked. Any amendments to the RTP will be reflected in the project monitoring process. A database of RTP projects by mode will be maintained to track costs, expenditures and accomplishments on a continuing basis.

CHAPTER TWO

PROPOSITION 400 LEGISLATION

House Bill 2292 and House Bill 2456, which enabled Proposition 400, were signed by the Governor of Arizona on May 14, 2003 and on February 5, 2004, respectively. These two key pieces of legislation were enacted to guide the process leading up to the Proposition 400 election on November 2, 2004 and establish the features of the half-cent tax extension. Key elements of House Bills 2292 and 2456 are described below.

2.1 HOUSE BILL 2292

Arizona House Bill 2292, which was passed during the Spring 2003 session of the Arizona Legislature, recognized MAG's establishment of a Transportation Policy Committee (TPC). The TPC, which was tasked with the development of the Regional Transportation Plan (RTP), is a public/private partnership and consists of 23 members. Seventeen seats are from the membership of MAG and six are members who represent region-wide business interests. The MAG members include one representative each from the Citizens Transportation Oversight Committee, the ADOT State Transportation Board, the County Board of Supervisors and the Native American Indian Communities in the County, as well as 13 representatives from a geographic cross-section of MAG cities and towns. The bill required the TPC to develop the RTP in cooperation with the Regional Public Transportation Authority (RPTA) and ADOT, and in consultation with the County Board of Supervisors, Native American Indian Communities, and cities and towns in the County.

The legislation identified the consultation process to be followed by the TPC in developing the RTP, and established a formal procedure for reviewing the Draft Plan. This included reviews at the alternatives stage and final draft stage of the planning process. As part of this process, the TPC was required to vote on, and provide written responses to, individual agency comments on the Draft Plan. After this extensive review and consultation process, the TPC was required to recommend a Plan to the MAG Regional Council for final approval.

Arizona House Bill 2292 also set forth the factors to be considered during the development of the RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identified key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. This legislation also established the process for authorizing the election to extend the existing half-cent county transportation excise tax. This existing tax was originally approved by Maricopa County voters under Proposition 300 in October 1985 and expires on December 31, 2005.

In addition, House Bill 2292 contained the requirement that MAG issue an annual report on the status of projects funded through the half-cent sales tax for transportation. This includes a public hearing within thirty days after the report is issued. Specific items to be addressed in the annual report cover the status of projects, changes to the RTP, changes to corridor and corridor segment priorities, project financing and project options, and criteria used to establish priorities.

2.2 HOUSE BILL 2456

House Bill 2456 was passed by the Arizona Legislature and signed by the Governor of Arizona in February 2004. This legislation authorized the election to extend the half-cent sales tax for transportation, known as Proposition 400, which was placed on the November 2, 2004 ballot by the Maricopa County Board of Supervisors. In addition to calling the election, this legislation included a number of requirements regarding the nature of the tax extension and its administration. Several of the key provisions are reviewed below.

2.2.1 Revenue Distribution

House Bill 2456 addresses the allocation of revenues from the collection of sales tax monies from January 1, 2006, to December 31, 2025, among the eligible transportation modes. In accordance with the legislation, *the net revenues collected are to be distributed as follows:*

- 56.2 percent to the regional area road fund for freeways and other routes in the State Highway System, including capital expense and maintenance.
- 10.5 percent to the regional area road fund for major arterial street and intersection improvements, including capital expense and implementation studies.
- 33.3 percent to the public transportation fund for capital construction, maintenance and operation of public transportation classifications, and capital costs and utility relocation costs associated with a light rail public transit system.

2.2.2 Revenue Firewalls

The legislation creates three “firewalls”, which prohibit the transfer of half-cent funding allocations from one transportation mode to another. These firewall divisions correspond to the categories established for the distribution of revenues and include:

- Freeways and highways (including sub-accounts for capital and maintenance).
- Arterial streets.

- Public transportation (with sub-accounts for capital, maintenance and operations, and light rail).

Half-cent revenues cannot be moved among transportation modes (freeway/highway, arterial and transit).

2.2.3 Five-Year Performance Audit

As specified in House Bill 2456, beginning in 2010 and every fifth year thereafter, the Auditor General shall contract with a nationally recognized independent auditor with expertise in evaluating multimodal transportation systems and in regional transportation planning, to conduct a performance audit of the Regional Transportation Plan and all projects scheduled for funding during the next five years. The audit will make recommendations regarding whether further implementation of a project or transportation system is warranted, warranted with modification, or not warranted.

2.2.4 Major Amendment Process

House Bill 2456 recognized that the Regional Transportation Plan may be updated to introduce new transportation projects or to modify the existing plan. To ensure that the amendment process receives broad exposure and careful consideration, the concept of a major amendment was established. A major amendment of the Regional Transportation Plan means:

- The addition or deletion of a freeway, a route on the State Highway System, or a Fixed Guideway Transit System.
- The addition or deletion of a portion of a freeway; route on the State Highway System; or a Fixed Guideway Transit System that either exceeds one mile in length, or exceeds an estimated cost of forty million dollars as provided in the Regional Transportation Plan.
- The modification of a transportation project in a manner that eliminates a connection between freeways or fixed guideway facilities.

A major amendment is required if:

- An audit finding recommends that a project or system in the Regional Transportation Plan is not warranted, or requires a modification that is a major amendment.
- The MAG Transportation Policy Committee (TPC) recommends to the Regional Planning Agency a modification of the Regional Transportation Plan that is a major amendment.

The consideration and approval of a major amendment must adhere to a specific and rigorous consultation and review process set forth in the legislation. A major amendment requires that alternatives in the same modal category, which will

relieve congestion and improve mobility in the same general corridor, are to be addressed. The TPC may recommend that funds be moved among projects within a mode, but half-cent revenues cannot be moved among transportation modes (freeway/highway, arterial and transit).

2.2.5 Life Cycle Programs

The legislation required that the agencies implementing the regional freeway, arterial, and transit programs are to adopt a budget process ensuring that the estimated cost of the program of improvements does not exceed the total amount of revenues available. These “life cycle programs” are the management tools used by the implementing agencies to ensure that transportation program costs and revenues are in balance, and that project schedules can be met. Responsibilities for maintaining these programs are as follows:

- Freeway/Highway Life Cycle Program: Arizona Department of Transportation.
- Arterial Life Cycle Program: Maricopa Association of Governments.
- Transit Life Cycle Program: Regional Public Transportation Authority.

The life cycle programs develop a schedule of projects through the life of the half-cent sales tax, monitor progress on project implementation, and balance annual and total program costs with estimated revenues. The MAG Annual Report draws heavily on life cycle program data and other life-cycle progress documentation in order to assemble the Annual Report.

2.2.6 Regional Transportation Plan: Enhancements and Material Changes

House Bill 2456 requires that any change in the Regional Transportation Plan and the projects funded that affect the MAG Transportation Improvement Program, including priorities, be approved by the MAG Regional Council. Requests for changes to projects funded in the Regional Transportation Plan that would materially increase costs are also required to be submitted to the MAG Regional Council for approval. If a local authority requests an enhancement to a project funded in the Regional Transportation Plan, the local authority is required to pay all costs associated with the enhancement.

CHAPTER THREE

REGIONAL ROLES AND RESPONSIBILITIES

A number of key regional entities share responsibility for implementing and monitoring the individual projects and programs funded through Proposition 400. These key regional/state level* entities include:

- Maricopa Association of Governments
- Transportation Policy Committee
- Arizona Department of Transportation
- State Transportation Board
- Regional Public Transportation Authority
- Valley Metro Rail
- Citizens Transportation Oversight Committee

* It should be noted that local governments also design and construct projects covered in the regional arterial program and manage and operate elements of the bus transit system. These agencies are not discussed here.

A brief description of each agency and committee, and their role in implementing freeway/highway, arterial street and transit programs is provided below.

3.1 MARICOPA ASSOCIATION OF GOVERNMENTS

The Maricopa Association of Governments (MAG), formed in 1967, is a regional planning agency and serves as the designated Metropolitan Planning Organization (MPO) for Maricopa County, including the Phoenix urbanized area. MAG members include the region's 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee, and the Arizona Department of Transportation.

MAG is responsible for the coordination of the following regional planning activities:

- Multi-modal Transportation Planning,
- Air Quality,
- Wastewater,
- Solid Waste,
- Human Services, and
- Socioeconomic Projections.

MAG strives to develop plans that are comprehensive and that are consistent and compatible with one another. For example, the Regional Transportation

Plan must be in conformance with the air quality plans for the metropolitan area. MAG is responsible for the air quality conformity analysis that shows whether the transportation plan complies with the provisions of air quality plans and other air quality standards. MAG is also responsible for the development of the Arterial Street Life Cycle Program. Individual projects in this program are constructed by the cities, towns and Maricopa County.

The MAG Regional Council is the decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of Citizens Transportation Oversight Committee (COTC) and the Maricopa County representatives from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. Many policy and technical committees provide analysis and information to the MAG Regional Council.

The MAG Regional Council is the ultimate approving body for the MAG Regional Transportation Plan and MAG Transportation Improvement Program. Any change in the Regional Transportation Plan or the projects funded that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

3.2 TRANSPORTATION POLICY COMMITTEE

The MAG Transportation Policy Committee (TPC), which met for the first time in September 2002, was initially tasked with the responsibility of developing the Regional Transportation Plan (RTP) and recommending the plan for adoption by the MAG Regional Council. The TPC recommended a Plan in September 2003 and it was adopted unanimously by the MAG Regional Council on November 25, 2003. In addition to developing the RTP, the TPC has continuing responsibilities to advise the Regional Council on transportation issues, including, but not limited to recommendations regarding: the MAG Transportation Improvement Program; the Life Cycle Programs; and requested material changes and amendments to the RTP.

The TPC is comprised of 23 members and is a public/private partnership. Of the total membership, six are members representing business interests and 17 are from the membership of MAG. The MAG members include 13 representatives from a geographic cross-section of MAG cities and towns, as well as one representative each from the Citizens Transportation Oversight Committee, the ADOT State Transportation Board, the County Board of Supervisors and the Native American Indian Communities in the County. The business representatives are from businesses with region-wide interest, including one representing transit interests and a representative from the freight industry. Three of the business representatives are appointed by the Speaker of the Arizona House of Representatives and the other three are appointed by the President of the Arizona State Senate.

3.3 ARIZONA DEPARTMENT OF TRANSPORTATION

The primary role of the Arizona Department of Transportation (ADOT) is to provide a transportation system that meets the needs of the citizens of Arizona. The transportation system includes the State Highway System, which is designed to provide safe and efficient highway travel around the State. The Governor of Arizona appoints the Director of ADOT. The MAG Regional Freeway/Highway Program is part of the State Highway System, and is the responsibility of ADOT. However, ADOT is not responsible for highways, streets, or roads that are not part of the State Highway System, which are owned and maintained by counties, or cities and towns in Arizona.

ADOT is responsible for the overall management of the Regional Freeway/Highway Program. This includes the design, engineering, right-of-way acquisition, and construction and maintenance activities. ADOT develops and maintains the Freeway/Highway Life Cycle Program, making projections of available revenues and developing financing strategies to fund projects.

ADOT also has a role for the arterial streets component of the MAG Regional Transportation Plan. Although MAG is responsible for the development of the Arterial Street Life Cycle Program, in accordance with ARS 28-6303.D.2, ADOT maintains the arterial street fund and issues bonds on behalf of the MAG Arterial Street Program.

3.4 STATE TRANSPORTATION BOARD

The State Transportation Board has statutory authority over the State Highway System. The State Transportation Board also sets priorities for the State Highway System (except the MAG Regional Freeway/Highway Program), establishes a five-year construction program for individual airport and highway projects, awards construction contracts, issues bonds and sets policy. The Board consists of seven members appointed by the Governor representing six geographic regions of the State. Two members are appointed from Maricopa County. Each member serves a six-year term.

Each year, the Board approves the ADOT Five-Year Highway Construction Program for statewide projects and the Life Cycle Program for the MAG Freeway/Highway System. The Life Cycle Program incorporates the priorities set by the MAG Regional Council. ADOT and MAG cooperatively develop the program for the MAG region. The State Transportation Board cannot approve projects within the MAG region that are not consistent with the MAG Regional Transportation Plan and the MAG Transportation Improvement Program. This limitation provides for the participation of local governments in project selection and to ensure conformity with air quality standards.

The State Transportation Board adopts policies that affect the MAG Regional Freeway/Highway Program. The Board has the authority to issue bonds supported by both the Regional Area Road Fund and the Highway User Revenue Fund and issue other forms of debt. Issuance of these bonds allows for significant acceleration of the MAG Regional Freeway/Highway Program than what would be possible on a pay-as-you-go basis.

3.5 REGIONAL PUBLIC TRANSPORTATION AUTHORITY/VALLEY METRO

The Regional Public Transportation Authority (RPTA)/Valley Metro is a political subdivision of the State of Arizona, and is overseen by a board of elected officials. Membership is open to all municipalities in Maricopa County and to the County government. Currently, the 13 participating communities are Avondale, Chandler, El Mirage, Gilbert, Glendale, Mesa, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Queen Creek, and Maricopa County. In 1993, the RPTA Board adopted Valley Metro as the identity for the regional transit system. The RPTA Board cannot approve projects and programs within the MAG region that are not consistent with the MAG Regional Transportation Plan and the MAG Transportation Improvement Program.

The primary goal of RPTA/Valley Metro is to ensure that a viable public transportation system is provided for regional mobility, and to ease the traffic congestion and improve air quality. The RPTA is responsible for transit public information, the management and operation of regional bus and dial-a-ride services, the Regional Ridesharing program, a regional vanpool program and elements of the countywide Trip Reduction program and Clean Air Campaign. The RPTA is also responsible for maintaining the Transit Life Cycle Program.

In November of 2004, the passage of Proposition 400 increased the amount of funding for public transit from the former amount of approximately two percent of total half-cent sales tax revenues (\$5 million annually inflated), to a figure of over 33 percent, which will begin on January 1, 2006. Over the 20-year life of the half-cent sales tax as approved by Proposition 400, it is anticipated that over \$4.8 billion will be raised for public transit projects. These monies will be deposited in the Public Transportation Fund (PTF), which was created as part of the Proposition 400 legislation. The RPTA is charged with the responsibility of administering monies in the PTF for use on transit projects, including light rail transit projects, identified in the MAG Regional Transportation Plan. The RPTA Board must separately account for monies allocated to: 1) light rail transit, 2) capital costs for other transit, and 3) operation and maintenance costs for other transit.

3.6 VALLEY METRO RAIL

Valley Metro Rail is a non-profit, public corporation overseeing the design, construction, and operation of the light rail starter segment, as well as extensions

to the project. The four cities currently participating in the light rail system – Phoenix, Tempe, Mesa and Glendale – are the members of Valley Metro Rail. The Valley Metro Rail Board of Directors is composed of the mayors of each of the participating cities.

The Valley Metro Rail Board of Directors establishes procedures for the administration and oversight of the design, construction and operation of light rail, as well as receives and disburses funds and grants from Federal, State, local and other funding sources. The Valley Metro Rail board has the authority to enter into contracts for light rail design and construction, hire or contract for staff for the Light Rail Project, and undertake extensions to the system. The Valley Metro Rail Board cannot approve projects and programs within the MAG region that are not consistent with the MAG Regional Transportation Plan and the MAG Transportation Improvement Program

3.7 CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE

ARS 28-6356 provides for the establishment of a Citizens Transportation Oversight Committee (CTOC) in a county that has a transportation sales tax such as Maricopa County. CTOC consists of seven persons - one member appointed from each of the five supervisory districts in Maricopa County. The Governor appoints an at-large member and the Chair of the committee. Members serve three-year terms. ADOT provides a special assistant to provide staff support to CTOC and to assist in coordination among CTOC, ADOT, MAG, RPTA and local jurisdictions.

The CTOC plays a number of important roles in the regional transportation process. It reviews and advises MAG, RPTA and the State Transportation Board on matters relating to the Regional Transportation Plan, the Transportation Improvement Program, the ADOT 5-year Construction Program and the life cycle management programs. This includes making recommendations on any proposed major amendment of the RTP, on criteria for establishing priorities, and on the five-year performance audit of the RTP. The CTOC is charged with annually contracting for a financial compliance audit of expenditures from the Regional Area Road Fund and the Public Transportation Fund, as well as setting parameters for periodic performance audits of the administration of those funds (life cycle programs).

The CTOC also holds public hearings and issues reports as appropriate, receives written complaints from citizens regarding adverse impacts of transportation projects funded in the RTP, receives complaints from citizens relating to regional planning agency responsibilities, and makes recommendations regarding transportation projects and public transportation systems funded in the Regional Transportation Plan.

CHAPTER FOUR

REGIONAL TRANSPORTATION PLAN

The MAG Regional Transportation Plan (RTP) provides the blueprint for the implementation of Proposition 400. By Arizona State law, the revenues from the half-cent sales tax for transportation must be used on projects and programs identified in the RTP adopted by MAG. The RTP identifies specific projects and revenue allocations by transportation mode, including freeways and other routes on the State Highway System, major arterial streets and intersection improvements, and public transportation systems. An overview of the RTP is provided below, along with priority criteria for the planning process and changes to the RTP during FY 2006.

4.1 PLAN OVERVIEW

The MAG Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering all major modes of transportation, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety and air quality conformity analysis.

4.1.1 Plan Development Process

The Regional Transportation Plan was developed through a comprehensive, performance-based process, consistent with State legislation. This process followed a specific methodology and evaluated the Plan relative to a range of performance measures. Through the application of computer modeling techniques, this process took into account the effects of population growth on travel patterns to identify future demand for transportation facilities. The steps in the process were: 1) goals and objectives, 2) needs assessment, 3) evaluation methodologies, 4) scenario evaluation, 5) scenario refinement, and 6) phasing and funding.

The transportation planning process also includes broad-based public input, which has been received as the result of an extensive public involvement process that included an aggressive public outreach effort. Public involvement meetings and events are held to accommodate citizens throughout the MAG Region. Additional input is also received through the MAG Web Site. In addition, MAG is committed to ensuring that communities of concern as defined and included in the Title VI Act of 1964, Executive Order 12898 addressing environmental justice, and other Federal directives are specifically considered during the transportation planning and programming process.

As required by the Clean Air Act, air quality conformity analyses are conducted on the RTP and the associated Transportation Improvement Program (TIP). Analyses are conducted on carbon monoxide, volatile organic compounds, and particulate matter (PM-10). These conformity analyses have demonstrated that the RTP and TIP are in conformance with regional air quality plans and will not contribute to air quality violations.

4.1.2 Freeway/Highway Element

The RTP includes a component for freeways and highways on the State Highway System in the MAG Region. The RTP calls for both new freeway corridors to serve growth in the region and improvements to the existing system to address current and future congestion. In addition, effective operation and maintenance of the system are addressed.

New Freeway/Highway Corridors: New corridors in the RTP add approximately 490 additional new lane miles to the network and include the I-10 Reliever (SR 801), the Loop 303 Freeway, the South Mountain Freeway (Loop 202), and the Williams Gateway Freeway.

Freeway/Highway Widening and Other Improvements: These improvements include an additional 530 lane-miles of general-purpose lanes and 300 lane-miles of HOV lanes, covering essentially the entire existing system, including future widening of the freeway loop elements now under construction. A number of bottleneck segments on the freeway system are also addressed in this category. Improvements to Grand Avenue, State Route 85 and other highways are also funded. In addition to new travel lanes, a series of new interchanges with arterial streets on existing freeways is included, as well as improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes.

Freeway/Highway Maintenance, Operations, Mitigation and System-wide Programs: The RTP provides funding for maintenance of the freeway system, directed at litter pickup, landscaping, and noise mitigation. System-wide programs for freeway operations management are also identified.

Freeway/Highway Priorities: The ADOT Freeway/Highway Life Cycle Program has been included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in the Program are consistent with the project concepts and priorities originally identified in the MAG RTP. Inclusion of the Freeway/Highway Life Cycle Program in the RTP replaces the project phasing and funding levels originally contained in the RTP.

4.1.3 Arterial Street Element

The RTP includes a component for major arterial streets in the MAG Region. While MAG is responsible for developing the RTP, local jurisdictions are primarily responsible for design, right-of-way acquisition, and construction and maintenance of arterial facilities as identified in the RTP.

New Arterial Facilities, Widening and Intersection Improvements: The RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. As growth extends into new areas, widening and extension of the arterial street network will be needed in order to keep up with growing traffic volumes. Congestion on the arterial street network is often caused by inadequate intersection capacity. The RTP calls for a number of intersection improvements, which enhance traffic flow and reduce congestion.

Intelligent Transportation System (ITS): The RTP allocates funding to assist in the implementation of projects identified in the regional ITS Plan. These projects smooth traffic flow and help the transportation system to operate more efficiently.

Arterial Street Priorities: The MAG Arterial Life Cycle Program has been included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in the Program are consistent with the project concepts and priorities originally identified in the MAG RTP. Inclusion of the Arterial Life Cycle Program in the RTP replaces the project phasing and funding levels originally contained in the RTP.

4.1.4 Transit Element

The RTP provides for a range of transit facilities and services throughout the region. A regional bus network is funded, including operating costs, to ensure that reliable service is available on a continuing basis. In addition, light rail corridors are constructed to provide a high-capacity backbone for the transit network. Other transit services are included to provide a full range of options, such as paratransit and rural transit service.

Regional Bus: Regional transit services include both arterial grid and express type services that are designed to provide for regional connections. Routes are designed to connect activity centers, transportation nodes, or residential areas across jurisdictional boundaries. Regional bus service consists of three categories of service: Supergrid routes, which are arterial grid routes that provide a regional connection function; Arterial Bus Rapid Transit (BRT) Routes, which operate as overlays on corridors served by local fixed route service, but provide higher speed services by operating with limited stops; and Freeway BRT Routes, which use existing and future high occupancy vehicle (HOV) facilities to connect

remote park-and-ride lots with major activity centers, including core downtown areas.

Light Rail Transit: The RTP includes a 57.7-mile Light Rail Transit (LRT) system, which incorporates the 20-mile minimum-operating segment (MOS) as designated in the Central Phoenix/East Valley Major Investment Study (MIS); a five-mile extension to Metrocenter; a five-mile extension to downtown Glendale; an 11-mile extension along I-10 west to 79th Avenue; a 12-mile extension to Paradise Valley Mall; a two-mile extension south of the MOS on Rural Road to Southern Avenue; and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive. The technology on the latter segment has not been determined. The RTP also provides for the continued preparation of commuter rail implementation strategies for the region.

Other Transit Services: Other transit services provided in the RTP include rural/non-fixed route transit, commuter vanpools, and paratransit transportation.

Transit Priorities: The RPTA Transit Life Cycle Program has been included in the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in the Program are consistent with the project concepts and priorities originally identified in the MAG RTP. Inclusion of the Transit Life Cycle Program in the RTP replaces the project phasing and funding levels originally contained in the RTP.

4.1.5 Plan Funding

The half-cent sales tax for transportation is the major funding source for the MAG RTP. In addition, there are other funding sources from State and Federal agencies. These revenue sources, and the half-cent tax, have been termed regional revenues in the RTP. In addition to regional revenues, local governments provide certain funding allocations that support the implementation of the RTP. The regional revenue sources are discussed in detail in Chapter Five.

4.2 PRIORITY CRITERIA

Arizona Revised Statute 28-6354 B. directs MAG to develop criteria that establish the priority of corridors, corridor segments, and other transportation projects. These criteria include public and private funding participation; the consideration of social and community impacts; the establishment of a complete transportation system for the region; the construction of projects to serve regional transportation needs; the construction of segments to provide connectivity on the regional system; and other relevant criteria for regional transportation. The discussion below describes how these kinds of criteria have been applied in the MAG regional transportation planning process, both for the development and the implementation of the Regional Transportation Plan (RTP).

4.2.1 Extent of Local Public and Private Funding Participation

A higher level of local public and private funding participation in the RTP benefits the region by leveraging regional revenues and helping ensure local government commitment to the success of the regional program. The extent of local public and private funding participation is addressed in a number of ways in the MAG transportation planning process.

Project Matching Requirements: In developing funding allocations among the various RTP components and project types, local matching requirements have been established. The local matching requirements in the RTP are:

- 30 percent major street projects, including ITS elements.
- 30 percent bicycle and pedestrian projects.
- For air quality and transit projects involving Federal funds, minimum Federal match requirements were assumed. Depending on the specific project funding mix, this match may be provided from regional revenue sources.

Private Funding Participation: As part of the policies and procedures developed for the Arterial Street Life Cycle Program, private funding participation is recognized as applicable local match for half-cent funds for street and intersections projects. This policy helps free local monies that may then be applied to additional transportation improvements.

Local Government Incentives: In the Arterial Street Life Cycle Program, incentives to make efficient use of regional funds have been established by ensuring that project savings by local governments may be applied to new projects in the jurisdiction that achieved those savings.

4.2.2 Social and Community Impacts

Regional transportation improvements can have both beneficial and negative social and community impacts. It is important to conduct a thorough assessment of these impacts, to ensure that they are taken into account in the decision-making process. The MAG planning effort assesses social and community impacts at each key stage of the transportation planning and programming process. In addition, it should be noted that similar efforts are carried out by the agencies implementing specific transportation improvement projects.

Public Participation and Community Outreach: An aggressive citizen participation and outreach program is conducted to obtain public views on the potential community and social impacts of transportation improvements. In particular, input is sought regarding the possible impacts of specific transportation alternatives on the community's social values and physical structure.

Social Impact Assessment: The social impact of transportation options is evaluated as part of the Title VI/Environmental Justice assessment. In this assessment, potential transportation impacts are evaluated for key communities of concern, including minority populations, low-income populations, aged populations, mobility disability populations, and female head of household populations. In addition, community goals are taken into account by basing future travel demand estimates, on local land use plans.

Corridor and Community Impact Assessment: Corridor-level analyses are conducted, which assess the possible social and community impacts of alternative facility alignments based on neighborhood factors such as noise, air quality and land use. Community impacts of transportation facilities are further analyzed by assessing air quality effects through the emissions analysis of plan alternatives, as well as conducting a Federally required air quality conformity analysis of the RTP. In addition, the process for annually updating the Regional Transportation Improvement Program includes project air quality scores, which reflect the potential community impacts of the projects.

4.2.3 Establishment of a Complete Transportation System for the Region

The RTP calls for major investments in all elements of the regional transportation system over the next several decades. It is critical that these expenditures result in a complete and integrated transportation network for the region. The MAG planning process responds directly to this need by conducting transportation planning at the system level, giving priority to segments that can lead to a complete transportation system as quickly as possible, and maintaining a life cycle programming process for all the major modes.

System Level Planning Approach: The regional planning effort is conducted at the system level, taking into account all transportation modes in all parts of the MAG geographic area. This systems level approach is applied in identifying and analyzing alternatives, as well as specifying the final Regional Transportation Plan. In this way, the complete transportation needs of the region, as a whole, are identified and addressed in the planning process.

Project Development Process and Project Readiness: The implementation of regional transportation projects requires a complex development process. This process involves extensive corridor assessments, environmental studies, and engineering concept analyses. This is followed by right-of-way acquisition and final design work, before actual construction may begin. For a variety of reasons, certain projects may progress through this process more rapidly than others. By moving forward, where possible, on those projects with the highest level of readiness for construction, important transportation improvements can be delivered as quickly as possible.

Progress on Multiple Projects: Major needs for transportation improvements exist throughout the MAG area. The scheduling of projects is aimed at proceeding with improvements to the transportation network throughout the planning period in all areas of the region. This will lead toward a complete and functioning regional transportation system that benefits all parts of the MAG area.

Revenues, Expenditures and Life Cycle Programming: Cash flow patterns from revenue sources limit the amount of work that can be accomplished within a given period of time. Project expenditures need to be scheduled to accommodate these cash flows. Life cycle programs have been established that take these conditions into account and implement the projects in the RTP for the major transportation modes: freeways/highways, arterial streets, and transit. The life cycle programs provide a budget process that ensures that the estimated cost of the program of improvements does not exceed the total amount of revenues available. This ensures that a complete transportation system for the region will be developed within available revenues.

As part of the life cycle programming process, consideration is given to bonding a portion of cash flows to implement projects that provide critical connections earlier than might otherwise be possible. This has to be weighed against the reduction in total revenues available for constructing projects, which results from interest costs.

4.2.4 Construction of Projects to Serve Regional Transportation Needs

The resources to implement the RTP are drawn from regional revenue sources and should address regional transportation needs. Transportation projects that serve broad regional needs should have a higher priority than those that primarily only serve a local area. At the same time, the nature of regional transportation needs varies across the MAG area and the same type of transportation solution does not apply everywhere in the region. Enhancing the arterial network may represent the most pressing regional need in one part of the region, whereas adding new freeway corridors may be the key need in another; and expanding transit capacity may represent the best approach in yet another area. The process to develop the RTP recognized that this was the nature of regional transportation needs in the MAG area. As a result, the RTP is structured to respond to different types of needs in different parts of the MAG Region.

Although the modal emphasis of the transportation improvements identified in the RTP varies from area to area, the effects of these improvements can be assessed using common measures of system performance and regional mobility. The measures that were utilized for this purpose are described below. These criteria were applied in the development of the RTP to evaluate alternatives and establish implementation priorities. They can also be applied in the future to evaluate potential adjustments to the priority of corridors, corridor segments, and other transportation projects and services.

Facility/Service Performance Measures: Facility performance measures focus on the amount of travel on specific facilities, the usage of transportation services, the degree of congestion, and other indicators of the level of service as provided:

- Accident rate per million miles of passenger travel.
- Travel time between selected origins and destinations.
- Peak period delay by facility type and geographic location.
- Peak hour speed by facility type and geographic location.
- Number of major intersections at level of service “E” or worse.
- Miles of freeways with level of service “E” or worse during peak period.
- Average Daily Traffic on freeways/highways and arterials
- Total transit ridership by route and transit mode.
- Cost effectiveness: trips served per dollar invested.

Mobility Measures: Mobility measures focus on the availability of transportation facilities and services, as well as the range of service options as provided:

- Percentage of persons within 30 minutes travel time of employment by mode.
- Jobs and housing within one-quarter mile distance of transit service.
- Percentage of workforce that can reach their workplace by transit within one hour with no more than one transfer.
- Per Capita Vehicle Miles of Travel (VMT) by facility type and mode.
- Households within one-quarter mile of transit.
- Transit share of travel (by transit sub-mode).
- Households within five miles of park-and-ride lots or major transit centers

4.2.5 Construction of Segments that Provide Connectivity with other Elements of the Regional Transportation System

The phasing of the development of the transportation network should be done in a logical sequence, so that maximum possible system continuity, connectivity and efficiency are maintained.

Appropriately located transportation facilities around the region enhance the general mobility throughout the region. To the extent possible, facility construction and transportation service should be sequenced to result in a continuous and coherent network and to avoid gaps and isolated segments, bottlenecks and dead-end routes. Segments that allow for the connection of existing portions of the transportation system should be given a higher priority than segments that do not provide connectivity.

4.2.6 Other relevant criteria developed by the regional planning agency

As part of the RTP, a series of objectives for the regional transportation network were identified. Two key objectives were to achieve broad public support for the needed investments, and to develop a regionally balanced plan that provides

geographic equity in the distribution of investments. Specific criteria related to these objectives are:

- Transportation decisions that result in effective and efficient use of public resources and strong public support.
- Geographic distribution of transportation investments.
- Inclusion of committed corridors.

4.3 REGIONAL TRANSPORTATION PLAN CHANGES AND OUTLOOK

The implementation of the MAG Regional Transportation Plan must respond to new information and changing economic conditions that occur on a continuing basis. As a result, the RTP and the Transportation Improvement Program (TIP) are updated periodically to reflect factors such as changes in costs, project schedules, and the outlook for future revenues.

On July 26, 2006, the MAG Regional Council approved the MAG Regional Transportation Plan - 2006 Update and the MAG FY 2007-2011 Transportation Improvement Program. The 2006 RTP Update summarizes the elements of the Regional Transportation Plan (as previously adopted), provides revised revenue estimates, and specifically adds the life cycle programs for freeways/highways, arterial streets, and transit to the Plan. The life cycle programs were added to the RTP to facilitate progress monitoring, as well as the decision-making process regarding priorities and project scope adjustments. All projects in the life cycle programs are consistent with the project concepts and priorities originally identified in the MAG RTP. Inclusion of the life cycle programs replaces the project phasing and funding levels originally contained in the RTP.

In addition, through approval of the RTP and TIP changes to the schedule and cost estimate for certain projects were identified. Schedule changes were in reaction to the length of time required to conduct preliminary engineering and environmental studies, prepare detailed facility designs, resolve issues regarding right-of-way acquisition, and complete coordination efforts with other agencies. Changes in cost estimates reflect recent cost increases in right-of-way, construction materials, overall project bid levels, and design considerations. In addition, in certain cases projects have been accelerated as the result of funding by local governments, in order to respond to sub-regional priorities and concerns. These changes are described in detail in the chapters on the Freeway/Highway Life Cycle Program, Arterial Street Life Cycle Program, and Transit Life Cycle Program.

MAG has initiated several transportation corridor and area studies to assess the potential future expansion of the Regional Transportation Plan. These studies will be a resource for possible adjustment and expansion of the Plan, as part of future updates of the RTP. The studies will address issues related to the need for enhancements to the gateway highway routes serving the region,

development of new transit and freeway corridors, and expansion of the arterial system. Specific studies include the Interstate 10/Hassayampa Valley Roadway Framework Study, covering western Maricopa County; the Interstates 8 and 10/Hidden Valley Roadway Framework Study, covering southwest Maricopa/western Pinal County; and the Commuter Rail Strategic Plan, covering the MAG planning area.

The 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, a technical air quality analysis was performed on the RTP and TIP and demonstrated that they meet the air quality conformity requirements of applicable State and Federal air quality implementation plans. This analysis has been transmitted to the U.S. Department of Transportation for final finding of conformity.

CHAPTER FIVE

HALF-CENT SALES TAX FOR TRANSPORTATION AND OTHER REGIONAL REVENUES

The half-cent sales tax for transportation approved through Proposition 400 is the major funding source for the MAG Regional Transportation Plan (RTP), providing over half the revenues for the Plan. In addition to the half-cent sales tax, there are a number of other RTP funding sources, which are primarily from State and Federal agencies. These revenue sources and the half-cent tax have been termed regional revenues in the RTP. The specific regional revenue sources are:

- Half-cent Sales Tax
- Arizona Department of Transportation (ADOT) Funds
- MAG Area Federal Highway Funds
- MAG Area Federal Transit Funds

In addition to regional revenues, local governments provide funding that supports implementation of the RTP. These resources provide matching monies for capital projects in the Arterial Street Program and Light Rail Transit Program; subsidize certain transit operating costs; and, in the form of transit farebox monies, contribute significant funding for transit operations. An additional one-time, block of funding from State sources, the Statewide Transportation Acceleration Needs (STAN) Account, will also be applied to projects in the RTP.

It should also be noted that revenue projections are expressed in “Year of Expenditure” (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year. Therefore, there is no correction or discounting for inflation. The effect of inflation is accounted for separately through an allowance for inflation that is applied when comparing project costs and revenues.

5.1 HALF-CENT SALES TAX (*Maricopa County Transportation Excise Tax*)

On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the *Maricopa County Transportation Excise Tax*). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 and will go into affect on January 1, 2006.

The revenues collected from the half-cent sales tax extension will be deposited into the Regional Area Road Fund (RARF), and allocated between freeway/highway and arterial street projects; and into the Public Transportation Fund (PTF) for public transit programs and projects. These monies must be

applied to projects and programs consistent with the MAG RTP. Table 5-1 displays the actual and projected Proposition 400 half-cent sales tax revenues for the period FY 2006-2026. As specified in ARS 42-6105.E, 56.2 percent of all sales tax collections are distributed to freeways and highways (RARF); 10.5 percent will be distributed to arterial street improvements (RARF); and 33.3 percent of all collections will be distributed to transit (PTF). The use of PTF monies must be separately accounted for based on allocations to: (1) light rail transit, (2) capital costs for other transit, and (3) operation and maintenance costs for other transit.

TABLE 5-1
MARICOPA COUNTY TRANSPORTATION EXCISE TAX: FY 2006-2026
 (Year of Expenditure Dollars in Millions)

Fiscal Year	Regional Area Road Fund (RARF)		Public Transportation Fund (PTF) (33.3%)	Total
	Freeways (56.2%)	Arterial Streets (10.5%)		
Actual				
2006 (1)	85.7	16.1	51.1	152.9
Subtotal	85.7	16.1	51.1	152.9
Forecasted				
2007	205.4	38.4	121.7	365.5
2008	217.6	40.6	128.9	387.1
2009	231.5	43.3	137.2	412.0
2010	246.8	46.1	146.3	439.2
2011	262.9	49.1	155.8	467.8
2012	280.8	52.5	166.4	499.7
2013	300.0	56.0	177.8	533.8
2014	320.7	59.9	190.0	570.7
2015	342.8	64.0	203.1	609.9
2016	366.8	68.5	217.3	652.7
2017	392.3	73.3	232.5	698.1
2018	419.6	78.4	248.7	746.7
2019	448.8	83.8	265.9	798.5
2020	480.6	89.8	284.7	855.1
2021	514.9	96.2	305.1	916.2
2022	549.8	102.7	325.8	978.3
2023	590.2	110.3	349.7	1,050.2
2024	630.5	117.8	373.6	1,121.8
2025	676.2	126.3	400.7	1,203.2
2026 (2)	422.5	78.9	250.3	751.8
Subtotal	7,900.8	1,476.1	4,681.4	14,058.3
Total				
Totals	7,986.5	1,492.2	4,732.5	14,211.2

(1) Represents Proposition 400 tax revenues, which began on January 1, 2006; totals for FY 2006 reflect the lag in actual receipt of revenues by the fund.

(2) Reflects end of Proposition 400 half-cent sales tax on December 31, 2025.

As displayed in Table 5-1, actual receipts from the Proposition 400 half-cent sales tax totaled \$153 million during FY 2006, which reflects the initiation of the tax on January 1, 2006 and a lag in actual receipt of revenues by the fund. This amount is 11.4 percent higher than the estimate for FY 2006 in the 2005 Annual Report. Future half-cent revenues for the period FY 2007 through FY 2026 are forecasted to total \$14.1 billion. This amount is essentially unchanged from the estimate in the 2005 Annual Report. While the current forecast was prepared prior to the receipt of higher than forecasted revenues for FY 2006, higher receipts for a single year may not have a significant effect on next year's forecast. Of the \$14.1 billion total, \$7.9 billion will be allocated to freeway/highway projects; \$1.5 billion to arterial street improvements; and \$4.7 billion to transit projects and programs.

5.2 ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) FUNDS

ADOT funding sources include the Arizona State Highway User Revenue Fund (HURF) monies allocated to ADOT to support the State Highway System, ADOT Federal Aid Highway Funds, and other miscellaneous sources.

5.2.1 ADOT Funding Overview

ADOT relies on funding from two primary sources: the Highway User Revenue Fund (HURF) and Federal transportation funds. The HURF is comprised of funds from the gasoline and use fuel taxes, a portion of the vehicle license tax, registration fees and other miscellaneous sources. Of the total funding, approximately 40 percent comes from the gasoline tax and another 15 percent comes from the sale of diesel fuel. The portion of the Vehicle License Tax (VLT) that flows into the HURF accounts for about 25 percent of the total HURF funds. According to the Arizona constitution, HURF funds can only be used on highways and streets, therefore, HURF funds cannot be used for transit purposes.

ADOT, Arizona counties and cities and towns, and the Department of Public Safety (DPS) receive an allocation from HURF. Of the funds remaining after the allocation for DPS, ADOT receives 50.5 percent, 19 percent is allocated to counties, and 27.5 percent is allocated to Arizona cities and towns. The remaining 3 percent is allocated to cities with populations over 300,000.

For the purposes of revenue forecasting, total HURF funds are projected based on projected population and economic growth, assuming that there would no change in tax rates. Total HURF funds were then distributed to ADOT and the other entities based on the current statutory formula and policy.

From the ADOT HURF allocation, State statute provides that 12.6 percent of the HURF funds flowing to ADOT are earmarked for the MAG Region, and the region comprising the Pima Association of Governments (PAG), which includes metropolitan Tucson, Arizona. In addition, the State Transportation Board has established a policy that another 2.6 percent of ADOT HURF funds would be

allocated to the two regions. These funds are divided into 75 percent for the MAG Region and 25 percent for the PAG Region. These funds are referred to as “15 Percent Funds”.

After the deduction of the 15 Percent Funds, ADOT must pay for operations and maintenance and debt service on outstanding bonds. This includes funds for the Motor Vehicle Division, administration, highway maintenance and additional funding for DPS. The remaining HURF funds are then combined with Federal highway funds to provide the basis for the ADOT Highway Construction Program. This block of funds is often referred to as “ADOT Discretionary Funds”.

5.2.2 ADOT Funding in the MAG Area

Table 5-2 summarizes ADOT funds applicable to projects in the MAG Regional Transportation Plan. As displayed in Table 5-2, actual receipts from ADOT Funds for FY 2006 totaled \$209 million, and forecasted revenues for the period FY 2007 through FY 2026 total \$7.9 billion. The amount received under “15 Percent Funds” (HURF) for FY 2006 is 2.5 percent greater than the forecasted amount in the 2005 Annual Report. This source represents about one-third of the total ADOT funding in the Freeway/Highway Life Cycle Program.

It should be noted that the 2005 Annual Report included funding assumptions regarding the operation and maintenance of the freeway/highway network in the MAG area. This funding was over and above the regional revenues identified for the Freeway/Highway Life Cycle Program, and was considered to be part of ADOT’s obligation to operate and maintain the State Highway System in Maricopa County. In the 2006 Annual Report, these funding assumptions are no longer being included, because of limitations on the ability to forecast the long-term, statewide allocation of resources to operations and maintenance.

In addition, in the 2005 Annual Report certain debt service requirements and other financial obligations for the Proposition 300 Freeway Program were deducted from available ADOT Discretionary Funds. In the 2006 Annual Report, these deductions will be included in subsequent calculations of funding available for the Freeway/Highway Life Cycle Program, in order to maintain consistency with ADOT cash flow modeling methods. These approaches will not affect the funding available for the Freeway/Highway Life Cycle Program or reporting on the status of regional revenues for the Program.

15 Percent Funding: The MAG area receives annual funding from the Arizona Department of Transportation (ADOT) in the form of 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). These funds are spent for improvements on limited access facilities on the State Highway System.

MAG Share of ADOT Discretionary Funds: A 37 percent share of ADOT Discretionary Funds is targeted to the MAG Region. Arizona Revised Statute 28-

304 C. 1 states that the percentage of ADOT discretionary monies allocated to the MAG region in the Regional Transportation Plan shall not increase or decrease unless the State Transportation Board, in cooperation with the regional planning agency, agrees to change the percentage of the discretionary monies.

TABLE 5-2
ADOT FUNDING IN MAG AREA: FY 2006-2026
 (Year of Expenditure Dollars in Millions)

Fiscal Year	15% Funds	ADOT Discretionary	Total Funding
Actual (1)			
2006	72.6	136.6	209.2
Subtotal	72.6	136.6	209.2
Forecasted			
2007	77.4	217.0	294.4
2008	81.3	256.0	337.3
2009	85.3	205.0	290.3
2010	89.4	186.0	275.4
2011	93.8	189.0	282.8
2012	99.2	203.7	302.9
2013	104.1	211.8	315.9
2014	109.4	220.3	329.7
2015	115.2	229.1	344.3
2016	120.6	238.3	358.9
2017	126.2	247.8	374.0
2018	132.1	257.7	389.8
2019	138.6	268.0	406.6
2020	145.2	278.7	423.9
2021	152.5	289.9	442.4
2022	160.1	301.5	461.6
2023	168.1	313.5	481.6
2024	176.7	326.1	502.8
2025	186.0	339.1	525.1
2026	195.4	567.9	763.3
Subtotal	2,556.6	5,346.4	7,903.0
Total			
Totals	2,629.2	5,483.0	8,112.2

(1) Estimated amount. Final value will be reported in 2007 Annual Report.

5.3 MAG AREA FEDERAL TRANSPORTATION FUNDS

In addition to the half-cent sales tax revenues and ADOT funding, a number of Federal transportation funding sources are available for use in implementing

projects in the MAG Regional Transportation Plan. These sources are summarized in Table 5-3, which displays actual and forecasted receipts. As displayed in Table 5-3, actual receipts from Federal sources for FY 2006 totaled \$59 million, and forecasted revenues for the period FY 2007 through FY 2026 total \$5.5 billion. These figures are closely comparable to the estimates in the 2005 Annual Report. Actual receipts in Table 5-3 represent an estimate and final values will be reported in the 2007 Annual Report.

5.3.1 Federal Transit (5307) Funds

These Federal transit formula grants are available to large urban areas to fund bus purchases and other transit capital projects. Purchases made under this program must include a 20 percent local match. This funding source is expected to generate \$1.5 billion for transit development from FY 2007 through FY 2026.

5.3.2 Federal Transit (5309) Funds Federal

Transit 5309 funds are available through discretionary grants from the Federal Transit Administration (FTA), and applications are on a competitive basis. They include grants for bus transit development and “new starts” of Light Rail Transit (LRT) and other high capacity systems. Bus transit development requires a 20 percent local match, while new starts are expected to require a 50 percent local match. These funds are granted at the discretion of the FTA, following a very thorough evaluation process. Over the planning horizon, it is estimated that \$1.6 billion in 5309 funds for bus and rail transit projects will be made available to the MAG Region from the FTA. The total does not include the \$587 million in 5309 funds for the 20-mile light rail starter segment, which has already been committed to the region.

5.3.3 Federal Highway (MAG STP) Funds

MAG Surface Transportation Funds (STP) are the most flexible Federal transportation funds and may be used for highways, transit or streets. During the period from FY 2007 through FY 2026, it is estimated that \$947 million will be available from STP funds. This represents an increase of 14.7 percent over the estimate in the 2005 Annual Report. However, this increase is offset by expected decreases in CMAQ funding (see below). In addition to this amount, \$34.1 million per year has been allocated through FY 2015 to retire debt related to the completion of the Proposition 300 program.

5.3.4 Federal Highway (MAG CMAQ) Funds

MAG Congestion Mitigation and Air Quality (CMAQ) funds are available for projects that improve air quality in areas that do not meet clean air standards (“non-attainment” areas). Projects may include a wide variety of highway, transit and alternate mode projects that contribute to improved air quality. While they

TABLE 5-3
MAG FEDERAL TRANSPORTATION FUNDS: FY 2006-2026
 (Year of Expenditure Dollars in Millions)

Year	Transit			MAG STP			MAG CMAQ						Grand Total
	5307	5309	Total	Fwy/Hwy	Arterial	Total	Fwy/Hwy	Arterial	Transit	Bk/Ped	AQ	Total	
Actual (1)													
2006	11.0	5.7	16.7	34.1	8.4	42.5	0.0	0.0	1.3	0.0	0.0	0.0	59.2
Subtotal	11.0	5.7	16.7	34.1	8.4	42.5	0.0	0.0	1.3	0.0	0.0	0.0	59.2
Forecasted													
2007	14.1	11.0	25.1	34.1	11.3	45.4	0.0	0.0	0.0	0.0	0.0	0.0	70.4
2008	25.5	19.2	44.7	34.1	13.2	47.3	8.4	5.9	15.7	7.5	6.4	43.9	135.8
2009	27.4	20.1	47.5	34.1	13.5	47.6	8.4	5.9	15.9	7.5	6.5	44.2	139.4
2010	11.6	7.1	18.8	34.1	16.0	50.1	8.7	6.1	16.4	7.8	6.7	45.7	114.6
2011	43.6	66.3	110.0	34.1	17.8	51.9	9.0	6.3	17.0	8.1	6.9	47.3	209.2
2012	46.6	95.2	141.8	34.1	19.6	53.7	9.4	6.6	17.6	8.3	7.2	49.1	244.6
2013	60.7	98.3	159.1	34.1	21.3	55.4	9.7	6.8	18.2	8.6	7.4	50.7	265.2
2014	64.7	101.6	166.3	34.1	23.1	57.2	10.0	7.0	18.9	8.9	7.7	52.5	276.0
2015	69.0	104.9	173.9	34.1	24.9	59.0	10.4	7.3	19.5	9.2	7.9	54.3	287.2
2016	73.5	108.4	181.8	12.7	48.1	60.8	10.7	7.5	20.2	9.6	8.2	56.2	298.8
2017	78.3	111.9	190.2		62.9	62.9	11.1	7.8	20.9	9.9	8.5	58.2	311.3
2018	83.4	115.6	199.0		65.1	65.1	11.5	8.1	21.6	10.2	8.8	60.2	324.3
2019	88.8	94.1	183.0		67.4	67.4	11.9	8.4	22.4	10.6	9.1	62.4	312.7
2020	94.6	13.7	108.3		69.8	69.8	12.3	8.6	23.2	11	9.4	64.5	242.6
2021	100.7	34.2	134.9		72.2	72.2	12.8	9.0	24.0	11.4	9.8	67.0	274.1
2022	107.2	131.5	238.8		74.7	74.7	13.2	9.3	24.8	11.8	10.1	69.2	382.7
2023	128.9	135.9	264.8		77.3	77.3	13.7	9.6	25.7	12.2	10.4	71.6	413.7
2024	137.2	176.5	313.7		80.0	80.0	14.1	9.9	26.6	12.6	10.8	74.0	467.7
2025	145.9	66.7	212.7		82.9	82.9	14.6	10.3	27.5	13	11.2	76.6	372.1
2026	154.8	69.1	224.0		85.8	85.8	15.2	10.6	28.5	13.5	11.6	79.4	389.1
Subtotal	1,556.6	1,581.5	3,138.2	319.6	946.8	1,266.4	215.1	151.0	404.6	191.7	164.6	1,127.0	5,531.6
Total													
Totals	1,567.6	1,587.2	3,154.9	353.7	955.2	1,308.9	215.1	151.0	405.9	191.7	164.6	1,127.0	5,590.8

(1) Estimated amount. Final value will be reported in 2007 Annual Report.

are allocated to the State, Arizona's funds have been dedicated entirely to the MAG Region, due to the high congestion levels and major air quality issues in the region. MAG CMAQ funds are projected to generate \$1.1 billion from FY 2007 through FY 2026. This represents a decrease of 11.9 percent compared to the estimate in the 2005 Annual Report

5.4 STATEWIDE TRANSPORTATION ACCELERATION NEEDS (STAN) ACCOUNT

As part of the budget packet in the Spring 2006 Session, the Legislature passed and the Governor signed HB 2865 which included the creation of the Statewide Transportation Acceleration Needs (STAN) Account. Maricopa's share of the \$307 million is \$184 million. The key features of STAN funding include:

- A total of \$307 million is set up within a separate fund that will be available to accelerate the construction or reconstruction of freeways, state highways, bridges and interchanges that are included in the State Highway System.
- Monies in the STAN account will be used to supplement not supplant current funding.
- Maricopa County receives 60 percent of the revenues, Pima County receives 16 percent, and other thirteen counties receive 24 percent.
- STAN monies may only be used for: (1) material and labor, (2) acquisition of rights-of-way for highway needs, (3) design and other engineering services, and (4) other directly related costs approved by the State Transportation Board.
- The appropriate Regional Planning Agency is required to establish a process to review and approve transportation projects eligible to receive STAN monies.
- After discussion and approval of the projects by the Regional Planning Agency, the agency will submit the list to the State Transportation board for their approval.
- The Regional Planning Agency that receives monies from the STAN account must report on or before December 15, 2006 to the House and Senate Transportation Committees on approved projects and the money spent on these projects.

5.5 REGIONAL REVENUES SUMMARY

Actual and forecasted regional revenue sources for the MAG RTP between FY 2006 and FY 2026 are summarized in Table 5-4. Actual receipts from all regional revenue sources totaled \$422 million during FY 2006. Forecasted regional revenues are projected to total \$27.5 billion for the period FY 2007 through FY 2026. This figure is within one percent of the comparable estimate in the 2005 Annual Report.

In addition to the funding sources listed in Table 5-4, bonding and other debt financing assumptions, as well as allowances for inflation, are applied in each modal life cycle program. These amounts are listed in the respective modal chapters (see Chapters Six, Seven and Eight). The allowance for inflation was obtained by applying discount factors corresponding to an annual three percent inflation rate to the forecasted future revenues after the deduction of debt service and other expenses. Bonding assumptions will be subject to a variety of future factors, including the financial markets and the program cash flow requirements of each modal program.

TABLE 5-4
REGIONAL REVENUES SUMMARY
 (Year of Expenditure Dollars in Millions)

Sources	FY 2006 Actual (1)	FY 2007 - 2026 Forecast	Total
Proposition 400: Half Cent Sales Tax Extension	152.9	14,058.3	14,211.2
ADOT Funds	209.0	7,903.0	8,112.0
Federal Transit (5307 Funds)	11.0	1,556.6	1,567.6
Federal Transit (5309 Funds)	5.7	1,581.5	1,587.2
Federal Highway (MAG STP)	42.5	1,266.4	1,308.9
Federal Highway (MAG CMAQ)	0.0	1,127.0	1,127.0
Total	421.1	27,492.8	27,913.9

(1) Estimated amounts. Final values will be reported in 2007 Annual Report.

CHAPTER SIX

FREEWAY/HIGHWAY LIFE CYCLE PROGRAM

The Freeway/Highway Life Cycle Program covers FY 2006 through FY 2026 and is maintained by the Arizona Department of Transportation (ADOT) to implement freeway/highway projects identified in the MAG Regional Transportation Plan (RTP). The program utilizes funding from the Proposition 400 half-cent sales tax extension, as well as funding from State and Federal revenue sources.

6.1 STATUS OF FREEWAY/HIGHWAY PROJECTS

The Freeway/Highway Life Cycle Program includes both new freeway corridors to serve growth in the region and improvements to the existing system to address current and future congestion. In addition, effective operation and maintenance of the system are addressed. Figure 6-1, as well as Tables A-1 through A-7, provide information on the locations and costs associated with Freeway/Highway Life Cycle projects. The projects depicted in Figure 6-1 are cross-referenced with the data in the tables by the code associated with each project. In the discussion below, all project costs are expressed in terms of 2006 dollars and have been rounded to the nearest million.

6.1.1 New Corridors

SR 153 (Sky Harbor Expressway)

- The Sky Harbor Expressway is an existing facility generally along a 44th Street alignment between Washington Boulevard and University Drive, completed as part of the Proposition 300 Freeway Program. The final phase of this project is an extension to Superior Avenue at 40th Street, providing a connection to the I-10/40th Street interchange. The Sky Harbor Expressway is currently under study to determine if this section is still needed from a regional perspective, given the other improvements around Sky Harbor International Airport and the planned I-10 Collector-Distributor (C-D) system. A recommendation to change or delete the last Sky Harbor segment would be required to meet the requirements of a Major Amendment to the RTP as outlined in A.R.S. 28-6353 (E).
- \$16 million has been tentatively programmed in FY 2008 for construction.

Loop 202 (South Mountain Freeway):

- The South Mountain Freeway is planned to loop south of the central area of the region, connecting the western terminus of the Santan Freeway with I-10

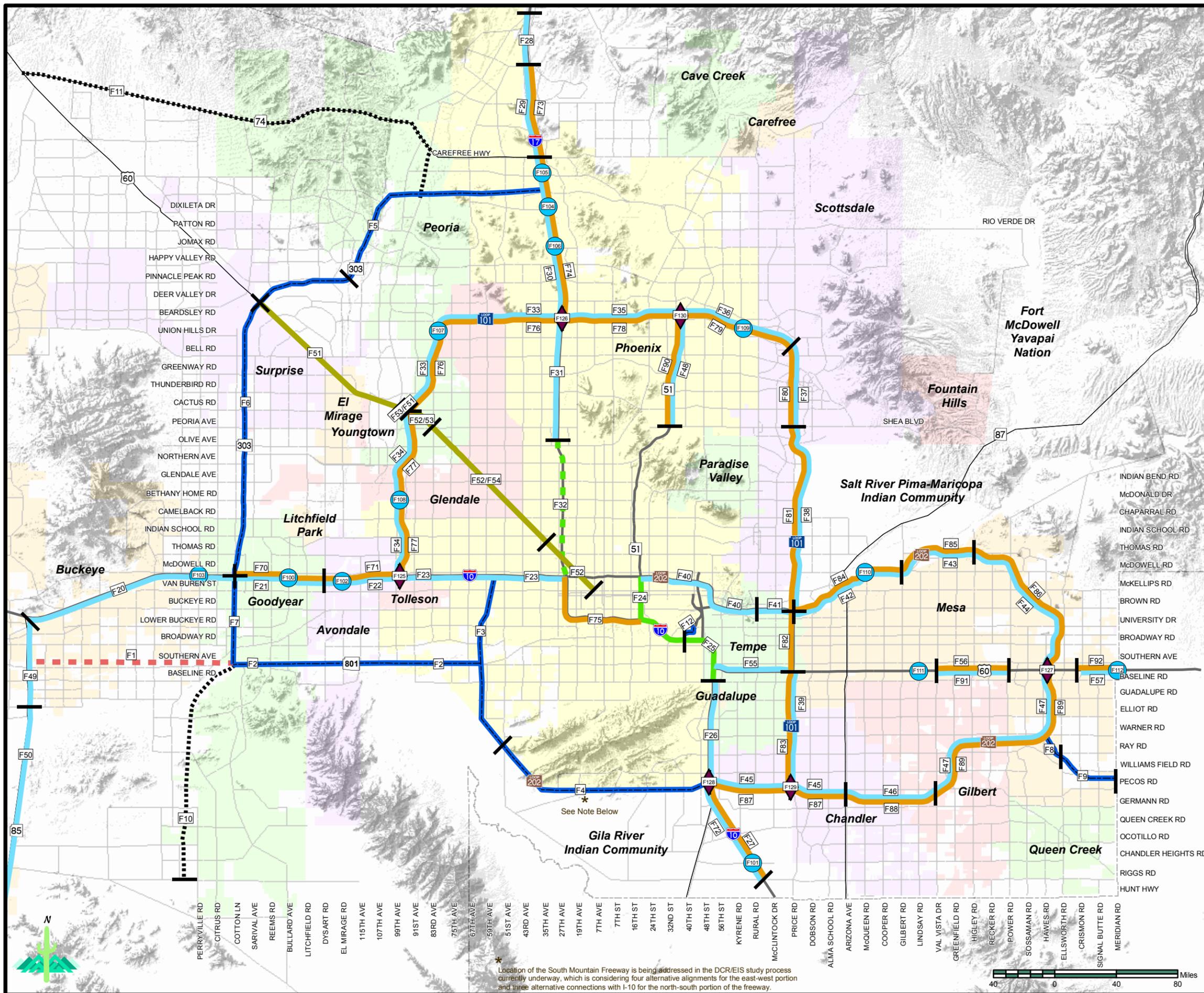
Figure 6-1



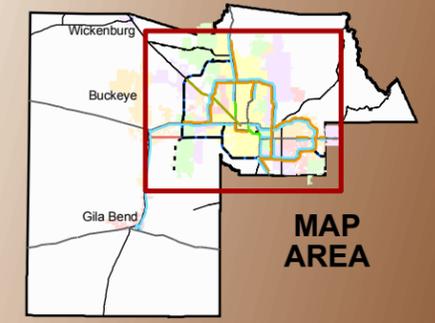
MAG 2006 Annual Report
on Proposition 400

Freeways/Highways

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- New Freeway/Highway Construction
- New General Purpose Lanes
- New High Occupancy Vehicle Lanes
- Grand Avenue Corridor Improvements
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- Interim Corridor Development
- Right of Way Preservation
- Existing Freeway
- Project Segment Separators
- Highways
- Other Roads
- County Boundary



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



* Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway, which is considering four alternative alignments for the east-west portion and three alternative connections with I-10 for the north-south portion of the freeway.



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

in the West Valley. The RTP calls for construction of a full six-lane freeway between I-10 (west) and I-10 (east) by the end of FY 2015.

- A Design Concept Report (DCR) and an Environmental Impact Statement (EIS) are currently proceeding on the South Mountain Freeway corridor. A US Department of Transportation "Record-of-Decision" on the recommended alternative for the corridor is expected by the end of calendar year 2007.
- \$639 million has been programmed from FY 2007 through FY 2011 to cover design, right-of-way, and construction for the South Mountain Freeway.
- Preliminary information from ongoing engineering studies on the South Mountain Freeway indicate that the total cost of the facility may exceed the funding currently allocated to this project by an amount in the range of \$600 million.

Loop 303 (Estrella Freeway):

- Loop 303 is planned to extend west from I-17 at Lone Mountain Road, swinging southwest to Grand Avenue, running south in the vicinity of Cotton Lane to I-10, and then terminating at MC 85 (Buckeye Road). The RTP calls for construction of a full six-lane freeway between I-10 and I-17 by the end of FY 2015. The segment between I-10 and MC 85 is targeted for construction by the end of FY 2020.
- An interim facility has been constructed between Grand Avenue and Happy Valley Road by Maricopa County, and full freeway right-of-way has also been acquired along most of this segment.
- DCRs and Environment Assessments (EAs) are proceeding on the Loop 303 corridor. This includes the segment between I-10 and Grand Avenue (US 60), and the segment between Happy Valley Road and I-17. Initial design work on these segments began in FY 2006.
- Preliminary engineering and environmental analysis for the segment between I-10 and Buckeye Road began in FY 2006.
- \$437 million has been programmed from FY 2007 through FY 2011 for design, right-of-way, and construction between I-17 and I-10.

SR 801 (I-10 Reliever):

- The I-10 Reliever (SR 801) is planned as an east-west facility south of I-10 connecting the South Mountain Freeway (Loop 202) and SR 85. In the RTP, the route is funded for construction as a six-lane freeway between Loop 202 and Loop 303; and as a two-lane roadway, with right-of-way preservation for

a freeway facility, between Loop 303 and SR 85. Construction of the facility is targeted for the period 2021 through 2026.

- Preliminary engineering and environmental analysis for the segment between Loop 202 and Loop 303 began in FY 2006. Preliminary engineering and environmental analysis for the segment between Loop 303 and SR 85 will begin in FY 2007.
- \$14 million has been programmed from FY 2008 through FY 2011 for early right-of-way protection. The amounts programmed for right-of-way will increase in later years prior to construction.

Williams Gateway Freeway:

- The Williams Gateway Freeway is planned as a six-lane facility extending from Loop 202 south to the Williams Gateway Airport, and east to the Pinal County line. In the RTP, final construction of the facility is targeted to occur by the end of FY 2020.
- In FY 2006, a preferred location for this facility within Maricopa County was adopted by MAG. Preliminary engineering and environmental analysis by ADOT will begin in FY 2007.
- \$2 million per year from FY 2007 through FY 2010 has been programmed for early right-of-way protection. The amounts programmed for right-of-way increase in later years prior to construction.

Other Right-of-Way Protection on SR 74 and Loop 303 (Buckeye Road to Riggs Road):

- \$1 million per year has been programmed during the period from FY 2007 through FY 2011 for right-of-way protection on SR 74. This level is maintained and enhanced in future years, in an effort to meet potentially growing right-of-way protection requirements in this area.
- Funding for right-of-way is also identified for Loop 303 (MC 85 to Riggs Road) in later years. The precise alignment for Loop 303 south of MC 85 has not yet been defined.

6.1.2 Widen Existing Facilities: General Purpose Lanes and HOV Lanes

I-10:

- The RTP calls for the addition of general purpose lanes along essentially the entire length of I-10, between State Route 85 on the west and Riggs Road on the east (no additional lanes are planned between I-17 and SR 51). HOV

lanes are also added along several segments to provide continuous HOV service on I-10, between Loop 303 on the west and Riggs Road on the east. Improvements are generally scheduled to start in the central area of the region, from FY 2006 through FY 2010, and extending to other areas of the region through FY 2023.

- A Design Concept Report (DCR) and Environmental Impact Statement (EIS) are proceeding on a collector/distributor system that would ease congestion between State Route 51 and Baseline Road. A total of \$534 million has been programmed from FY 2007 through FY 2011 for design, right-of-way and construction work on this project.
- Preliminary information from ongoing engineering studies on the I-10 collector/distributor system indicate that the total cost of the ultimate facility may exceed the funding allocated in the RTP.
- Preliminary engineering and environmental analysis for general purpose lanes and HOV lanes on the segment between Loop 101 (Agua Fria) and SR 85 are underway. A total of \$129 million has been programmed from FY 2007 through FY 2009 to complete the widening between Loop 101 and Sarival Road. Final design work is underway on this segment. The segment had been previously programmed for final construction in FY 2014 but has been accelerated through GANS and HELP loans, with interest expense being shared between the regional program and a group of Southwest Valley cities.
- Beginning analysis for general purpose lanes on the segment between I-17 and Loop 101 (Agua Fria) began in FY 2006. More detailed studies will proceed pending the resolution of the South Mountain Freeway alignment and the location of future Light Rail Transit facilities in the corridor. A total of \$72 million has been programmed during FY 2009 through FY 2010 for design and construction on this segment.
- \$44 million has been programmed from FY 2008 through FY 2009 for the design and construction of both general purpose and HOV lanes between Loop 202 (Santan Freeway) and Riggs Road. Preliminary engineering and environmental analysis are currently proceeding.

I-17:

- The RTP includes construction of additional general purpose lanes on I-17 between McDowell Road on the south and New River Road on the north. HOV lanes are also being added to fill gaps, and to extend the HOV system along I-17 from I-10 at Sky Harbor, to Anthem Way. Improvements are programmed through FY 2024.

- A DCR and an EA have been completed for the segment between Loop 101 and the Carefree Highway. Final design work on this segment is also nearing completion. A total of \$199 million has been programmed in FY 2007 for construction of both general purpose and HOV lanes on this segment.

SR 51 (Piestewa Freeway):

- The RTP includes construction of additional general purpose and HOV lanes on SR 51 between Shea Boulevard and Loop 101. The HOV improvements are called for first, with funding for the general purpose lanes scheduled after FY 2021.
- A DCR and EA covering the addition of HOV lanes between Loop 101 and Shea Boulevard has been completed. Final design work on this segment is also nearing completion. This includes HOV ramps to the east at the system interchange between SR 51 and Loop 101. A total of \$61 million has been programmed in FY 2007 for construction.
- Preliminary engineering and environmental analysis for the addition of general purpose lanes on SR 51 will begin after FY 2015.

US 60 (Grand Avenue):

- The RTP identifies a series of improvement projects along various segments of Grand Avenue between Loop 303 and McDowell Road, including the addition of general purpose lanes, grade separations and other improvements. The implementation of these projects will span the planning period through FY 2026.
- Preliminary engineering and environmental analysis for the addition of general purpose lanes between Loop 303 and Loop 101 began in FY 2006. A total of \$32 million has been programmed from FY 2007 through FY 2009 for design and construction on this segment, including a widening project between 99th Avenue and 83rd Avenue.
- Preliminary engineering and environmental analysis for corridor improvement projects between Loop 101 and McDowell Road will begin in FY 2008. A total of \$30 million has been programmed in FY 2009 and FY 2010 for design and construction on this segment.
- Preliminary engineering and environmental analysis for the remainder of the projects projected for Grand Avenue between Loop 303 and McDowell Road will begin after FY 2011.

US 60 (Superstition Freeway):

- The RTP includes widening projects along several segments of the Superstition Freeway, providing a combination of additional general purpose and HOV lanes. These projects will increase general purpose lane capacity along certain segments and provide continuous HOV lane service between I-10 and Loop 202 by FY 2007, and to Meridian Road by FY 2020.
- Construction on the addition of both general purpose and HOV lanes from Gilbert Road to Power Road is underway, and will be opened to traffic early in 2007.
- Preliminary engineering and environmental analysis for the addition of general purpose lanes between I-10 and Loop 101 will begin in FY 2008. A total of \$9 million has been programmed from FY 2007 through FY 2011 for design and construction on this segment. Construction of the westbound element of this project may be coordinated with the I-10 collector/distributor project.
- Preliminary engineering and environmental analysis for the addition of general purpose lanes and HOV lanes between Crismon Road and Meridan Road will begin after FY 2011.

SR 85:

- The RTP calls for widening SR 85 to a four-lane, divided roadway between I-10 and I-8.
- Construction work on widening SR 85 to a four-lane, divided roadway between I-10 and Gila Bend is currently underway. A total of \$161 million has been programmed during FY 2007 through FY 2011 to complete the widening to Gila Bend.

US 93 (Wickenburg Bypass):

- An interim bypass of the downtown Wickenburg area is being implemented to provide congestion relief until the final US 93 bypass can be funded and constructed.
- \$29 million has been programmed for construction in FY 2007.

Loop 101:

- The RTP calls for constructing additional general purpose lanes and HOV lanes along most of the length of Loop 101 (the Agua Fria, Pima, and Price Freeways) by the end of FY 2026. Only additional general HOV lanes are planned between the Red Mountain Freeway and Baseline Road. The early

focus of the improvements is on additional HOV lanes, with general purpose lanes scheduled after FY 2011.

- A DCR and EA covering the addition of HOV lanes between Princess Drive and Loop 202 (Red Mountain Fwy.) is completed. Final design work on this segment is also underway. A total of \$65 million has been programmed in FY 2007 for construction.
- Preliminary engineering and environmental analysis for the addition of HOV lanes between Loop 202 (Red Mountain) and Loop 202 (Santan Freeway) is nearing completion. Final design work on the segment between the Red Mountain Freeway and Baseline Rd. is also underway. Design work on the segment between Baseline Rd. and the Santan Freeway will begin in FY 2009. A total of \$49 million has been programmed from FY 2008 through FY 2010 for design and construction.
- Preliminary engineering and environmental analysis for the addition of general purpose and HOV lanes on the remainder of the Pima and Price Freeways, and on the Agua Fria Freeway will begin after FY 2011.

Loop 202:

- The RTP identifies the construction of additional general purpose and HOV lanes along essentially the entire length of Loop 202 (Red Mountain and Santan Freeways) by the end of FY 2026. The segment from SR 51 to Loop 101 already has HOV lanes. Also, this does not include the portion of Loop 202 covered by the South Mountain Freeway, which will be constructed as a new corridor. Generally, the construction of HOV lanes has been scheduled before the addition of general purpose lanes, with the major portion of new general purpose lanes scheduled after FY 2021.
- The segment of Loop 202 from State Route 51 to Loop 101 is the first stretch of Loop 202 scheduled for additional general purpose lanes. A total of \$76 million has been programmed from FY 2008 through FY 2011 for design and construction on this segment. Preliminary engineering and environmental analysis for this segment are underway. Another \$26 million is included in FY 2012.
- Preliminary information from ongoing engineering studies on the Loop 202 widening (SR 51 to Loop 101) indicate that the cost of the facility may exceed the funding currently allocated to this project by an amount in the range of \$80 million.
- Preliminary engineering and environmental analysis for the addition of general purpose and HOV lanes on the remainder of the Red Mountain and Santan Freeways will begin after FY 2011.

- Preliminary engineering and environmental analysis is underway for HOV lanes between Loop 101 and Gilbert Rd. \$32 million has been programmed in FY 2008 and 2009 for design and construction.

6.1.3 New Interchanges and New HOV Ramps on Existing Facilities

New Interchanges at Arterial Streets:

- The RTP identifies a total of thirteen new interchanges to be constructed on existing freeways at arterial street crossings. These projects fall along most of the major segments of the regional freeway system, including I-10, I-17, Loop 101, Loop 202, and US 60 (Superstition Freeway). The implementation of these new interchanges is phased over the entire planning period through FY 2026.
- Preliminary engineering and environmental analysis for new interchanges programmed for construction during the next five years have been completed. Final design work is also nearing completion on several of these projects.
- \$95 million has been programmed from FY 2007 through FY 2011 for design and/or construction of new interchanges including the following locations:
 - Beardsley Road/101L
 - Bullard Avenue/I-10
 - Dove Valley Road/I-17
 - Jomax Road-Dixileta Road/I-17
 - Lindsay Road/US 60
 - 64th Street/101L

New HOV Ramps at Existing Freeway-to-Freeway Interchanges:

- The RTP identifies a total of six locations at freeway-to-freeway interchanges on existing freeways where HOV ramps will be constructed to provide a direct connection through the interchange. These projects fall at major connections among components of the regional freeway system, including I-10, I-17, Loop 101, Loop 202, US 60 (Superstition Freeway) and SR 51. The implementation of these new interchanges is phased over the entire planning period through FY 2026.
- Construction of new HOV ramps at the SR 51/101L freeway-to-freeway interchange has been programmed in FY 07 as part of the addition of HOV lanes on SR 51 between Loop 101 and Shea Boulevard. A DCR and an EA covering this project has been completed. Final design work is also nearing completion.

6.1.4 Maintenance, Operations and Mitigation Programs

Freeway Management System:

- The RTP identifies a block of funding, covering the planning period through FY 2026, for a freeway management system (FMS) in the MAG area. This includes projects to enhance FMS on existing facilities, as well as to expand the system to new corridors. FMS covers items such as ramp metering, changeable message signs, and other measures to facilitate traffic flow.
- \$35 million has been programmed from FY 2007 through FY 2011 for the design and implementation of FMS projects on I-17, SR 51, Loop 101 and Loop 202, as well as system-wide preservation and rehabilitation of FMS.

Maintenance:

- The RTP includes a block of funding, covering the planning period through FY 2026, for maintenance of the regional freeway system in the MAG area. This funding will be dedicated only to litter pick-up, landscaping maintenance and landscaping restoration.
- ADOT already has initiated an increased level of landscaping, litter pick up and sweeping maintenance on existing valley freeways and will expand this effort as RTP projects are constructed. Total maintenance expenditures for FY 06 was over \$2 million.
- \$52 million has been programmed from FY 2007 through FY 2011 for system-wide litter pick-up and landscape maintenance.

Noise Mitigation:

- The RTP identifies a block of funding, covering the planning period through FY 2026, for noise mitigation projects on the freeway system in the MAG area. This funding will be used for mitigation projects such as rubberized asphalt overlays and noise walls.
- A system-wide total of \$38 million has been programmed from FY 2007 through FY 2011 for rubberized asphalt and other noise mitigation projects.

6.1.5 System-wide Preliminary Engineering, Advance Right-of-Way Acquisition, Property Management/Plans and Titles, and Risk Management

- The overall highway development process involves a number of steps that are necessary to prepare projects for eventual construction. Key elements that fall in this area include: (1) Preliminary Engineering - preparation of

preliminary plans defining facility design concepts, right-of-way requirements and environmental factors; (2) Advance Right-of-Way Acquisition - acquisition of right-of-way to respond to development pressures in a corridor; (3) Property Management/Plans and Titles - procedures to acquire property and manage it until needed for construction; and (4) Risk Management - programs to minimize risk of litigation.

- \$182 million has been programmed from FY 2007 through FY 2011 for system-wide preliminary engineering, advance right-of-way acquisition, property management/plans and titles, risk management and other system-wide programs.

6.1.6 Proposition 300 - Regional Freeway Program

- The Proposition 300 - Regional Freeway Program is in its final stages, and it is anticipated that the last freeway segment in this program will be completed by mid-2008. Although sales tax collections for Proposition 300 ended on December 31, 2005, work utilizing State and Federal funding sources will continue through mid-2008 to complete the last segments of the program. In addition, certain debt service requirements and other financial obligations for the program continue through FY 2026. These obligations have been taken fully into account in the planning process for the new Freeway/Highway Life Cycle Program, so that there are no conflicting demands on revenues.
- During FY 2006, freeway construction on the Red Mountain Freeway (Loop 202) was underway on the north half of the system interchange with US 60; the segment between Southern Ave. and University Dr.; and the segment between University Dr. and Power Rd. It is anticipated that the entire 7.4-mile stretch from Power Rd. to the Superstition Freeway, which represents the final segment in the Proposition 300 - Regional Freeway Program, will be open to traffic by mid-2008.
- In December 2005, construction of the Santan Freeway (Loop 202) between Arizona Ave. and Gilbert Rd. was completed and opened to traffic.
- In June 2006, construction of the Santan Freeway between Gilbert Rd. and Elliot Rd. was completed and opened to traffic. This completed the 24.8-mile Santan Freeway in its entirety from I-10 on the west to the Superstition Freeway on the east.
- In June 2006, the final grade separation project on Grand Ave. (US 60), at Glendale Ave/59th Ave. was completed and opened to traffic (July 9, 2006). This completes the series of eight grade separation improvements on Grand Avenue between I-17 and Loop 101 that were included in the Proposition 300 - Regional Freeway Program.

- The South Mountain Freeway, Loop 303, and the Sky Harbor Expressway, which were originally included in the Proposition 300 - Regional Freeway Program, are currently under study. Funding for design, right-of-way acquisition and construction of these facilities is included in the Proposition 400 Freeway/Highway Life Cycle Program.

6.2 FREEWAY/HIGHWAY PROGRAM CHANGES

Arizona Revised Statute 28-6353 requires that MAG approve any change in the RTP, and projects funded in the RTP, that affect the agency's transportation improvement program, including priorities. In addition, requests for changes to transportation projects funded in the RTP that would materially increase costs must be submitted to MAG for approval.

6.2.1 FY 2006 Material Cost Increases

Generally, material cost increases that affect projects programmed in the current year are approved individually prior to the projects going to bid. According to the MAG Material Cost Change Policy, a material cost change is defined as: "An increase in the cost of a project that is more than five (5) percent of the adopted budget, but not less than \$500,000, or any increase greater than \$2.5 million." On April 26, 2006, the MAG Regional Council approved cost increases requested by ADOT totaling \$28 million for the freeway/highway projects shown in Table 6-1. It was determined that the cost increases could be accommodated within available cash flow.

**TABLE 6-1
FY 2006 FREEWAY/HIGHWAY MATERIAL COST INCREASES**

Route	Project	Budget (000)		
		From	To	Increase
10	Bullard T.I. - Right-of-Way	\$1,000	\$4,000	\$3,000
10	Bullard T.I. - Construction	\$10,000	\$11,000	\$1,000
10	Ray Rd T.I. - Construction	\$4,943	\$6,138	\$1,195
17	Jomax T.I. - Right-of-Way	\$8,000	\$8,500	\$500
17	Jomax / Dixileta T.I. - Construction	\$23,000	\$29,700	\$6,700
60	Higley Rd T.I. - Construction	\$1,300	\$4,100	\$2,800
85	Southern Ave - I-10 - Design, Right-of-Way, Utilities	\$3,431	\$6,231	\$2,800
93	Wickenburg Bypass - Right-of-Way	\$2,550	\$10,250	\$7,700
101	SRP/MIC to Camelback Rd. - Landscape	\$5,750	\$6,550	\$800
202	Gilbert Rd. to Frye Rd. - Landscape	\$5,000	\$5,500	\$500
202	Frye Rd. to Power Rd. - Landscape	\$5,750	\$6,250	\$500
202	Power Rd. to Elliot Rd. - Landscape	\$3,398	\$4,000	\$602
			TOTAL:	\$28,097

6.2.2 Project Advancements

On March 29, 2006, the MAG Regional Council approved the City of Phoenix request to advance the I-17/Dove Valley Road interchange project from FY 2022 to FY 2007. The City of Phoenix will provide the funding for the acceleration of the project with repayment in FY 2022, corresponding to the original programming of the project in the ADOT Life Cycle Program. Consistent with MAG policy, the City of Phoenix will provide approximately one-half of the interest expense.

On April 26, 2006, the MAG Regional Council approved a request from a coalition of Southwest Valley cities to advance the widening of I-10 from the junction with Loop 101 to just east of Sarival Road, including both HOV and general purpose lanes. The Loop 101 to Dysart Road section will be accelerated from FY 2014 to FY 2008 and the section from Dysart Road to Sarival Road will be accelerated from FY 2011 to FY 2008. The cities requesting the acceleration will use an ADOT HELP loan to advance the design work, while the advancement of the construction will be achieved through a GAN loan. Consistent with MAG policy, the cities will provide approximately one-half of the interest expense.

6.2.3 FY 2007-2026 Program Changes

For projects programmed in later years, cost increases and schedule changes are addressed through approval of the Transportation Improvement Program and Regional Transportation Plan at the beginning of the program period. Table 6-2 summarizes key changes to the Freeway/Highway Life Cycle Program for the period FY 2007-2026. The information in Table 6-2 has been generalized and more detailed project component changes (design, right-of-way, construction) are described in the MAG Regional Transportation Plan - 2006 Update and the MAG FY 2007-2011 Transportation Improvement Program, which were approved by the MAG Regional Council on July 26, 2006. Cost increases for the period FY 2007-2026 resulted in an increase in the total program cost of \$224 million. It should be noted that these changes do not reflect the results of ongoing design concept report (DCR) and environmental studies.

6.3 FREEWAY/HIGHWAY PROGRAM EXPENDITURES, ESTIMATED FUTURE COSTS, AND FISCAL STATUS

6.3.1 Program Expenditures and Estimated Future Costs

Table 6-3 provides a summary of past expenditures, estimated future costs and total costs by major program category for the Freeway/Highway Life Cycle Program. Detailed data on costs at the project level is included in Tables A-1 through A-7 in the appendix. As indicated in Table 6-3, expenditures through FY

2006 equal \$58 million (YOE \$'s) and estimated future costs covering the period FY 2007-2026 amount to \$9.8 billion (2006 \$'s).

**TABLE 6-2
FY 2007- 2026 SIGNIFICANT FREEWAY/HIGHWAY PROJECT
COST AND SCHEDULE CHANGES**

Route	Project	FY Programmed for Final Construction		Estimated Total Costs			Comments
		From	To	From	To	Change	
10	Loop 303 to Dysart Road (Widen: GP/HOV))	2011	2009	88.6	113.2	24.6	Local government advancement.
10	Dysart Road to Loop 101 (Widen: GP/HOV)	2014	2008	--	--	--	Local government advancement.
10	Loop 101 to I-17 (Widen: GP)	2009	2010	--	--	--	
10	40th Street to Baseline Road (Widen: C-D)	2010	2011	--	--	--	
10	Bullard Road (New TI)	2006	2007	--	--	--	
10	43rd/51st Avenue at I-10 (TI Imprv.)	--	--	0.6	2.0	1.4	
17	Carefree Highway to Loop 101 (Widen: GP/HOV)	--	--	170.3	202.1	31.8	
17	Dixleta Drive/Jomax Road (New TI)	2006	2007	31.0	48.0	17.0	
17	Dove Valley at I-17 (New TI)	2022	2008	--	--	--	Local government advancement.
17	Peoria Rd./Cactus Rd. & Greenway Rd./Thunderbird Rd. (Drainage Improvements)	2006	2007	9.0	17.0	8.0	
17	Deer Valley Road at I-17 (TI Imprv.)	2006	Deleted	1.9	0.0	(1.9)	
17	Carefree Highway at I-17 (TI Imprv.)	--	--	9.2	18.5	9.3	
51	Loop 101/Pima to Shea Blvd. (Widen: HOV/Ramp)	--	--	50.9	64.9	14.0	
60 G	Loop 303 to Loop 101 (Widen)	--	--	97.0	89.1	(7.9)	
60 G	Loop 101 to Van Buren Street (Imprv.)	--	--	139.8	149.6	9.8	
60 G	99th Ave. to 83rd Ave. (Widen)	--	--	5.0	6.5	1.5	
60 S	I-10 to Loop 101 (Widen: GP)	--	--	8.4	8.7	0.3	
60 S	Val Vista to Power (Landscape)	--	2007	0.0	5.1	5.1	Project added in FY 2006.
74	Passing Lanes	--	2010	0.0	4.0	4.0	Project added in FY 2006.
85	I-10 to I-8 (Widen: GP)	--	--	112.8	160.7	47.9	
87	Forest Boundary - New Four Peaks (Imprv.)	--	--	10.5	18.4	7.9	
88	Fish Creek Hill (Imprv.)	2006	2007	--	--	--	
93	Wickenburg Bypass (New Roadway)	2006	2007	26.6	39.3	12.7	
101 AF	I-10 - MC 85 via 99th Ave. (Imprv.)	2008	2009	--	--	--	
101 AF	Northern Ave. to 31st Ave. (Landscaping)	--	2007	--	--	--	Project added in FY 2006.
101PI	Princess Drive to Loop 202/Red Mt. (Widen: HOV)	--	--	81.0	70.0	(11.0)	
101PI	64th Street (New TI)	2006	2007	22.0	27.0	5.0	
101 PR	Loop 202/Red Mountain to Baseline (Widen: HOV)	--	--	22.0	19.0	(3.0)	
101 PR	Baseline to Loop 202/Santan (Widen: HOV)	--	--	30.5	32.5	2.0	
153	Superior Ave. to University Dr. (Extend Expressway)		2008	0.0	16.7	16.7	Project added in FY 2006.
303	I-17 to US 60 (New Freeway)	--	--	549.6	647.0	97.4	Project definition change.
303	US 60 to I-10 (New Freeway)	--	--	646.6	552.0	(94.6)	Project definition change.
System-wide	Ramp Meters, T.I. Improvements, Park & Ride Lots (Various Locations)	--	--	3.0	15.1	12.1	
System-wide	FMS, Maint., Noise Mit., Pre-Engr., R/W, Risk Mgmt.	--	--	1028.6	1040.7	12.1	
Total						224.1	Total project cost increase.

TABLE 6-3
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM
SUMMARY OF EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Cost: FY 2006-2026 (2006 and YOE Dollars)
	Design	Right-of-Way	Construction	Total		
New Corridors	1.7	0.0	0.0	1.7	3,735.4	3,737.1
Widen Existing Facilities: Add General Purpose Lanes	3.2	3.6	13.7	20.5	3,838.6	3,859.1
Widen Existing Facilities; Add HOV Lanes	2.0	0.0	0.0	2.0	710.4	712.4
New Interchanges on Existing Facilities: Freeway/Arterial	3.5	0.0	0.0	3.5	228.5	232.0
New HOV Ramps on Existing Facilities: Freeway/Freeway	0.0	0.0	0.0	0.0	172.8	172.8
Maintenance, Operations, Mitigation and Systemwide Programs	18.5	0.0	9.2	27.7	1,013.0	1,040.7
Other Projects	0.0	0.0	2.4	2.4	75.8	78.2
Total	28.9	3.6	25.3	57.8	9,774.5	9,832.3

6.3.2 Future Fiscal Status

Table 6-4 summarizes the future funding sources and uses for the Freeway/Highway Life Cycle Program between FY 2007 and FY 2026. Sources for the Life Cycle Program between FY 2007 through FY 2026 include the Proposition 400 half-cent sales tax extension (\$7.9 billion); ADOT funds (\$7.9 billion); Federal Highway funds (\$533 million); bond and loan proceeds (\$3.7 billion); and other income (\$77 million). Expenses totaling \$6.2 billion are deducted from these sources, including an RTP implementation allowance required in legislation that is provided to MAG and RPTA (\$214 million) and estimated future debt service and repayment of other financing (\$6.1 billion). In addition, an allowance for inflation of \$3.9 billion is deducted. Including a beginning balance of \$197 million, this yields a net total of \$10.2 billion (2006 \$'s) for use on freeway and highway projects through FY 2026.

Table 6-4 also lists the estimated future uses identified in the Life Cycle Program for the period covering FY 2007 through FY 2026. As shown, Life Cycle Program costs are in balance with the projected future funds available, with available funds exceeding costs by \$53 million. As the engineering process proceeds, project costs will be subject to revision, and adjustments in the Life Cycle Program may be required to ensure that project costs do not exceed expected revenues for the period through FY 2026.

TABLE 6-4
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM
FUTURE SOURCES AND USES OF FUNDS: FY 2007-2026
(2006 and Year of Expenditure Dollars in Millions)

SOURCES OF FUNDS	
Source	Projected Future Funding: FY 2007-2026 (YOE Dollars)
Proposition 400: One-Half Cent Sales Tax Extension	7,900.8
ADOT Funds	7,903.0
MAG CMAQ and STP (Federal Highway)	534.7
Other Income	77.2
Bond and Loan Proceeds	3,725.2
Plus Beginning Balance	197.4
Less Debt Service and Other Expenses	(6,233.5)
Less Inflation Allowance	(3,906.0)
Total (2006 \$'s)	10,198.8
USES OF FUNDS	
Category	Estimated Future Costs: FY 2007-2026 (2006 Dollars)
New Corridors	3,735.4
Widen Existing Facilities: Add General Purpose Lanes	3,838.6
Widen Existing Facilities: Add HOV Lanes	710.4
New Interchanges on Existing Facilities: Freeway/Arterial	228.5
New HOV Ramps on Existing Facilities: Freeway/Freeway	172.8
Maintenance, Operations, Mitigation and Systemwide Programs	1,013.0
Other Projects	75.8
Subtotal Proposition 400 Program	9,774.5
Proposition 300 Project Completion	370.9
Total (2006 \$'s)	10,145.4

6.4 FREEWAY/HIGHWAY PROGRAM OUTLOOK

The Freeway/Highway Life Cycle Program, which covers FY 2006 through FY 2026, started on July 1, 2005. The goal of the Program is to implement the freeway and highway projects in the MAG Regional Transportation Plan by the end of FY 2026. Estimated future costs for the Program are in balance with projected revenues, with revenues exceeding costs by approximately \$50 million through FY 2026. However, trends toward increasing project costs, which were reported in the 2005 Annual Report, have generally continued. Also, during the

coming year, significant additional cost increases may be encountered as a number of engineering and environmental studies with more detailed estimates are completed. A continuing challenge in the life cycle process will be to maintain cost-revenue balance, through effective financing and cash flow management, value engineering of projects, and Plan and Program adjustments as may be necessary.

In order to gain insight into the causes and possible solutions to mitigate the recent large increases in construction costs, MAG sponsored a Challenge of Construction Forum on January 6, 2006. The forum included representatives and experts familiar with recent cost trends for highways, schools, home building, and commercial construction. Discussions indicated that there would be no single solution to dealing with cost increases. It was suggested that key approaches would need to include risk sharing for cost and schedule changes, review of material specifications, and national marketing of construction opportunities in the region to expand the pool of bidders.

As part of the continuing life cycle process, preliminary engineering and environmental studies have been initiated on a number of major projects and have been completed, or are nearing completion, on several others. For projects programmed to begin construction in FY 2007, final design work has been completed or is nearing completion. Continuing future tasks of the life cycle process will be to: (1) refine project concepts and cost estimates, (2) define right-of-way needs in new corridors for early right-of-way protection, (3) identify financing strategies, and (4) prepared final designs to meet programmed construction dates. A particular challenge during the life of the program will be to minimize project "scope creep" and prepare project designs that are in scale with available funding.

In addition to the new Life Cycle Program, the ongoing Proposition 300 - Regional Freeway Program is nearing its final stages. It is anticipated that construction work on the remaining projects in this program will be completed by mid-2008. Funding requirements for final construction by mid-2008, as well as debt service and other financial obligations will that continue through FY 2026, have been fully taken into account in the planning process for the new Freeway/Highway Life Cycle Program, so that there are no conflicting demands on available revenues between FY 2006-2026.

CHAPTER SEVEN

ARTERIAL STREET LIFE CYCLE PROGRAM

The Arterial Street Life Cycle Program covers FY 2006 through FY 2026 and is maintained by the Maricopa Association of Governments (MAG) to implement arterial street projects in the MAG Regional Transportation Plan (RTP). The Program meets the requirements of State legislation calling on MAG to conduct a budget process to ensure that the estimated cost of programmed arterial street improvements does not exceed the total amount of revenues available for these improvements.

The Arterial Street Life Cycle Program provides MAG with a management tool to administer regional funding for arterial street improvements. The Program receives major funding from both the Proposition 400 half-cent sales tax extension and Federal highway programs. Although MAG is charged with the responsibility of administering the overall program, the actual construction of projects is accomplished by local government agencies that provide funding to match regional level revenues.

Figure 7-1, as well as Tables B-1 and B-2, provides information on the locations and costs associated with Arterial Street Life Cycle projects. The projects depicted in Figure 7-1 are cross-referenced with the data in the tables by the code associated with each project.

7.1 STATUS OF ARTERIAL STREET PROJECTS

The Arterial Street Life Cycle Program provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The implementation of projects in the regional arterial Intelligent Transportation System (ITS) Plan is also included.

It should be noted that the funding for construction of arterial improvements is spread throughout the period covered by the Life Cycle Program. However, to respond to local priorities and development issues, in certain cases local governments are planning to construct projects sooner in the program period than originally scheduled in the RTP. In these cases, the implementing agency will be reimbursed according to the original arterial street program schedule identified in the Regional Transportation Plan adopted in November 2003, even though the construction takes place earlier. For those cases in which a project is deferred, no reimbursement occurs until work is completed.

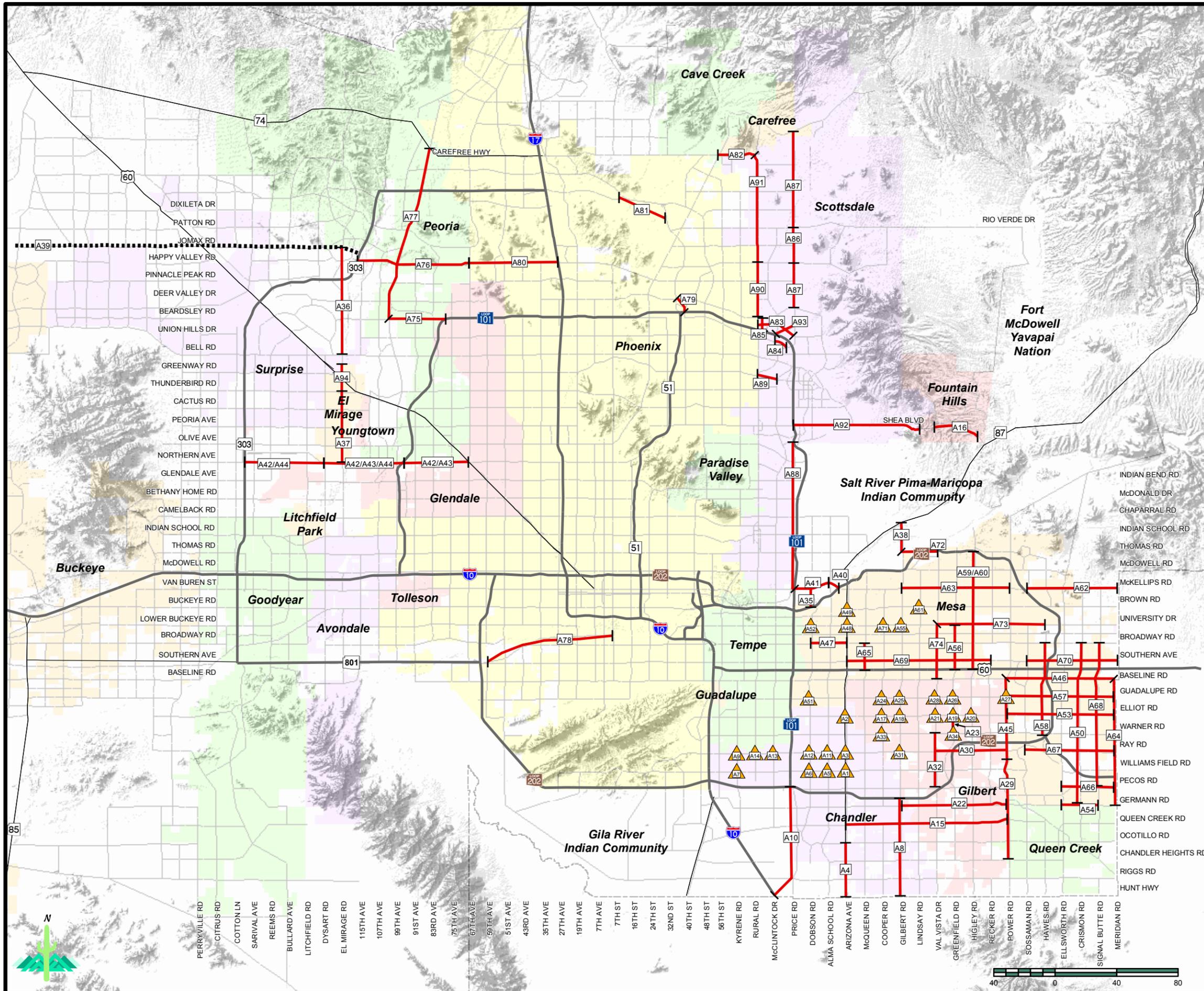
Figure 7-1



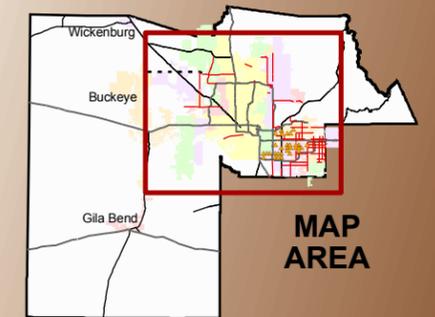
MAG 2006 Annual Report
on Proposition 400

New/Improved
Arterials

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



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



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

The following sections provide an overview of the status of the projects in the Arterial Street Life Cycle Program. In these discussions, the emphasis is placed on reviewing work anticipated during the next five years (FY 2007 through 2011).

7.1.1 Arterial Capacity/Intersection Improvements

A total of 94 arterial capacity/intersection improvement projects are identified in the RTP and included in the Arterial Street Life Cycle Program. As the engineering process proceeds, the specific type of improvements will be defined, and detailed designs will be prepared. These improvements may include: (1) widening of existing arterial streets (some of these projects will focus on intersection improvements); (2) major upgrading of facilities, such as the development of a parkway along Northern Avenue in the West Valley; (3) construction of new facilities on new alignments, such as the Rio Salado Parkway in southwest Phoenix; and (4) improvements at individual intersections.

It should be noted that in the 2005 Annual Report separate tables were provided for capacity improvement projects and intersection projects. This approach has been changed in the 2006 Annual Report and both types of projects have been listed in a single table and sorted by jurisdiction. This will allow projects to be referenced more easily by implementing agencies and recognizes that intersection improvements have been included within many of the original capacity improvement projects.

During the period FY 2007 through FY 2011, work will be proceeding on a number of arterial streets. Various stages of work will be conducted on these projects and all segments will not necessarily be completed during this period. Arterial street segments that will undergo work (design, right-of-way acquisition or construction) are listed in Table 7-1, including projects that have been advanced by local governments from later stages of the program. Information on project status is included in Table B-1. Among these projects, 47 are under design, 38 have ongoing right-of-way acquisition activities, and 36 are under construction.

During FY 2006, a number of scheduling changes were to the Arterial Life Cycle program to respond to various project factors encountered by the implementing agencies. These changes are listed in Table 7-2. Consistent with MAG Arterial Life Cycle Policies, none of these changes affect project reimbursement amounts.

7.1.2 Intelligent Transportation Systems (ITS)

The RTP allocates funding to assist in the implementation of projects identified in the regional ITS Plan. These projects smooth traffic flow and help the transportation system to operate more efficiently. It is estimated that a total of

TABLE 7-1
ARTERIAL STREET PROJECTS UNDERWAY FY 2007 - 2011

Project	Project
Arizona Ave.: Ocotillo to Hunt Hwy.	Lindsay Rd./Brown Rd.
Arizona Ave./Ray Rd.	Loop 101 Frontage Roads (E/B): Hayden Rd. to Pima Rd.
Avenida Rio Salado: 7th St. to Loop 202	Loop 101 Frontage Roads (W/B): Pima Rd. to Scottsdale Rd.
Beardsley Rd.: Loop 101 to 83rd Ave.	McKellips Rd.: Gilbert Rd. to Power Rd.
Black Mt. Parkway	McKellips Rd.: Bridge over Salt River
Broadway Rd.: Dobson Rd. to Country Club Dr.	Mesa Dr.: Broadway Rd. to US 60
Chandler Blvd./Alma School Rd.	Northern Ave.: Grand Ave. to Loop 303
Chandler Blvd./Dobson Rd.	Pima Rd.: McKellips Rd. to Via Linda
Country Club Dr./ Brown Rd.	Pima Rd.: Thompson Peak Pkwy. to Happy Valley Rd.
Country Club Dr./University Dr.	Power Rd.: Baseline Rd. to Galveston Rd.
Dobson Rd.: Bridge over Salt River	Power Rd.: Galveston to Pecos Rd.
Dobson Rd./ Guadalupe Rd.	Ray Rd.: Alma School Rd.
Dobson Rd./University Dr.	Ray Rd./Dobson Rd.
Elliot Rd./Cooper Rd.	Ray Rd./McClintock Rd.
Germann Rd.: Gilbert Rd. to Power Rd.	Ray Rd./Rural Rd.
Gilbert Rd: Bridge over Salt River	Ray Rd.: Sossaman Rd. to Ellsworth Rd.
Gilbert Rd: SR202L to Hunt Highway	Queen Creek Rd.: Arizona Ave. to Power Rd.
Gilbert Rd./University Dr.	Scottsdale Rd.: Thompson Peak Pkwy. to Pinnacle Peak Rd.
Greenfield Rd.: University Rd. to Baseline Rd.	Shea Blvd.: Palisades Blvd. to Saguaro Blvd.
Guadalupe Rd./Cooper Rd.	Shea Blvd.: SR101L to SR-87
Guadalupe Rd./Gilbert Rd.	Sonoran Parkway: Central Ave. to 32nd St.
Guadalupe Rd.: Power Rd. to Crismon Rd.	Southern Ave.: Country Club Dr. to Greenfield Rd.
Happy Valley Rd: Lake Pleasant Parkway to Terramar	Stapley Dr./University Dr.
Happy Valley Rd: 67th Avenue to I-17	Thomas Rd.: Gilbert Rd. to Val Vista Dr.
Hawes: Santan Freeway to Ray Rd.	Val Vista Dr.: University Dr. to Baseline Rd.
Lake Pleasant Pkwy.: Union Hills Dr. to SR 74	Warner Rd./Cooper Rd.

**TABLE 7-2
ARTERIAL STREET LIFE CYCLE PROGRAM CHANGES**

Project	Change		Project	Change
Arizona Ave./Elliot Rd. - Intersection Improvement	Year programmed for final construction moved from FY05 to FY06		Happy Valley Rd.: Lake Pleasant Pkwy. to Terramar Blvd.	Year programmed for final construction moved from FY06 to FY08
Arizona Ave./Ray Rd. - Intersection Improvement	Year programmed for final construction moved from FY06 to FY07		Happy Valley Rd.: 67th Ave. to I-17 - Capacity Improvements	The project has been segmented. Year programmed for final construction moved from FY24 to FY09.
Arizona Ave.: Ocotillo Rd. to Hunt Hwy. - Capacity Improvements	Year programmed for final construction moved from FY11 to FY12		Kyrene Rd./Ray Rd. - Intersection Improvement	Year programmed for final construction moved from FY14 to FY15
Avenida Rio Salado: 7th St. to SR 202L (South Mountain Fwy.) - New Roadway	Year programmed for final construction moved from FY13 to FY14		Lake Pleasant Pkwy.: Beardsley Rd./83rd Ave. to SR 74 - Capacity Improvements	Year programmed for final construction moved from FY12 to FY14
Beardsley Connection: Loop 101 to Beardsley Rd. at 83rd Ave./ Lake Pleasant Pkwy. - New Roadway	Year programmed for final construction moved from FY07 to FY09		McKellips Rd.: Salt River Bridge - New Bridge	Year programmed for final construction moved from FY14 to FY15
Black Mt. Pkwy.: SR 51 to Black Mountain Pkwy. - New Roadway	Year programmed for final construction moved from FY11 to FY13		Pima Rd.: Deer Valley Rd. to Happy Valley Rd. and Dynamite Rd. to Cave Creek Rd. - Capacity Improvements	The project has been segmented.
Chandler Blvd./Alma School Rd. - Intersection Improvement	Year programmed for final construction moved from FY09 to FY10		Power Rd: East Maricopa Floodway (EMF) to Galveston Rd.	Year programmed for final construction moved from FY08 to FY07
Chandler Blvd./Dobson Rd. - Intersection Improvement	Year programmed for final construction moved from FY07 to FY08		Queen Creek Rd: Arizona Ave. to McQueen Rd.	Year programmed for final construction moved from FY06 to FY07
Dobson Rd.: Salt River Bridge - New Bridge	Year programmed for final construction moved from FY09 to FY15		Queen Creek Rd.: McQueen Rd. to Lindsay Rd.	Year programmed for final construction moved from FY11 to FY10
El Mirage Rd.: Bell Rd. to Jomax Rd. - Capacity Improvements	Year programmed for final construction moved from FY18 to FY17		Ray Rd./Alma School Rd. - Intersection Improvement	Year programmed for final construction moved from FY08 to FY09
El Mirage Rd.: Paradise Ln. over Grand Ave. to Thunderbird Rd.	Year programmed for final construction moved from FY14 to FY15		Ray Rd./Dobson Rd. - Intersection Improvement	Year programmed for final construction moved from FY11 to FY12
Elliot Rd./Cooper Rd. - Intersection Improvement	Year programmed for final construction moved from FY10 to FY13		Ray Rd./McClintock Dr. - Intersection Improvement	Year programmed for final construction moved from FY10 to FY11
Gilbert Rd.: Salt River Bridge - New Bridge	Year programmed for final construction moved from FY13 to FY15		Ray Rd./Rural Rd. - Intersection Improvement	Year programmed for final construction moved from FY12 to FY13
Gilbert Rd.: Loop 202 (Santan) to Hunt Hwy. - Capacity Improvements	Year programmed for final construction moved from FY14 to FY11		Scottsdale Rd.: Thompson Peak Pkwy. to Happy Valley Rd. - Capacity Improvements	The project has been segmented.
Gilbert Rd.: Loop 202 (Santan) to Hunt Hwy. - Capacity Improvements	Year programmed for final construction moved from FY10 to FY08		Shea Blvd: Loop 101 to Scottsdale City Limits - Capacity/Intersection Improvements	The project has been segmented.
Gilbert Rd.: Chandler Heights Rd. to Hunt Hwy.	Year programmed for final construction moved from FY14 to FY11		Union Hills Rd.: Hayden Rd. to Pima Rd. - Capacity Improvements	Year programmed for final construction moved from FY21 to FY22
Guadalupe Rd./Cooper Rd. - Intersection Improvement	Year programmed for final construction moved from FY10 to FY13		Warner Rd./Greenfield Rd. - Intersection Improvement	Year programmed for final construction moved from FY13 to FY14
Guadalupe Rd./Gilbert Rd. - Intersection Improvement	Year programmed for final construction moved from FY09 to FY10			

\$21.2 million (2006 \$'s) in reimbursements from regional funds for will be made for ITS projects during FY 2007 through FY 2011.

The focus of the arterial ITS program is to assist MAG member agencies to develop their arterial traffic management systems to better address needs. The process for identifying and recommending arterial ITS projects for funding will continue to be overseen by the MAG ITS Committee. In the past the ITS committee has utilized an objective project rating system, that is linked to the region's ITS Strategic Plan and Regional ITS Architecture, to provide guidance in prioritizing projects.

7.2 ARTERIAL STREET PROGRAM DISBURSEMENTS AND FISCAL STATUS

7.2.1 Program Disbursements

The Arterial Street Program is based on the principle of project budget caps. Under this approach, the regional funding allocated to a specific project is fixed (on an inflation adjusted basis) in the Regional Transportation Plan. This amount must be matched by the implementing agency with, at a minimum, a 30 percent contribution to the project costs. Any projects costs above this amount are the responsibility of the implementing agency. Under this funding scheme, program administration will focus on tracking actual project expenditures and determining the corresponding regional share. Therefore, data monitoring will primarily be directed at regional funding disbursements and total project expenditures.

Table 7-3 provides a summary of past and estimated future regional funding disbursements, and total project expenditures, by major program category for the Arterial Street Life Cycle Program. Detailed data showing regional funding disbursements and estimated total expenditures at the project level is included in Tables B-1 and B-2.

As indicated in Table 7-3, a total of \$ 7.0 million (YOE \$'s) has been disbursed through FY 2006 for projects in the Arterial Street Life Cycle Program, and it is estimated that \$1.6 billion (2006 \$'s) will be disbursed during the remainder of the program (FY 2007 through FY 2026). Total expenditures on projects, which include local government expenditures, amount to \$19.1 million through FY 2006. It is estimated that total expenditures for the remainder of the program (FY 2007 through FY 2026) will amount to \$2.9 billion. It should be noted that future project disbursement amounts have been adjusted for inflation based on the Consumer Price Index, as adopted in the MAG Arterial Life Cycle Program Policies.

TABLE 7-3
ARTERIAL STREET LIFE CYCLE PROGRAM
SUMMARY OF EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Regional Funding Disbursements			Total Expenditures		
	Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expenditures through FY 2006 (YOE Dollars)	Estimated Future Expenditures: FY 2007-2026 (2006 Dollars)	Total Expenditures: FY 2006-2026 (2006 and YOE Dollars)
Capacity / Intersection Improvements	7.0	1,573.6	1,580.6	19.1	2,816.1	2,835.2
Intelligent Transportation Systems	0.0	55.9	55.9	0.0	79.8	79.8
Total	7.0	1,629.5	1,636.5	19.1	2,895.9	2,915.0

7.2.2 Future Fiscal Status

Table 7-4 summarizes the future funding sources and uses that apply to the Arterial Street Life Cycle Program for FY 2007 through FY 2026. Sources for the Life Cycle Program include the Proposition 400 half-cent sales tax extension (\$1.5 billion); Federal Highway Congestion Mitigation and Air Quality (CMAQ) funds (\$151 million); Federal Highway Surface Transportation Program (STP) funds (\$947 million); and bond proceeds (\$448 million). Note that the bonding program is still being adjusted with the objective of lowering the overall level of bonding for the Arterial Street Program. Expenses totaling \$591 million are deducted from these sources, representing estimated future debt service and repayment of other financing. In addition an allowance for inflation of \$710 million has been deducted. Including a beginning balance of \$9.1 million, this yields a net total of \$1.7 billion (2006 \$'s) for use on arterial street projects through FY 2026.

Table 7-4 also lists the estimated future regional funding disbursements identified in the Life Cycle Program for the period FY 2007 through FY 2026. As shown, Life Cycle Program disbursements are in balance with the projected future funds available, with funding in excess of disbursements by about six percent.

**TABLE 7-4
ARTERIAL STREET LIFE CYCLE PROGRAM
FUTURE SOURCES AND USES OF FUNDS: FY 2007-2026
(2006 and Year of Expenditure Dollars in Millions)**

SOURCES OF FUNDS	
Source	Projected Future Regional Funding FY 2007-2026 (YOE Dollars)
Proposition 400: One-Half Cent Sales Tax Extension	1,476.1
Federal Highway / MAG CMAQ	151.0
Federal Highway / MAG STP	946.8
Other Income	-
Bond and Loan Proceeds	447.6
Plus Beginning Balance	9.1
Less Debt Service	(591.1)
Less Inflation Allowance	(709.8)
Total (2006 \$'s)	1,729.7
USES OF FUNDS	
Category	Estimated Future Regional Disbursements: FY 2007-2026 (2006 Dollars)
Capacity / Intersection Improvements	1,573.6
Intelligent Transportation Systems	55.9
Total (2006 \$'s)	1,629.5

7.3 ARTERIAL STREET PROGRAM OUTLOOK

The Arterial Street Life Cycle Program (ALCP) is based on the principle of project budget caps, with a fixed amount of regional funding allocated to individual projects (on an inflation adjusted basis). The total estimated future regional revenue disbursements for ALCP projects are in balance with projected revenues, and it is anticipated that this balance can be maintained in the future. On June 28, 2006, MAG adopted changes to the Arterial Life Cycle Program Policies and Procedures to facilitate smooth administration of the Arterial Street Program. In addition, on this date an amended ALCP project listing was adopted to reflect updated information regarding project development status. This version of the ALCP is reflected in the 2006 Annual Report.

During FY 2006, project overview reports were prepared by the lead agencies for seven of the projects in the ALCP. These reports describe the general design features of the project, estimated costs, implementation schedules and

relationships among participating agencies. The project overview reports provide the basis for preparation of project agreements, which must be executed before agencies may receive any reimbursements from the program. A total of two project agreements have been executed through FY 2006, and it is anticipated that an additional 20 agreements will be executed during FY 2007. One jurisdiction received reimbursement for project work during FY 2006 totaling over \$7.0 million. During FY 2007, it is anticipated that a total of seven jurisdictions will receive reimbursements amounting to approximately \$56.1 million.

Agencies implementing ALCP projects are encountering major cost increases as designs details for street and intersection improvements are being developed. These cost increase issues are similar to those emerging in the Freeway/Highway Life Cycle Program and other public and private infrastructure development efforts. Concerns are being raised regarding the ability of jurisdictions to provide full funding for projects, given increasing construction costs and the cap on project reimbursements from the ALCP. In addition, the mandatory federal approval process may pose schedule risks for projects receiving federal funds. Federally funded projects are required to go through the ADOT approval process for federal eligibility. The process involves extensive analysis and review, and has the potential to delay projects. Typically, the environmental review process creates the greatest risk for maintaining project schedules. It is likely that these issues will receive increased attention during FY 2007.

CHAPTER EIGHT

TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program is maintained by the Regional Public Transportation Authority (RPTA) and implements transit projects in the MAG Regional Transportation Plan (RTP). The Program meets the requirements of state legislation calling on the RPTA to conduct a budget process that ensures the estimated cost of the Regional Public Transportation System does not exceed the total amount of revenues expected to be available. This includes expenses such as bus purchases and operating costs, passenger facilities, maintenance facilities, park-and-ride lot construction, light rail construction and other transit projects.

The Transit Life Cycle Program receives major funding from the Proposition 400 half-cent sales tax extension, as well as federal transit funds and local sources. The half-cent sales tax extension started on January 1, 2006 and revenues from the tax were available beginning in March 2006. The RPTA maintains responsibility for administering half-cent revenues deposited in the Public Transportation Fund (ARS 48-5103) for use on transit projects, including light rail transit (LRT) projects as identified in the MAG RTP. The RPTA Board must separately account for monies allocated to light rail transit, and to the capital, operation, and maintenance costs for other transit modes.

Although the RPTA maintains responsibility for the distribution of half-cent funds for light rail projects, Valley Metro Rail, Inc., a public nonprofit corporation, was created to form a partnership among the cities of Phoenix, Tempe, Mesa and Glendale to implement the LRT system. Valley Metro Rail Inc. is responsible for overseeing the design, construction and operation of the light rail starter segment, as well as future corridor extensions to the system. It should be noted that the RPTA also often uses the term "*Valley Metro*" for their agency, having adopted the name in 1993 as the marketing identity for the regional transit system.

8.1 STATUS OF BUS PROJECTS

The Transit Life Cycle Program includes funding for operations, vehicle fleet and new capital facility improvements to the regional bus network. This includes Freeway Bus Rapid Transit (BRT)/Express, Arterial BRT, Supergrid, and other bus service. The following sections provide an overview of the status of the bus operations and capital projects in the Transit Life Cycle Program. In these discussions, the emphasis is placed on reviewing ongoing activities, as well as service additions anticipated during the next five years (FY 2007 through FY 2011).

8.1.1 Bus Operations: Bus Rapid Transit (BRT)/Express

Regional BRT/Express transit services are comprised of Arterial BRT and Freeway BRT/Express routes. Arterial BRT routes are intended to operate as overlays on corridors served by local fixed route service, but provide higher speed services by operating with limited stops and with other enhancements, such as bus only lanes, queue-jumpers or signal priority systems. The proposed Arterial BRT routes as identified in the RTP are intended to operate during peak and off-peak periods. In addition to Arterial BRT routes, the RTP also includes Freeway routes, which use existing and planned high occupancy vehicle (HOV) facilities to connect park-and-ride lots with major activity centers, including core downtown areas. Freeway routes provide suburb-to-suburb and suburb-to-central city connections using the regional freeway system and intermediate stops. Figure 8-1 and Table C-1 provide information on the locations and costs associated with BRT/Express Transit Services. The routes depicted in Figure 8-1 are cross-referenced with the data in Table C-1 by the code associated with each route. Table 8-1 lists route termini as an aid in interpreting Figure 8-1.

Collectively, the Regional BRT/Express transit services account for a total of \$142 million (2006 and YOE \$'s) in regional funding for operating costs for the period FY 2006 through FY 2026 (see Table 8-3). This total represents approximately two percent of the total regional funding budget allocated for transit. There are a total of 31 BRT/Express routes identified for funding during the RTP planning period from FY 2006 through 2026. Since funding became available only during the latter part of FY 2006, no new routes were implemented during that period. However, starting in February 2006, regional funding was allocated to 14 existing EXPRESS routes and 4 RAPID routes. Funding for these routes are included in Table 8-3 under "Bus Operations: Other". During the next five years, FY 2007 through FY 2011, 11 new routes are planned for implementation. These routes will generally operate in the peak direction at 30-minute intervals, during the three-hour morning and afternoon commute periods.

Routes Implemented During FY 2006

None

Routes Planned for Implementation During FY 2007 through FY 2011

- North Glendale Express (T16); Service start: FY 2008.
- North Loop 101 Connector/Surprise to Scottsdale Airpark (T18); Service start: FY 2008.
- East Loop 101 Connector (T12); Service start: FY 2009.
- Main Street Arterial BRT (T15); Service start: FY 2009.

Figure 8-1



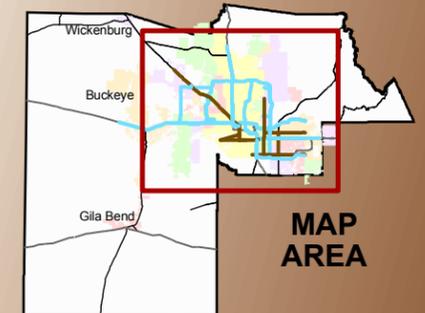
MAG 2006 Annual Report
on Proposition 400

Bus Rapid Transit (BRT)

- Approved Minimum Operating Segment
- Arterial BRT Routes
- Freeway BRT Routes
- Freeways
- Highways
- Other Roads
- - - County Boundary

Routes are conceptual and subject to change. Contact Valley Metro to obtain current status. Ongoing operational planning includes an extensive public outreach component.

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



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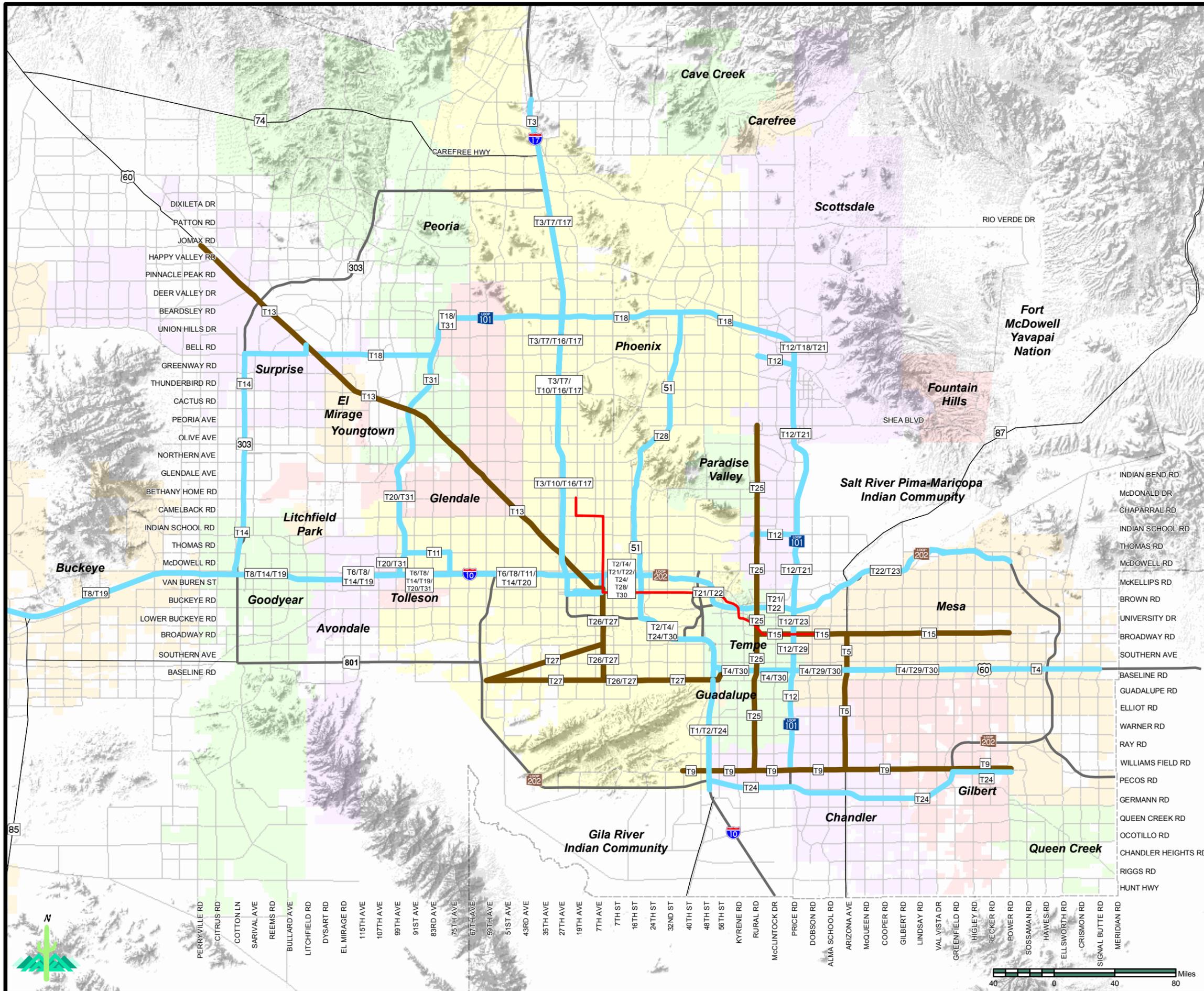


TABLE 8-1 BUS RAPID TRANSIT/EXPRESS ROUTE TERMINI

Note: Route termini are listed as an aid in interpreting maps. Final routing subject to operational planning.

T1	<u>Ahwatukee Connector</u> South terminus: 40 th Street park & ride lot in Ahwatukee. North terminus: College Avenue Transit Center at ASU.	T10	<u>Deer Valley Express</u> North terminus: Deer Valley Road park & ride lot. South terminus: Phoenix Central Station.	T22	<u>Red Mountain Express</u> East terminus: Park & ride lot at Power Road. West terminus: Phoenix Central Station.
T2	<u>Ahwatukee Express</u> South terminus: 40 th Street park & ride lot in Ahwatukee. North terminus: Phoenix Central Station.	T11	<u>Desert Sky Express</u> West terminus: Desert Sky Transit Center. East terminus: Phoenix Central Station.	T23	<u>Red Mountain Fwy Connector</u> East terminus: Park & ride lot at Power Road. West terminus: College Avenue Transit Center.
T3	<u>Anthem Express</u> North terminus: Future park & ride lot at Anthem Master Planned Development. South terminus: Scottsdale Airpark.	T12	<u>East Loop 101 Connector</u> North terminus: Scottsdale Airpark. South terminus: Chandler Fashion Center Transit Center.	T24	<u>San Tan Express</u> East terminus: Williams Gateway/ASU East Campus. West terminus: Phoenix Central Station.
T4	<u>Apache Junction Express</u> East terminus: Future park & ride lot at Signal Butte Road. West terminus: Phoenix Central Station.	T13	<u>Grand Avenue Limited</u> East terminus: Phoenix Central Station. West terminus: Surprise park & ride lot at Bullard Avenue.	T25	<u>Scottsdale/Rural Arterial BRT</u> North terminus: Scottsdale Fashion Mall. South terminus: Chandler Mall Transit Center.
T5	<u>Arizona Avenue Arterial Bus Rapid Transit</u> South Terminus: Chandler Blvd. North terminus: Mesa Municipal Complex.	T14	<u>Loop 303 Express</u> North terminus: Arrowhead Transit Center. South terminus: Desert Sky Transit Center.	T26	<u>South Central Avenue</u> North terminus: Phoenix Central Station. South terminus: South Mountain Community College campus.
T6	<u>Avondale Express</u> West terminus: Litchfield Road park & ride lot in vicinity of Van Buren Street. East terminus: Phoenix Central Station.	T15	<u>Main Street Arterial BRT</u> East terminus: Power Road. West terminus: Light rail station at Sycamore Street.	T27	<u>South Central Avenue Arterial BRT</u> North terminus: Phoenix Central Station. South terminus: Arizona Mills Transit Center.
T7	<u>Black Canyon Freeway Corridor</u> North terminus: Park & ride lot at future regional shopping center at Carefree Highway and I-17. South terminus: Metro Center Transit Center.	T16	<u>North Glendale Express</u> North terminus: North Glendale park & ride at 59 th Avenue. South terminus: Phoenix Central Station.	T28	<u>SR 51 Express</u> North terminus: Desert Ridge park & ride lot. South terminus: Phoenix Central Station.
T8	<u>Buckeye Express</u> West terminus: Future park & ride lot located north of I-10 and approximately three miles west of the Sun Valley Parkway TI. East terminus: Desert Sky Transit Center.	T17	<u>North I-17 Express</u> North terminus: Future park & ride lot at Anthem Master Planned Development. South terminus: Phoenix Central Station.	T29	<u>Superstition Fwy Connector</u> East terminus: Superstition Springs Transit Center. West terminus: Arizona Mills shopping center.
T9	<u>Chandler Boulevard Arterial Bus Rapid Transit</u> East terminus: Williams Gateway/ASU East Campus. West terminus: Galveston Street (Coyotes Ice Rink).	T18	<u>North Loop 101 Connector (Surprise to Scottsdale)</u> East terminus: Scottsdale Road. West terminus: Surprise park & ride lot at Bullard Avenue.	T30	<u>Superstition Springs Express</u> East terminus: Superstition Springs Transit Center. West terminus: Phoenix Central Station.
		T19	<u>Papago Fwy Connector (to Buckeye)</u> West terminus: East Buckeye park & ride lot in the vicinity of Miller Road and Lower Buckeye Road. East terminus: Phoenix Central Station.	T31	<u>West Loop 101 Connector (to North Glendale P&R)</u> North terminus: Arrowhead Transit Center. South terminus: 79 th Avenue to park & ride lot.
		T20	<u>Peoria Express</u> North terminus: Peoria park & ride lot (south of Peoria Avenue). South terminus: Phoenix Central Station.		
		T21	<u>Pima Express</u> North terminus: Scottsdale Airpark. South terminus: Phoenix Central Station.		

- Papago Freeway Connector/To West Buckeye Park and Ride (T19); Service start: FY 2009.
- Red Mountain Express (T22); Service start: FY 2009.
- West Loop 101 Connector/To North Glendale Park and Ride (T31); Service start: FY 2009.
- Desert Sky Express (T11); Service start: FY 2010.
- Arizona Avenue Arterial BRT (T5); Service start: FY 2011.
- Apache Junction Express (T4); Service start: FY 2011.
- Buckeye Express/To West Buckeye Park and Ride (T8); Service start: FY 2011.

8.1.2 Bus Operations: Supergrid

Regional Grid bus routes, which are also commonly referred to as “Supergrid Routes,” include bus routes that are situated along major roads on the regional arterial grid network. The supergrid network addresses a major weakness of the current fixed route bus network. The operational efficiency of the current bus network is hampered by varying service levels across routes and jurisdictions, which is a direct result of the variability of local funding from jurisdiction to jurisdiction. The supergrid addresses this problem by regionally funding key routes at a consistent level of service across all served jurisdictions. Regional funding of bus operations along the arterial grid network ensures a degree of consistency in service levels across jurisdictions, which may not otherwise be possible due to current funding limitations at the local level. Figure 8-2 and Table C-2 provide information on the locations and costs associated with the regional bus grid. The routes depicted in Figure 8-2 are cross-referenced with the data in Table C-2 by the code associated with each route. Table 8-2 lists route termini as an aid in interpreting Figure 8-2. It should be noted that certain routes included in Figure 8-2 will be funded by the City of Phoenix and have been flagged accordingly.

Regional Grid bus operations account for a total of \$935 million (2006 and YOE \$’s) in regional funding for the period FY 2006 through FY 2026 (see Table 8-3). This represents approximately 16 percent of the total regional funding budget allocated for transit. There are a total of 32 Regional Grid routes identified for funding during the RTP planning period from FY 2006 through 2026. Since funding became available only during the latter part of FY 2006, no routes were

Figure 8-2



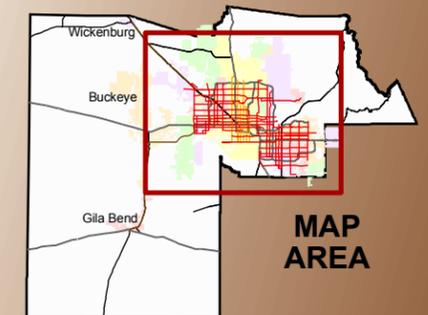
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Super Grid Bus System

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

Routes are conceptual and subject to change. Contact Valley Metro to obtain current status. Ongoing operational planning includes an extensive public outreach component.

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



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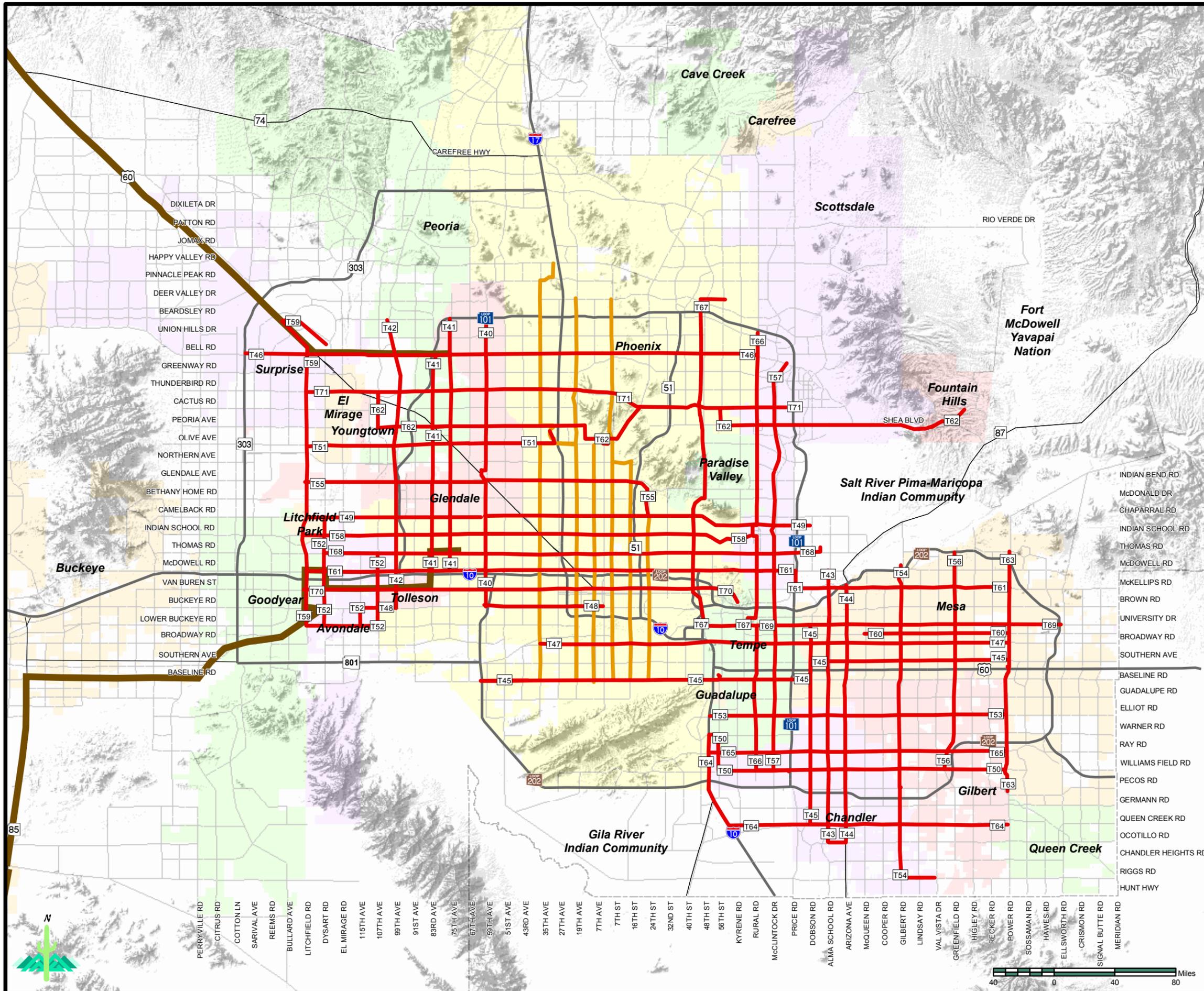


TABLE 8-2 REGIONAL GRID BUS ROUTE TERMINI

Note: Route termini are listed as an aid in interpreting maps. Final routing subject to operational planning.

T40	<u>59th Avenue</u> South terminus: Buckeye Road. North terminus: Midwestern University campus.	T49	<u>Camelback Road</u> West terminus: Litchfield Road. East terminus: Scottsdale Community College.	T61	<u>McDowell Road/McKellips Road</u> West terminus: Litchfield Road. East terminus: Power Road and future Loop 202 park & ride lot.
T41	<u>83rd Avenue/75th Avenue</u> South terminus: Desert Sky Mall Transit Center. North terminus: Arrowhead Towne Center Transit Center.	T50	<u>Chandler Boulevard</u> West terminus: 40 th Street park & ride lot. East terminus: Williams Gateway Airport/ASU East Campus.	T62	<u>Peoria Avenue/Shea Boulevard</u> West terminus: Thunderbird Blvd. at 103 rd Avenue. East terminus: Palisades Boulevard and Fountain Hills Boulevard.
T42	<u>99th Avenue</u> South terminus: Buckeye Road. North terminus: Beardsley Road.	T51	<u>Dunlap Avenue /Olive Avenue</u> West terminus: Litchfield Road. East terminus: Metrocenter Transit Center.	T63	<u>Power Road</u> South terminus: Williams Gateway Airport/ASU East. North terminus: Power Road at planned park & ride lot to Loop 202.
T43	<u>Alma School Road</u> South terminus: Snedigar Recreation Complex at Ocotillo and Alma School Road. North terminus: Centennial Way and 1 st Street.	T52	<u>Dysart Road</u> East terminus: Desert Sky Transit Center. West terminus: Camelback Road and Litchfield Road.	T64	<u>Queen Creek Road (Pecos P&R to Power Rd.)</u> West terminus: 40 th Street park & ride lot. East terminus: Power Road.
T44	<u>Arizona Avenue/Country Club Drive</u> South terminus: Snedigar Recreation Complex at Ocotillo and Alma School Road. North terminus: McKellips Road and Center Street.	T53	<u>Elliot Road</u> West terminus: 48 th Street. East terminus: Superstition Springs Transit Center.	T65	<u>Ray Road</u> West terminus: 48 th Street. East terminus: Williams Gateway Airport/ASU East Campus.
T45	<u>Baseline Road/Southern Avenue/Dobson Road</u> West terminus: Litchfield Road. East terminus: Superstition Springs Transit Center.	T54	<u>Gilbert Road</u> South terminus: Chandler Municipal Airport. North terminus: Thomas Road.	T66	<u>Scottsdale Road/Rural Road</u> North terminus: Princess Boulevard. South terminus: Chandler Fashion Mall Transit Center.
T46	<u>Bell Road</u> West terminus: Loop 303. East terminus: Scottsdale Airpark.	T55	<u>Glendale Avenue</u> West terminus: Litchfield Road. East terminus: State Route 51.	T67	<u>Tatum Boulevard/44th Street</u> South terminus: College Avenue Transit Center. North terminus: Desert Ridge Market Place.
T47	<u>Broadway Road</u> West terminus: Manzanita Speedway. East terminus: Superstition Springs Transit Center.	T56	<u>Greenfield Road</u> South terminus: Williams Field Road. North terminus: McDowell Road.	T68	<u>Thomas Road</u> West terminus: Estrella Mountain Community College. East terminus: Salt River Pima-Maricopa Indian Community Administrative Complex.
T48	<u>Buckeye Road</u>	T57	<u>Hayden Road/McClintock Drive</u> North terminus: Hayden Road and Raintree Drive. South terminus: Chandler Fashion Mall Transit Center.	T69	<u>University Drive (to Ellsworth Road)</u> West terminus: South Mountain Community College. East terminus: Ellsworth Road.
		T58	<u>Indian School Rd</u> West terminus: Litchfield Road. East terminus: Granite Reef Road and Camelback Road.	T70	<u>Van Buren Street</u> West terminus: Litchfield Road. East terminus: Rio Salado Parkway in Tempe (via Mill Avenue).
		T59	<u>Litchfield Road</u> South terminus: Lower Buckeye Road/Goodyear Airport. North terminus: Surprise Municipal Complex.	T71	<u>Waddell Road/Thunderbird Road</u> West terminus: Litchfield Road. East terminus: Scottsdale Airpark.
		T60	<u>Main Street</u> West terminus: College Avenue Transit Center. East terminus: Superstition Springs Transit Center.		

implemented during that period. However, during the next five years, FY 2007 through FY 2011, seven routes are planned for implementation. In most cases these, routes would operate in the peak direction at 15-minute intervals during the two-hour morning and afternoon commute periods, and at 30-minute intervals during the rest of the service day. In addition, 30-minute service on Saturday and Sunday would be provided.

Routes Implemented During FY 2006

None

Routes Planned for Implementation During FY 2007 through FY 2011

- Scottsdale/Rural (T66); Service start: FY 2007.
- Glendale Avenue (T55); Service start: FY 2008.
- Chandler Boulevard (T50); Service start: FY 2008.
- Main Street (T60); Service start: FY 2009.
- Arizona Avenue/Country Club (T44); Service start: FY 2010.
- Gilbert Road (T54); Service start: FY 2010.
- Baseline/Southern/Dobson Extension (T45); Service start: FY 2011.

8.1.3 Bus Operations: Other

In addition to the BRT/Express and Regional Grid services, other bus services account for a total of \$437 million (2006 and YOE \$'s) in regional funding for operating costs for the period FY 2006 through FY 2026 (see Table 8-3). These services include rural/flexible routes, commuter vanpools and paratransit services. It should be noted that this category also includes regional passenger support services, which formerly had been split between BRT/Express and Regional Grid services. Table C-3 provides information on the costs associated with these services. The services are described briefly below:

Rural/flexible Routes - This service type addresses the need to provide connections between the urban and rural communities of the county. Rural routes provide connections between remote communities and urban transit nodes and address a range of trip needs including work, shopping, education, and access to various community services. These services account for a total of \$12 million (2006 and YOE \$'s) in regional funding during FY 2006 through FY 2026 (see Table C-3).

Funding has been identified for two rural transit routes. One route will operate between Gila Bend and West Phoenix and was initiated in FY 2006. The second route will operate between Wickenburg and Glendale and will be initiated in FY 2007.

Vanpools/Existing Express – The Commuter Vanpool Program operates as a personalized express service for commuters, and is managed by Valley Metro/RPTA through its complementary rideshare program. Commuter vanpools allow groups of employees throughout the region to self-organize and lease a vehicle from Valley Metro/RPTA to operate a carpool service. Operating costs are fully recovered through fare revenues and are not subsidized.

No new regional express routes were implemented during FY 2006. However, beginning in February 2006, 14 existing EXPRESS routes and 4 RAPID routes were either partially or fully funded by Proposition 400 revenues.

ADA Paratransit Services – ADA paratransit services address the needs of disabled riders who cannot utilize fixed route bus service due to physical or cognitive disability. Paratransit service is demand-response and provides curbside pick-ups and drop-offs. This service is required by the Americans with Disabilities Act (ADA) for all ADA-certified patrons for all areas within three-quarter miles of a fixed route. These services account for a total of \$233 million (2006 and YOE \$'s) in regional funding during FY 2006 through FY 2026 (see Table C-3). Regional funding of ADA paratransit services began in February 2006. During the next five years (FY 2007 through FY 2011), it is anticipated that \$48 million (2006 \$'s) will be expended to provide required ADA paratransit services.

8.1.4 Bus Capital: Facilities

Associated with the expansion of transit service will be the need for additional maintenance and passenger facilities. The identification of specific locations and timing of construction for these facilities will occur as the result of ongoing capital planning efforts. These efforts will include the identification and evaluation of potential sites for transit passenger and maintenance facilities. This process will guide the selection of sites, and will be done in cooperation with the host communities, which will include public outreach efforts to identify and address the concerns of affected neighborhoods, institutions, and commercial users.

The numerous capital projects affiliated with regional bus operations account for a total of \$477 million (2006 and YOE \$'s) during FY 2006 through 2026 (see Table 8-3). There is also an additional \$24 million (2006 and YOE \$'s) for contingency. This infrastructure calls for the completion of 13 park-and-ride lots; 6 transit centers (4 bus-bay); 4 transit centers (6 bus-bay); 3 transit centers (for major activity centers); 5 bus maintenance facilities; two dial-a-ride/rural bus maintenance facilities; a vanpool maintenance facility; the purchase of BRT

Right-of-way and associated improvements and maintenance; 1,200 bus stop pullouts/improvements at various locations, and the implementation of ITS/VMS in 1648 vehicles.

As of 2006, pre-design, design, and planning is underway on a number of park-and-ride facilities. Other maintenance and passenger facilities are to be implemented over the next several years. It is anticipated that a total of \$126 million (2006 \$'s) in regional funding will be expended during the next five years (FY 2007 through FY 2011) on bus capital facilities. The park and ride projects under development during this period will include the Peoria/Grand Park and Ride, the Glendale Park and Ride, and the Scottsdale/Loop 101 Park and Ride. Other capital projects that will be under development during this period include three transit centers, two operations and maintenance facilities, and improvements to approximately 270 bus stops.

8.1.5 Bus Capital: Fleet

Over the planning horizon associated with Proposition 400, fleet purchases account for a total of \$1,017 million (2006 and YOE \$'s) during FY 2006 to FY 2026 (see Table 8-3). This includes the purchase of 2,051 buses for fixed route networks; 36 buses for rural routes; 1,019 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,577 vanpool vans. There is also an additional \$51 million (2006 and YOE \$'s) contingency. It is anticipated that a total of \$239 million (2006 \$'s) in regional funding will be expended during the period FY 2007 through FY 2011 on vehicle purchases. These purchases will include 369 fixed route buses, 71 express/BRT buses, 9 rural transit buses, 234 paratransit vehicles, and 455 commuter vans. These reflect both replacement and expansion vehicles.

During FY 2006, RPTA procured 52 new forty-foot coaches and 10 new sixty-foot articulated coaches. In addition, 20 used busses were acquired for addition to fixed route services.

8.2 STATUS OF LIGHT RAIL TRANSIT PROJECTS

The Transit Life Cycle Program includes an extensive Light Rail Transit (LRT) component for the MAG Region. This covers support infrastructure for the LRT system, as well as future extensions of light rail corridors that are planned throughout the region. The construction of the 20-mile Minimum Operating Segment that was developed through the Central Phoenix/East Valley Major Investment Study (MIS) is not a part of the Transit Life Cycle Program, except for some funding for support infrastructure. Figure 8-3, as well as Tables C-6 and C-7, provide information on the locations and costs of light rail throughout the metropolitan area. Light Rail Transit projects account for a total of \$2.9 billion (2006 and YOE \$'s) in the Transit Life Cycle Program (see Table 8-3), which is approximately 48 percent of the total regional funding dedicated to transit. Of

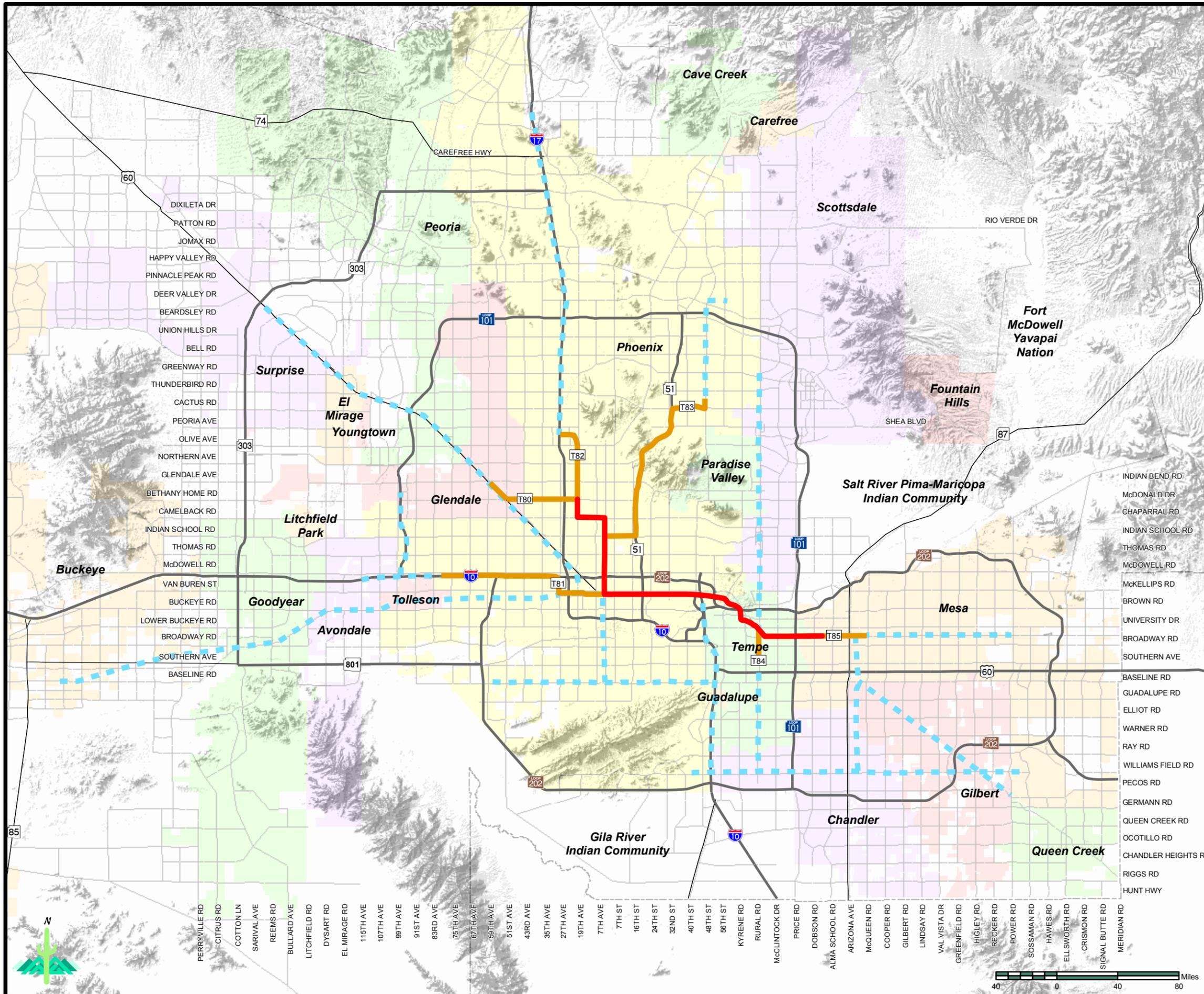
Figure 8-3



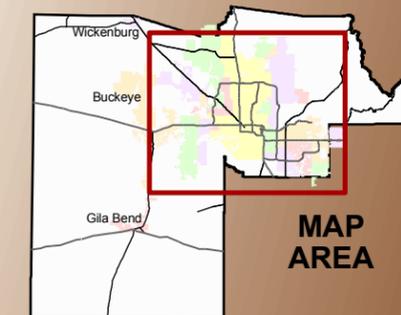
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on Proposition 400

Light Rail Transit (LRT)/
High Capacity Transit

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



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



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this amount, approximately \$2.5 billion (2006 and YOE \$'s) applies toward construction of route extensions, whereas the remaining \$414 million (2006 and YOE \$'s) applies to support infrastructure affiliated with the LRT system. None of the regional funding for LRT is allocated to operating costs.

8.2.1 Minimum Operating Segment

Although the construction of the Minimum Operating Segment (MOS) is not a part of the Transit Life Cycle Program, background information on this project is provided here to provide an overview of the entire LRT system planned for the region. The conceptualization of a light rail starter segment began with the completion of the Central Phoenix/East Valley Major Investment Study (MIS) in 1998. The purpose of the Central Phoenix/East Valley MIS was to identify transportation improvements designed to reduce existing and future traffic congestion, improve mobility options, and provide transportation alternatives in the corridor linking central Phoenix with the cities of Tempe and Mesa. The approved alignment for the Light Rail Transit (LRT) MOS starter segment extends from Bethany Home Road and 19th Avenue (formerly Chris-Town Mall, and recently renamed the Spectrum Mall) into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will be completed by December 2008 and service will be initiated through a single opening of the entire system at that time.

The MOS will operate primarily at-grade on city streets. The LRT system will have two tracks, with light rail vehicles running in trains from one to three cars. The trains will run in both directions approximately 18 to 21 hours per day, seven days per week. The trains will initially operate every 10 minutes during peak hours and approximately every twenty minutes during off-peak hours.

Important elements of the light rail plan include provisions for park-and-ride lots at the end of rail lines and signal priority strategies to improve speed. A total of 27 station locations have been identified on the MOS alignment, with 21 scheduled for completion by opening day and six scheduled for development by 2010. Stations are generally located about a mile apart, but closer (1/2 mile apart) in urban centers. Shuttle buses and an improved fixed route network also play an important role in the light rail system. Half-cent sales tax money from Proposition 400 will not be utilized to pay for route construction of the MOS, but rather is allocated toward certain elements of the support infrastructure (regional park-and-rides, bridges, vehicles, and for the cost to relocate utilities).

8.2.2 Light Rail Transit: Support Infrastructure

Completion of support infrastructure affiliated with the LRT system accounts for a total of \$414 (2006 and YOE \$'s) in the Transit Life Cycle Program. Of this

amount, \$169 million (2006 and YOE \$'s) applies toward infrastructure along the LRT MOS (to be expended by 2010); \$31 million (2006 and YOE \$'s) applies toward infrastructure needs on the Northwest Link, from 19th Avenue/Bethany Home to the Rose Mofford Sports Complex (to be expended by 2010); \$31 million (2006 and YOE \$'s) applies toward infrastructure needs on the Glendale Link from 19th Avenue/Bethany Home to Downtown Glendale (to be expended by 2020); and \$183 million (2006 and YOE \$'s) applies to other LRT improvements throughout the system (to be expended by 2026).

8.2.3 Light Rail Transit: Route Extensions

The Transit Life Cycle Program includes regional funding for the completion of six additional LRT segments on the system. These include a five-mile Northwest Extension; a five-mile extension to downtown Glendale; an 11-mile extension along I-10 west to 79th Avenue; a 12-mile extension to Paradise Valley Mall; a two-mile extension south of the MOS on Rural Road to Southern Avenue; and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive. In total, the extensions account for a total of 37.7 miles of the 57.7-mile system. Development of the route extensions account for a total of \$2.5 billion (2006 and YOE \$'s) during FY 2006 through FY 2026 (see Table 8-3).

It should be noted that local sources will provide a significant share of the funding for the extension to downtown Glendale and the Northwest Extension. For these segments, regional funding in the form of Federal 5309 funds will provide approximately half of the funding, with local sources providing the remaining half. Other than the funding for support infrastructure identified previously, it is not anticipated that half-cent funds will be applied to these segments. The status of development work on the route extensions is discussed below.

An agreement between RPTA and Valley Metro Rail was executed in FY 2006 to define roles and responsibilities for implementing the light rail portion of the Transit Life Cycle Program. The agreement defines Valley Metro Rail as the responsible agency for planning, designing, and operating the 57.7 mile light rail system contained in the Regional Transportation Plan.

Design Criteria and Standards Study

This study will develop, update and refine Valley Metro Rail design criteria, standards, specifications, and CADD standards to reflect lessons learned from the Central Phoenix/East Valley LRT Project and to fully incorporate (or reference) all applicable local standards and requirements. The updated standards will be provided to all future LRT design consultants, to assure all standards are met, and to minimize future design efforts and costs.

Valley Metro Rail Planning and Support Services

Funding was provided by MAG to Valley Metro Rail in FY 2006 to initiate necessary planning studies to implement future LRT service. The I-10 West Corridor Study is being undertaken to identify right-of-way opportunities for the placement of transit service within the I-10 corridor. The study will be completed in late summer 2006. Based on results of the study, a more detailed Alternatives Analysis will be initiated at a future date. The LRT Configuration Study will evaluate the operational characteristics and needs of the full 57.7 mile LRT system identified in the Regional Transportation Plan. The study is scheduled to begin in late summer 2006 with an expected duration of approximately 18 months.

Northwest Extension

The Northwest Extension Corridor Study is currently in the draft environmental impact phase (DEIS). Preliminary engineering and the final environmental impact (FEIS) phase will likely occur in 2006-2007, with final design of the project following in 2007-2008, and right-of-way acquisition occurring in 2008-2010. Construction of the extension is currently projected to begin in 2010.

8.3 TRANSIT PROGRAM EXPENDITURES, ESTIMATED FUTURE COSTS, AND FISCAL STATUS

8.3.1 Program Expenditures and Estimated Future Costs

Table 8-3 provides a summary of past expenditures, estimated future costs and total costs by major program category for the Transit Life Cycle Program. Detailed data on costs at the project level is included in Tables C-1 through C-7 in the appendix. It is important to note that, as a part of the expenditures for light rail, A.R.S. 48-5107 requires that all costs for relocation of utility facilities incurred after July 1, 2003 as a direct result of the construction and operation of a light rail project be reimbursed to the utility by the light rail project.

As indicated in Table 8-3, the total estimated cost for the Transit Life Cycle Program for the period FY 2006 through FY 2026 is \$6.0 billion (2006 and YOE \$'s). Expenditures through FY 2006 total \$66 million (YOE \$'s), while estimated future costs total \$5.9 billion (2006 \$'s). The estimated future costs represent a two percent increase over the figure of \$5.8 billion (2005 \$'s) provided in the 2005 Annual Report. No significant changes in costs have occurred in the past year. The increase in program costs relates to the change in cost basis from 2005 to 2006 dollars.

8.3.2 Future Fiscal Status

Table 8-4 summarizes the future funding sources and uses that apply to the Transit Life Cycle Program from FY 2007 through FY 2026. Total funding

sources estimated to be available for the period from FY 2007 through FY 2026 amount to \$5.9 billion.

TABLE 8-3
TRANSIT LIFE CYCLE PROGRAM
SUMMARY OF EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2006 (Year of Expenditure Dollars)			Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Costs: FY 2006 - 2026 (2006 and YOE Dollars)
	Operations	Capital Investments	Total		
Bus Operations: BRT/Express	0.0	--	0.0	142.1	142.1
Bus Operations: Regional Grid	0.0	--	0.0	935.3	935.3
Bus Operations: Other	9.2	--	9.2	427.9	437.1
Bus Capital Projects: Facilities	--	11.4	11.4	466.0	477.4
Bus Capital Projects: Fleet	--	31.6	31.6	985.8	1017.4
Bus Capital Projects: Contingency	--	2.1	2.1	73.0	75.1
Light Rail Transit: Support Infrastructure	--	11.5	11.5	402.2	413.7
Light Rail Transit Capital: Route Extensions		0.0	0.0	2,507.5	2507.5
Total	9.2	56.6	65.8	5,939.8	6,005.6

These sources include the Proposition 400 half-cent sales tax extension (\$4.7 billion); Federal Transit/5307 funds (\$1.6 billion); Federal Transit/5309 funds (\$1.6 billion); Federal Highway/CMAQ funds (\$405 million); other income from local sources (\$315 million); bond and loan proceeds (\$305 million); and bus farebox revenues (\$531 million). Expenses totaling \$377 million are deducted from these sources, covering estimated future debt service. In addition, an allowance for inflation of \$3.1 billion is deducted. Including a beginning balance of \$18 million, this yields a net total of \$5.9 billion (2006 \$'s) for use transit projects and programs through FY 2026.

Table 8-4 also lists the estimated future uses identified in the Life Cycle Program for the period covering FY 2007 through FY 2026. As shown, Life Cycle Program costs are in balance with the projected future funds available, with available funds exceeding costs by \$2 million. As the implementation of the Program proceeds, project costs will be subject to revision, and adjustments in the Life Cycle Program may be required to ensure that project costs do not exceed expected revenues for the period through FY 2026.

TABLE 8-4
TRANSIT LIFE CYCLE PROGRAM
FUTURE SOURCES AND USES OF FUNDS: FY 2007-2026
(2006 and Year of Expenditure Dollars in Millions)

SOURCES OF FUNDS	
Category	Projected Future Funding: FY 2007-2026 (YOE Dollars)
Proposition 400: One-Half Cent Sales Tax Extension	4,681.4
Federal Transit / 5307 Funds	1,556.6
Federal Transit / 5309 Funds	1,581.5
Federal Highway/ MAG CMAQ	404.6
Other Income	314.9
Bond and Loan Proceeds	305.0
Bus Farebox Revenues	530.8
Plus Beginning Balance	14.1
Less Debt Service	(376.7)
Less Inflation Allowance	(3,072.4)
Total (2006 \$'s)	5,939.8
USES OF FUNDS	
Category	Estimated Future Costs: FY 2007-2026 (2006 Dollars)
Bus Operations: BRT/Express	142.1
Bus Operations: Regional Grid	935.3
Bus Operations: Other	427.9
Bus Capital Projects: Facilities	466.0
Bus Capital Projects: Fleet	985.8
Bus Capital Projects: Contingency	73.0
Light Rail Transit: Support Infrastructure	402.2
Light Rail Transit Capital: Route Extensions	2,507.5
Total (2006 \$'s)	5,939.8

8.4 TRANSIT PROGRAM OUTLOOK

The Transit Life Cycle Program, which covers FY 2006 through FY 2026, started on July 1, 2005. The primary goal of the life cycle program is to ensure the development and implementation of all transit projects, as identified in the MAG RTP, by the end of FY 2006. Estimated future costs for the Program are in balance with projected revenues, with revenues exceeding costs by approximately \$2 million through FY 2026.

However, the cost estimates for a number of transit service elements and facilities in the Program are in their initial stages. Costs for the Transit Life Cycle Program will continue to be evaluated as the program is implemented, and

program adjustments will be made as warranted to maintain the cost/revenue balance. Given recent trends of escalating wages and fuel prices, pressure will increase to balance operations costs with available revenues. Similarly, recent increases for right-of-way and construction materials will continue to drive up costs for transit capital facilities. It is likely that both issues will receive increased attention during FY 2007.

The RPTA has a number of bus planning studies underway. Timely completion of these studies will help define project and service concepts in greater detail and provide improved future cost estimates. For example, the Mesa Main Street BRT Corridor Study has been undertaken to define the capital and operating characteristics of the Valley's first arterial street bus rapid transit line. The Freeway/Expressway/BRT Operating Plan will define the capital and operating characteristics of this freeway-based bus transit network. The Service Efficiency and Effectiveness Study will develop the operational baselines and performance standards to be used by RPTA to assess the effectiveness of regional transit investments identified in the Regional Transportation Plan. In total, these studies include:

- Bus Stop Inventory & Design Guidelines
- Mesa Main Street BRT Corridor Study
- Freeway/Express Bus/BRT Operating Plan
- Service Efficiency & Effectiveness Study
- Regional Safety & Security Plan
- Park & Ride Reprioritization
- Peoria Short Range Transit Study
- Surprise Short Range Transit Study
- Regional Dial-a-Ride Study
- Regional Fare Policy Study

Another continuing issue will be Federal funding for light rail extensions. As noted in the 2005 Annual Report, a large part of the funding for the LRT system extensions is assumed to be from awards by the US Department of Transportation through the discretionary "New Starts Program". This funding is over-and-above the Federal funding contained in the 20-mile starter system Grant Agreement. The timing and amounts of light rail transit new start monies coming to the MAG region will be subject to a highly competitive process at the federal level. The prospects for awards from this program will require careful monitoring.

Appendix A

Freeway/Highway Life Cycle Program

TABLE A-1
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - NEW CORRIDORS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Cost: FY 2006-2026 (2006 and YOY Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
I-10 Reliever										
F1	SR 85 to Loop 303	0.0	0.0	0.0	0.0	81.0	81.0	2025	11.0	
F2	Loop 303 to Loop 202	0.0	0.0	0.0	0.0	723.1	723.1	2025	13.0	
	Subtotal	0.0	0.0	0.0	0.0	804.1	804.1		24.0	
Loop 202 (South Mountain Freeway)										
F3	I-10 (West) to 51st Avenue	0.0	0.0	0.0	0.0	491.3	491.3	2011	10.0	
F4	51st Avenue to Loop 202/I-10	0.0	0.0	0.0	0.0	577.0	577.0	2015	12.0	
	Subtotal	0.0	0.0	0.0	0.0	1,068.3	1,068.3		22.0	
Loop 303 (Estrella Freeway)										
F5	I-17 to US 60 (Grand Avenue)	1.7	0.0	0.0	1.7	645.3	647.0	2015	18.0	
F6	US 60 (Grand Avenue) to I-10	0.0	0.0	0.0	0.0	552.0	552.0	2013	15.0	
F7	I-10 to I-10R/MC 85	0.0	0.0	0.0	0.0	220.0	220.0	2019	5.0	
	Subtotal	1.7	0.0	0.0	1.7	1,417.3	1,419.0		38.0	
Williams Gateway Freeway										
F8	Loop 202 to Ellsworth Road	0.0	0.0	0.0	0.0	156.2	156.2	2016	2.0	
F9	Ellsworth Road to Meridian Road	0.0	0.0	0.0	0.0	174.8	174.8	2020	3.0	
	Subtotal	0.0	0.0	0.0	0.0	331.0	331.0		5.0	
Right-of-Way										
F10	Right-of-Way Protection for Loop 303 (Extension south of MC 85 to Riggs Road)	0.0	0.0	0.0	0.0	50.0	50.0	2025	---	
F11	Right-of-Way Protection for SR 74 (US 60 to Loop 303)	0.0	0.0	0.0	0.0	48.0	48.0	2025	---	
	Subtotal	0.0	0.0	0.0	0.0	98.0	98.0			
Sky Harbor Expressway										
F12	Superior Ave. to University Dr.	0.0	0.0	0.0	0.0	16.7	16.7	2008	2.0	Included in program in 2006.
	Subtotal	0.0	0.0	0.0	0.0	16.7	16.7			

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Cost: FY 2006-2026 (2006 and YOY Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
	Subtotal: Projects not in FY 2007- 2026 program	0.0	0.0	0.0	0.0	0.0	0.0	--	--	
	Subtotal: Projects programmed in FY 2007- 2026	1.7	0.0	0.0	1.7	3,735.4	3,737.1	--	--	
	TOTAL	1.7	0.0	0.0	1.7	3,735.4	3,737.1	--	--	

TABLE A-2
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - WIDEN EXISTING FACILITIES: GENERAL PURPOSE LANES
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOY Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
I-10										
F20	SR 85 to Loop 303	0.0	0.0	0.0	0.0	106.0	106.0	2023	12.0	
F21	Loop 303 to Dysart Road	0.0	0.0	0.0	0.0	113.2	113.2	2009	5.0	Includes project F70; local advancement.
F22	Dysart Road to Loop 101	0.0	0.0	0.0	0.0	53.8	53.8	2008	6.0	Includes project F71; local advancement.
F23	Loop 101 to I-17	0.0	0.0	0.1	0.1	71.7	71.7	2010	7.0	
F24	SR 51 to 40th Street	0.0	0.0	0.0	0.0	140.0	140.0	2011	3.0	
F25	40th Street to Baseline Road	0.0	0.0	0.0	0.0	399.3	399.3	2011	6.0	
F26	Baseline Road to Loop 202/Santan	0.0	0.0	0.0	0.0	50.6	50.6	2014	6.0	
F27	Loop 202/Santan Freeway to Riggs Rd.	0.0	0.0	0.0	0.0	44.3	44.3	2009	6.0	Includes project F72.
	Subtotal	0.0	0.0	0.1	0.1	978.9	978.9			
I-17										
F28	New River Road to Anthem Way	0.0	0.0	0.0	0.0	26.0	26.0	2024	3.0	
F29	Anthem Way to Carefree Highway	0.0	0.0	0.0	0.0	72.0	72.0	2023	5.0	Includes project F73.
F30	Carefree Highway to Loop 101	3.2	0.0	0.0	3.2	198.9	202.1	2007	9.0	Includes project F74.
F31	Loop 101 to Arizona Canal	0.0	0.0	0.0	0.0	50.6	50.6	2013	6.0	
F32	Arizona Canal to McDowell Road	0.0	0.0	0.0	0.0	960.1	960.1	2020	7.0	
	Subtotal	3.2	0.0	0.0	3.2	1,307.6	1,310.8			
Loop 101 (Aqua Fria Freeway)										
F33	US 60/Grand Avenue to I-17	0.0	0.0	0.0	0.0	102.0	102.0	2024	12.0	
F34	I-10 to US 60/Grand Avenue	0.0	0.0	1.8	1.8	83.2	85.0	2022	10.0	
	Subtotal	0.0	0.0	1.8	1.8	185.2	187.0			
Loop 101 (Pima Freeway)										
F35	I-17 to SR 51	0.0	0.0	0.0	0.0	59.0	59.0	2024	7.0	
F36	SR 51 to Shea Blvd.	0.0	0.0	0.0	0.0	85.0	85.0	2022	10.0	Includes project F37.
F37	Princess Drive to Shea Boulevard	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F36.
F38	Shea Boulevard to Loop 202 (Red Mt.)	0.0	0.0	0.0	0.0	90.7	90.7	2014	11.0	
	Subtotal	0.0	0.0	0.0	0.0	234.7	234.7			

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOY Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
Loop 101 (Price Freeway)										
F39	Baseline Road to Loop 202/Santan	0.0	0.0	0.0	0.0	51.0	51.0	2023	6.0	
	Subtotal	0.0	0.0	0.0	0.0	51.0	51.0			
Loop 202 (Red Mountain Freeway)										
F40	I-10/SR 51 to Loop 101 (E/B)	0.0	0.0	0.0	0.0	64.8	64.8	2009	7.0	E/B only; extended to Loop 101.
F41	Rural Road to Loop 101	0.0	0.0	0.0	0.0	37.2	37.2	2012	2.0	
F42	Loop 101 to Gilbert Road	0.0	0.0	0.0	0.0	48.5	48.5	2014	6.0	
F43	Gilbert Road to Higley Road	0.0	0.0	0.0	0.0	42.0	42.0	2024	5.0	
F44	Higley Road to US 60/Superstition	0.0	0.0	0.0	0.0	85.0	85.0	2025	10.0	
	Subtotal	0.0	0.0	0.0	0.0	277.5	277.5			
Loop 202 (Santan Freeway)										
F45	I-10 to Dobson R.	0.0	0.0	0.0	0.0	43.0	43.0	2023	5.0	
F46	Dobson Rd. to Val Vista Road	0.0	0.0	0.0	0.0	59.0	59.0	2024	7.0	
F47	Val Vista Road to US 60	0.0	0.0	0.0	0.0	93.0	93.0	2025	11.0	
	Subtotal	0.0	0.0	0.0	0.0	195.0	195.0			
SR 51 (Piestewa Freeway)										
F48	Loop 101/Pima to Shea Boulevard	0.0	0.0	0.0	0.0	51.0	51.0	2023	6.0	
	Subtotal	0.0	0.0	0.0	0.0	51.0	51.0			
SR 85										
F49	I-10 to I-8	0.0	0.0	0.0	0.0	160.7	160.7	2010	32.5	Includes project F50.
F50	Hazen Road to I-8	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F49.
	Subtotal	0.0	0.0	0.0	0.0	160.7	160.7		32.5	
US 60 (Grand Avenue)										
F51	Loop 303 to Loop 101	0.0	0.0	0.0	0.0	89.1	89.1	2015	10.0	
F52	Loop 101 to Van Buren Street	0.0	0.0	0.0	0.0	149.6	149.6	2025	11.0	
F53	99th Ave. to 83rd Ave.	0.0	0.0	0.0	0.0	6.5	6.5	2007	2.0	
F54	71st Ave. to Grand Canal Bridge	0.0	0.0	0.0	0.0	3.2	3.2	2006	6.5	Not in FY 2007-2026 program.
	Subtotal	0.0	0.0	0.0	0.0	248.4	248.4			

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
US 60 (Superstition Freeway)										
F55	I-10 to Loop 101	0.0	0.0	0.0	0.0	8.7	8.7	2010	5.0	
F56	Gilbert Road to Power Road	0.0	0.0	11.8	11.8	73.2	85.0	2006	6.0	Not in FY 2007-2026 program; includes project F91.
F57	Crismon Road to Meridian Road	0.0	0.0	0.0	0.0	31.0	31.0	2017	2.0	Includes project F92.
	Subtotal	0.0	0.0	11.8	11.8	112.9	124.7			
Wickenburg Bypass										
F58	Wickenburg Bypass	0.0	3.6	0.0	3.6	35.7	39.3	2007	1.7	
	Subtotal	0.0	3.6	0.0	3.6	35.7	39.3		1.7	
	Subtotal: Projects not in FY 2007-2026 program	0.0	0.0	11.8	11.8	76.4	88.2	--	--	
	Subtotal: Projects programmed in FY 2007- 2026	3.2	3.6	1.9	8.7	3,762.2	3,770.8	--	--	
	TOTAL	3.2	3.6	13.7	20.5	3,838.6	3,859.0	--	--	

TABLE A-3
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - WIDEN EXISTING FACILITIES: HIGH OCCUPANCY VEHICLE LANES
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
I-10										
F70	Loop 303 to Dysart Road	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F21.
F71	Dysart Road to Loop 101	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F22.
F72	Loop 202/Santan to Riggs Road	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F27.
	Subtotal	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
I-17										
F73	Anthem Way to Carefree Highway	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F29.
F74	Carefree Highway to Loop 101	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F30.
F75	I-10 (West) to I-10 (East)	0.0	0.0	0.0	0.0	77.0	77.0	2017	7.0	
	Subtotal	0.0	0.0	0.0	0.0	77.0	77.0		7.0	
Loop 101 (Aqua Fria Freeway)										
F76	US 60/Grand Avenue to I-17	0.0	0.0	0.0	0.0	64.0	64.0	2022	12.0	
F77	I-10 to US 60/Grand Avenue	0.0	0.0	0.0	0.0	53.0	53.0	2017	10.0	
	Subtotal	0.0	0.0	0.0	0.0	117.0	117.0		22.0	
Loop 101 (Pima Freeway)										
F78	I-17 to SR 51 (Tatum)	0.0	0.0	0.0	0.0	35.5	35.5	2013	7.0	
F79	SR 51 (Tatum) to Princess Drive	0.0	0.0	0.0	0.0	28.0	28.0	2011	6.0	
F80	Princess Drive to Loop 202 (Red Mt.)	2.0	0.0	0.0	2.0	68.0	70.0	2007	4.0	Includes project F81.
F81	Shea Boulevard to Loop 202	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F80.
	Subtotal	2.0	0.0	0.0	2.0	131.5	133.5		17.0	
Loop 101 (Price Freeway)										
F82	Loop 202/Red Mountain to Baseline	0.0	0.0	0.0	0.0	19.0	19.0	2008	4.0	
F83	Baseline to Loop 202/Santan	0.0	0.0	0.0	0.0	32.5	32.5	2010	6.0	
	Subtotal	0.0	0.0	0.0	0.0	51.5	51.5		10.0	
Loop 202 (Red Mountain Freeway)										
F84	Loop 101 to Gilbert Road	0.0	0.0	0.0	0.0	31.5	31.5	2009	6.0	
F85	Gilbert Road to Higley Road	0.0	0.0	0.0	0.0	27.0	27.0	2019	5.0	

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
F86	Higley Road to US 60/Superstition	0.0	0.0	0.0	0.0	52.0	52.0	2022	10.0	
	Subtotal	0.0	0.0	0.0	0.0	110.5	110.5		21.0	
Loop 202 (Santan Freeway)										
F87	I-10 to Dobson Road	0.0	0.0	0.0	0.0	46.0	46.0	2013	5.0	Includes project F128.
F88	Dobson Road to Val Vista Road	0.0	0.0	0.0	0.0	57.0	57.0	2015	7.0	
F89	Val Vista Road to US 60 (Superstition)	0.0	0.0	0.0	0.0	55.0	55.0	2022	11.0	
	Subtotal	0.0	0.0	0.0	0.0	158.0	158.0		23.0	
SR 51										
F90	Loop 101/Pima to Shea Boulevard	0.0	0.0	0.0	0.0	64.9	64.9	2007	6.0	Includes project F130.
	Subtotal	0.0	0.0	0.0	0.0	64.9	64.9		6.0	
US 60 (Superstition Freeway)										
F91	Gilbert Road to Power Road	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F56.
F92	Crismon Road to Meridian Road	0.0	0.0	0.0	0.0	--	--	--	--	Combined with project F57.
	Subtotal	0.0	0.0	0.0	0.0	0.0	0.0		0.0	
	Subtotal: Projects not in FY 2007- 2026 program	0.0	0.0	0.0	0.0	0.0	0.0	--	--	
	Subtotal: Projects programmed in FY 2007- 2026	2.0	0.0	0.0	2.0	710.4	712.4	--	--	
	TOTAL	2.0	0.0	0.0	2.0	710.4	712.4	--	--	

TABLE A-4
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - NEW ARTERIAL INTERCHANGES ON EXISTING FACILITIES
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. for Final Construction	Other Project Information
		Design	Right-of-Way	Construction	Total				
I-10									
F100	Bullard Road	0.1	0.0	0.0	0.1	10.9	11.0	2007	
F101	Chandler Heights	0.0	0.0	0.0	0.0	13.8	13.8	2022	
F102	El Mirage	0.0	0.0	0.0	0.0	17.3	17.3	2023	
F103	Perryville Road	0.0	0.0	0.0	0.0	8.7	8.7	2013	
	Subtotal	0.1	0.0	0.0	0.1	50.7	50.8		
I-17									
F104	Dixleta Drive/Jomax Road	1.6	0.0	0.0	1.6	46.4	48.0	2007	Includes project F106.
F105	Dove Valley Road	0.0	0.0	0.0	0.0	18.4	18.4	2008	Local advancement.
F106	Jomax Road	0.0	0.0	0.0	0.0	--	--	--	Combined with project F104.
	Subtotal	1.6	0.0	0.0	1.6	64.8	66.4		
Loop 101 (Aqua Fria Freeway)									
F107	Beardsley Road	0.0	0.0	0.0	0.0	27.6	27.6	2012	
F108	Bethany Home Road	0.0	0.0	0.0	0.0	15.7	15.7	2006	Not in FY 2007-2026 program.
	Subtotal	0.0	0.0	0.0	0.0	43.3	43.3		
Loop 101 (Pima Freeway)									
F109	64th Street	1.3	0.0	0.0	1.3	25.7	27.0	2007	
	Subtotal	1.3	0.0	0.0	1.3	25.7	27.0		
Loop 202 (Red Mountain Freeway)									
F110	Mesa Drive (Ramps Only)	0.0	0.0	0.0	0.0	4.6	4.6	2025	
	Subtotal	0.0	0.0	0.0	0.0	4.6	4.6		

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. for Final Construction	Other Project Information
		Design	Right-of-Way	Construction	Total				
US 60 (Superstition Freeway)									
F111	Lindsay Road (Half Interchange)	0.0	0.0	0.0	0.0	4.6	4.6	2012	
F112	Meridian Road (Half Interchange)	0.0	0.0	0.0	0.0	4.6	4.6	2013	
	Subtotal	0.0	0.0	0.0	0.0	9.2	9.2		
Other Arterial Interchange Improvements									
	Deer Valley Road at I-17	0.0	0.0	0.0	0.0	--	--	--	Project deleted in 2006.
	Higley Road at US 60	0.3	0.0	0.0	0.3	3.8	4.1	2006	Not in FY 2007-2026 program.
	Ray Road at I-10	0.0	0.0	0.0	0.0	6.1	6.1	2006	Not in FY 2007-2026 program.
	Carefree Highway at I-17	0.0	0.0	0.0	0.0	18.5	18.5	2007	
	43rd Avenue at I-10	0.2	0.0	0.0	0.2	1.8	2.0	2007	Includes 51st Avenue.
	51st Avenue at I-10	0.0	0.0	0.0	0.0	--	--	--	Combined with 43rd Avenue.
	Subtotal	0.5	0.0	0.0	0.5	30.2	30.7		
	Subtotal: Projects not in FY 2007- 2026 program	0.3	0.0	0.0	0.3	25.6	25.9	--	
	Subtotal: Projects programmed in FY 2007- 2026	3.2	0.0	0.0	3.2	202.9	206.1	--	
	TOTAL	3.5	0.0	0.0	3.5	228.5	232.0	--	

TABLE A-5
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - NEW HOV RAMPS AT FREEWAY-TO-FREEWAY INTERCHANGES
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Prgm. Final Construction	Other Project Information
		Design	Right-of-Way	Construction	Total				
Loop 101									
F125	I-10	0.0	0.0	0.0	0.0	60.0	60.0	2025	
F126	I-17	0.0	0.0	0.0	0.0	72.0	72.0	2024	
	Subtotal	0.0	0.0	0.0	0.0	132.0	132.0		
Loop 202									
F127	Red Mountain and US 60 (Superstition)	0.0	0.0	0.0	0.0	20.4	20.4	2025	
F128	Santan and I-10	0.0	0.0	0.0	0.0	--	--	--	Combined with project F87.
F129	Santan and Loop 101 / Price	0.0	0.0	0.0	0.0	20.4	20.4	2017	
	Subtotal	0.0	0.0	0.0	0.0	40.8	40.8		
SR 51									
F130	Loop 101 / Pima	0.0	0.0	0.0	0.0	--	--	--	Combined with project F90.
	Subtotal	0.0	0.0	0.0	0.0	0.0	0.0		
	Subtotal: Projects not in FY 2007-2026 program	0.0	0.0	0.0	0.0	0.0	0.0	--	
	Subtotal: Projects programmed in FY 2007- 2026	0.0	0.0	0.0	0.0	172.8	172.8	--	
	TOTAL	0.0	0.0	0.0	0.0	172.8	172.8	--	

TABLE A-6
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - OPERATIONS, MAINTENANCE AND SYSTEMWIDE PROGRAMS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Facilities	Expenditures through FY 2006 (Year of Expenditure Dollars)			Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Programmed for Implementation	Other Project Information
	Operating	Capital	Total				
Freeway Management System							
Freeway Management System	0.0	0.0	0.0	181.6	181.6	2006-2026	
Subtotal	0.0	0.0	0.0	181.6	181.6		
Maintenance							
Maintenance (Landscaping, including restoration and litter pick-up)	2.1	0.0	2.1	276.9	279.0	2006-2026	
Subtotal	2.1	0.0	2.1	276.9	279.0		
Noise Mitigation							
Noise Mitigation	0.0	6.9	6.9	68.1	75.0	2006-2026	
Subtotal	0.0	6.9	6.9	68.1	75.0		
Systemwide							
Right-of-Way Administration	1.4	0.0	1.4	55.6	57.0	2006-2026	
Preliminary Engineering, Advanced Right-of-Way, and Risk Management	15.0	2.3	17.3	430.8	448.1	2006-2026	
Subtotal	16.4	2.3	18.7	486.4	505.1		
Subtotal: Projects not in FY 2007-2026 program	0.0	0.0	0.0	0.0	0.0	--	
Subtotal: Projects programmed in FY 2007- 2026	18.5	9.2	27.7	1,013.0	1,040.7	--	
TOTAL	18.5	9.2	27.7	1,013.0	1,040.7	--	

TABLE A-7
FREEWAY/HIGHWAY LIFE CYCLE PROGRAM - OTHER PROJECTS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Facilities	Expenditures through FY 2006 (Expenditure Dollars)				(Year of	Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOY Dollars)	FY Programmed for Implementation	Other Project Information
	Design	Right-of-Way	Construction	Total	Total				
I-17									
Greenway Rd./Thunderbird Rd. (Drainage Improvements)	0.0	0.0	0.0	0.0		--	--	--	Combined with Peoria Avenue.
Peoria Ave./Cactus Rd. (Drainage Improvements)	0.0	0.0	0.0	0.0		17.0	17.0	2007	Included Greenway/Thunderbird.
Bethany Home Rd. - Northern Ave., Alhambra District (Construction)	0.0	0.0	0.0	0.0		2.3	2.3	2010	
16th Street - Buckeye Rd.	0.0	0.0	0.0	0.0		3.0	3.0	2006	Not in FY 2007-2026 program.
Buckeye Rd./Northbound On-Ramp (Construction)		0.0	0.0	0.0		--	--	--	Project deleted.
Cactus Rd. (T.I. Improvements)	0.0	0.0	2.4	2.4		1.4	3.8	2006	Not in FY 2007-2026 program.
Subtotal	0.0	0.0	2.4	2.4		23.7	26.1		
US 60									
Val Vista Dr. to Power Rd. (Landscape)	0.0	0.0	0.0	0.0		5.1	5.1	2007	Included in program in 2006.
Subtotal	0.0	0.0	0.0	0.0		5.1	5.1		
SR 74									
Passing Lanes	0.0	0.0	0.0	0.0		4.0	4.0	2010	Included in program in 2006.
Subtotal	0.0	0.0	0.0	0.0		4.0	4.0		
SR 87									
Forest Boundary - New Four Peaks (Construction)	0.0	0.0	0.0	0.0		18.4	18.4	2007	
Subtotal	0.0	0.0	0.0	0.0		18.4	18.4		
SR 88									
Apache Trail (District Force Account)	0.0	0.0	0.0	0.0		0.2	0.2	2006	Not in FY 2007-2026 program.
Fish Creek Hill	0.0	0.0	0.0	0.0		1.5	1.5	2007	
Subtotal	0.0	0.0	0.0	0.0		1.7	1.7		
Loop 101 (Agua Fria)									
I-10 - MC 85 (99th Avenue)	0.0	0.0	0.0	0.0		4.0	4.0	2009	

Facilities	Expenditures through FY 2006 Expenditure Dollars)				(Year of Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Estimated Cost (2006 and YOE Dollars)	FY Programmed for Implementation	Other Project Information
	Design	Right-of-Way	Construction	Total				
Northern Ave. to 31st Ave. (Landscape)	0.0	0.0	0.0	0.0	1.3	1.3	2007	Included in program in 2006.
Subtotal	0.0	0.0	0.0	0.0	5.3	5.3		
Loop 101 (Price)								
Balboa Dr., Multi-Use Path (Local)	0.0	0.0	0.0	0.0	2.0	2.0	2009	
Subtotal	0.0	0.0	0.0	0.0	2.0	2.0		
Loop 202 (Santan)								
Lindsey Rd. to Gilbert Rd.	0.0	0.0	0.0	0.0	0.5	0.5	2008	
Subtotal	0.0	0.0	0.0	0.0	0.5	0.5		
Systemwide								
Ramp Meters, T.I. Improvements, Park & Ride Lots (Various Locations)	0.0	0.0	0.0	0.0	15.1	15.1	2007-2009	
Subtotal	0.0	0.0	0.0	0.0	15.1	15.1		
Subtotal: Projects not in FY 2007-2026 program	0.0	0.0	2.4	2.4	4.6	7.0	--	
Subtotal: Projects programmed in FY 2007- 2026	0.0	0.0	0.0	0.0	71.2	71.2	--	
TOTAL	0.0	0.0	2.4	2.4	75.8	78.2	--	

SUMMARY TOTALS								
Subtotal: Projects not in FY 2007-2026 program	0.3	0.0	14.2	14.5	106.6	121.1	--	
Subtotal: Projects programmed in FY 2007- 2026	28.6	3.6	11.1	43.2	9,667.9	9,711.1	--	
TOTAL	28.9	3.6	25.3	57.7	9,774.5	9,832.2	--	

Appendix B

Arterial Street Life Cycle Program

TABLE B-1
ARTERIAL STREET LIFE CYCLE PROGRAM
REGIONAL FUNDING DISBURSEMENTS AND TOTAL EXPENDITURES: FY2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
Chandler										
A1	Arizona Ave./Chandler Blvd. - Intersection Improvement		3.46	3.46		6.66	6.66	2006		Project has been advanced to FY 2006 and reimbursement will be in FY 2014.
A2	Arizona Ave./Elliot Rd. - Intersection Improvement		3.46	3.46		5.20	5.20	2006		Project has been advanced to FY 2006 and reimbursement will be in FY 2022.
A3	Arizona Ave./Ray Rd. - Intersection Improvement		3.46	3.46		5.76	5.76	2007		
A4	Arizona Ave.: Ocotillo Rd. to Hunt Hwy. - Capacity Improvements		5.70	5.70		13.39	13.39	2012	3.0	
A5	Chandler Blvd./Alma School Rd. - Intersection Improvement		3.46	3.46		7.53	7.53	2010		
A6	Chandler Blvd./Dobson Rd. - Intersection Improvement		3.46	3.46		7.69	7.69	2008		
A7	Chandler Blvd./Kyrene Rd. - Intersection Improvement		3.46	3.46		4.61	4.61	2014		
A8	Gilbert Rd.: Loop 202 (Santan) to Hunt Hwy. - Capacity Improvements		19.22	19.22		63.96	63.96	2011	5.3	
	Loop 202 (Santan Fwy.) to Queen Creek Rd.		6.32	6.32		11.87	11.87	2008	1.3	Project has been advanced to FY 2008 and reimbursement will be in FY 2022.
	Queen Creek Rd. to Chandler Heights Rd.		7.41	7.41		36.63	36.63	2011	2.0	Project has been advanced to FY 2011 and reimbursement will be in FY 2021.
	Chandler Heights Rd. to Hunt Hwy.		5.50	5.50		15.46	15.46	2011	2.0	Project has been advanced to FY 2011 and reimbursement will be in FY 2023.
A9	Kyrene Rd./Ray Rd. - Intersection Improvement		3.46	3.46		4.61	4.61	2015		Project has been advanced to FY 2015 and reimbursement will be in FY 2025.
A10	Price Rd. (Ext.): Loop 202 (Santan) to I-10 - New Roadway		51.40	51.40		73.43	73.43	2020	6.0	
A11	Ray Rd./Alma School Rd. - Intersection Improvement		3.46	3.46		9.71	9.71	2009		

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A12	Ray Rd./Dobson Rd. - Intersection Improvement		3.46	3.46		9.00	9.00	2012		
A13	Ray Rd./McClintock Dr. - Intersection Improvement		3.46	3.46		10.88	10.88	2011		Project has been partially advanced with Design and ROW in FY09 -FY10 and reimbursement will be in FY 2011.
A14	Ray Rd./Rural Rd. - Intersection Improvement		3.46	3.46		4.65	4.65	2013		
<u>Chandler/Gilbert</u>										
A15	Queen Creek Rd.: Arizona Ave. to Power Rd. - Capacity Improvements		34.75	34.75		98.10	98.10	2013	9.0	
	Queen Creek Rd: Arizona Ave. to McQueen Rd.		4.03	4.03		9.45	9.45	2007	1.0	Project has been advanced to FY 2007 and reimbursement will be in FY 2012.
	Queen Creek Rd.: McQueen Rd. to Lindsay Rd.		11.16	11.16		31.80	31.80	2010	3.0	Project has been advanced to FY 2010 and reimbursement will be in FY 2012.
	Queen Creek Rd.: Lindsay Rd. to Power Rd.		19.57	19.57		56.86	56.86	2013	5.0	
<u>Fountain Hills</u>										
A16	Shea Blvd.: Palisades Blvd. to Saguaro Blvd. - Capacity Improvements		5.59	5.59		7.98	7.98	2010	3.0	
<u>Gilbert</u>										
A17	Elliot Rd./Cooper Rd. - Intersection Improvement		3.46	3.46		6.64	6.64	2013		This Project has been deferred from Phase 1 to FY 2013 and exchanged with the Val Vista: Warner to Pecos Project.
A18	Elliot Rd./Gilbert Rd. - Intersection Improvement		3.46	3.46		9.25	9.25	2018		
A19	Elliot Rd./Greenfield Rd. - Intersection Improvement		3.46	3.46		6.13	6.13	2023		
A20	Elliot Rd./Higley Rd. - Intersection Improvement		3.46	3.46		4.64	4.64	2023		The RTP funds available are \$3.464 million. There is a cost savings of \$0.73 million.
A21	Elliot Rd./ Val Vista Dr. - Intersection Improvement		3.46	3.46		6.39	6.39	2023		
A22	Germann Rd.: Gilbert Rd. to Power Rd. - Capacity Improvements		20.34	20.34		59.11	59.11	2010	6.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A23	Greenfield Rd.: Elliot Rd. to Warner Rd. - Capacity Improvements		3.80	3.80		5.43	5.43	2023	1.0	
A24	Guadalupe Rd./Cooper Rd. - Intersection Improvement		3.46	3.46		6.22	6.22	2013		This Project has been deferred from Phase 1 to FY 2013 and exchanged with the Val Vista: Warner to Pecos Project.
A25	Guadalupe Rd./Gilbert Rd. - Intersection Improvement		3.46	3.46		4.89	4.89	2009		
A26	Guadalupe Rd./Greenfield Rd. - Intersection Improvement		3.46	3.46		4.90	4.90	2023		
A27	Guadalupe Rd./Power Rd. - Intersection Improvement		3.46	3.46		13.76	13.76	2023		
A28	Guadalupe Rd./ Val Vista Dr. - Intersection Improvement		3.46	3.46		4.83	4.83	2018		The RTP funds available are \$3.464 million. There is a cost savings of \$0.26 million.
A29	Power Rd.: Galveston. to Chandler Heights Rd. - Capacity Improvements		19.00	19.00		27.14	27.14	2024	5.0	
	Power: Galveston to Pecos		9.50	9.50		12.98	12.98	2013		
	Power: Pecos to Chandler Heights		9.50	9.50		17.64	17.64	2024		
A30	Ray Rd.: Val Vista Dr. to Power Rd. - Capacity Improvements		15.31	15.31		21.54	21.54	2025	4.0	The RTP funds available are \$15.309 million. There is a cost savings of \$0.782 million.
A31	Ray Rd./Gilbert Rd. - Intersection Improvement		3.46	3.46		4.86	4.86	2018		The RTP funds available are \$3.464million. There is a cost savings of \$0.219 million.
A32	Val Vista Rd: Warner Rd. to Pecos Rd. - Capacity Improvements		10.17	10.17		21.04	21.04	2006	3.0	Project has been advanced to FY 2006 and partial reimbursement exchange in FY07 & 08 with the Elliot/Cooper and Guadalupe/Cooper Projects.
A33	Warner Rd./Cooper Rd. - Intersection Improvement		3.46	3.46		5.88	5.88	2008		
A34	Warner Rd./Greenfield Rd. - Intersection Improvement		3.46	3.46		6.72	6.72	2014		
Maricopa County										
A35	Dobson Rd.: Salt River Bridge - New Bridge		17.10	17.10		25.11	25.11	2015	1.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A36	El Mirage Rd.: Bell Rd. to Jomax Rd. Capacity Improvements		17.99	17.99		36.07	36.07	2017	6.0	
A37	El Mirage Rd.: Thunderbird Rd. to Northern Ave. - Capacity Improvements		15.42	15.42		21.98	21.98	2018	4.0	
A38	Gilbert Rd.: Salt River Bridge - New Bridge		12.85	12.85		22.28	22.28	2015	1.0	
A39	Jomax Rd.: Loop 303 to Sun Valley Pkwy. - Right-of-Way Protection		19.00	19.00		25.78	25.78	2018	17.0	
A40	McKellips Rd.: Salt River Bridge - New Bridge		12.85	12.85		21.00	21.00	2015	1.0	
A41	McKellips Rd.: Loop 101 to Mesa City Limit - Capacity Improvements		36.21	36.21		10.92	10.92	2015	2.0	The RTP funds available are \$36.2 million. There is a cost savings of \$28.3 million.
A42	Northern Ave.: Grand Ave. to Loop 303 - Capacity Improvements		55.87	55.87		109.50	109.50	2010		
A43	Northern Ave. (Phase B): Grand Ave. to Dysart Rd. - Capacity Improvements		78.22	78.22		128.60	128.60	2020		
A44	Northern Ave. (Phase C1): Loop 101 to Loop 303 - Capacity Improvements		79.67	79.67		301.90	301.90	2026		
Mesa/Maricopa County										
A45	Power Rd.: Baseline Rd. to Galveston Rd. - Capacity Improvements		16.65	16.65		27.00	27.00	2013	5.0	This project has been advanced to FY07 & 08 and the reimbursement is exchanged with the Southern: Country Club to Recker Rd. Project.
	Power Rd: Baseline Rd. to East Maricopa Floodway (EMF)		9.41	9.41		13.60	13.60	2006	1.0	
	Power Rd: East Maricopa Floodway (EMF) to Galveston Rd.		7.24	7.24		13.45	13.45	2007	2.5	
Mesa										
A46	Baseline Rd.: Power Rd. to Meridian Rd. - Capacity Improvements		16.43	16.43		23.97	23.97	2019	6.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
	Baseline Rd.: Power Rd. to Ellsworth Rd.		8.04	8.04		11.98	11.98	2016	3.0	Project has been advanced to FY 2016 and reimbursement will be in FY 2025.
	Baseline Rd.: Ellsworth Rd. to Meridian Rd.		8.39	8.39		11.98	11.98	2019	3.0	Project has been advanced to FY 2019 and reimbursement will be in FY 2025.
A47	Broadway Rd.: Dobson Rd. to Country Club Dr. - Capacity Improvements		6.81	6.81		11.48	11.48	2009	2.0	
A48	Country Club Dr./University Dr. - Intersection Improvement		2.57	2.57		5.90	5.90	2009		Project has been advanced from to FY 2009 and reimbursement will be in FY 2017. The RTP funds available are \$2.57 million. There is a cost savings of \$0.25 million.
A49	Country Club Dr./Brown Rd. - Intersection Improvement		2.57	2.57		4.77	4.77	2012		Project has been advanced to FY 2012 and reimbursement will be in FY 2021.
A50	Crismon Rd.: Broadway Rd. to Germann Rd. - Capacity Improvements		33.75	33.75		48.30	48.30	2020	9.0	
	Crismon Rd: Broadway Rd. to Guadalupe Rd.		11.50	11.50		16.42	16.42	2016	3.0	Project has been advanced to FY 2016 and reimbursement will be in FY 2024.
	Crimson Rd.: Guadalupe Rd. to Ray Rd.		11.16	11.16		15.94	15.94	2018	3.0	Project has been advanced to FY 2018 and reimbursement will be in FY 2026.
	Crimson Rd.: Ray Rd. to Germann Rd.		11.09	11.09		15.94	15.94	2020	3.0	Project has been advanced to FY 2020 and reimbursement will be in FY 2026.
A51	Dobson Rd./Guadalupe Rd. - Intersection Improvement		2.57	2.57		3.46	3.46	2009		The RTP funds available are \$2.57 million. There is a cost savings of \$0.548 million.
A52	Dobson Rd./University Dr. - Intersection Improvement		2.57	2.57		6.38	6.38	2011		Project has been advanced to FY 2011 and reimbursement will be in FY 2020.
A53	Elliot Rd.: Power Rd. to Meridian Rd. Capacity Improvements		16.65	16.65		23.97	23.97	2025	6.0	
	Elliot Rd.: Power Rd. to Ellsworth Rd.		8.26	8.26		11.98	11.98	2023	3.0	
	Elliot Rd.: Ellsworth Rd. to Meridian Rd.		8.39	8.39		11.98	11.98	2025	3.0	
A54	Germann Rd.: Ellsworth Rd. to Signal Butte Rd. - Capacity Improvements		11.51	11.51		16.59	16.59	2021	2.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A55	Gilbert Rd./University Dr. - Intersection Improvements		2.57	2.57		8.10	8.10	2007		Project has been advanced to FY 2007 and reimbursement will be in FY 2021.
A56	Greenfield Rd.: University Dr. to Baseline Rd. - Capacity Improvements		9.95	9.95		20.34	20.34	2010	3.0	
	Greenfield Rd.: Baseline Rd. to Southern Ave.		5.16	5.16		7.44	7.44	2008	1.0	
	Greenfield Rd.: Southern Ave. to University Rd.		4.78	4.78		12.90	12.90	2010	2.0	
A57	Guadalupe Rd.: Power Rd. to Meridian Rd. - Capacity Improvements		21.23	21.23		34.08	34.08	2015	6.0	
	Guadalupe Rd.: Power Rd. to Hawes Rd.		7.23	7.23		13.42	13.42	2011	2.0	
	Guadalupe Rd.: Hawes Rd. to Crimson Rd.		7.23	7.23		10.34	10.34	2013	2.0	
	Guadalupe Rd. : Crimson Rd. to Meridian Rd.		6.78	6.78		10.32	10.32	2015	2.0	
A58	Hawes Rd.; Broadway Rd. to Ray Rd. - Capacity Improvements		19.11	19.11		30.05	30.05	2022	6.0	
	Hawes Rd.: Broadway Rd. to Baseline Rd.		6.58	6.58		9.40	9.40	2022	2.0	
	Hawes Rd. :Baseline Rd. to Elliot Rd.		6.39	6.39		9.13	9.13	2024	2.0	
	Hawes Rd.: Elliot Rd. to Santan Fwy.		3.97	3.97		5.67	5.67	2025	1.0	
	Hawes Rd.: Santan Fwy. to Ray Rd.		2.17	2.17		5.86	5.86	2010	1.0	Project has been advanced to FY 2010 and reimbursement will be in FY 2025.
A59	Higley Rd.: US 60 to 202L (Red Mountain) - Capacity Improvements		15.42	15.42		22.12	22.12	2020	6.0	
	Higley Rd.: Loop 202 to Brown Rd.		7.71	7.71		11.06	11.06	2019	3.0	
	Higley Rd.: Brown Rd. to US60		7.71	7.71		11.06	11.06	2020	3.5	
A60	Higley Rd.: US 60 to Loop 202 (Red Mt.) - Construct 3 grade separations		25.59	25.59		44.51	44.51	2017		

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A61	Lindsay Rd./Brown Rd. - Intersection Improvements		2.57	2.57		4.77	4.77	2012		Project has been advanced to FY 2012 and reimbursement will be in FY 2024.
A62	McKellips Rd.: East of Sossaman Rd. to Meridian Rd. - Capacity Improvements		18.33	18.33		26.30	26.30	2025	5.0	
	McKellips Rd: East of Sossaman Rd. to Crismon Rd.		11.05	11.05		15.78	15.78	2023	3.0	
	McKellips Rd: Crismon Rd. to Meridian Rd.		7.28	7.28		10.52	10.52	2025	2.0	
A63	McKellips Rd.: Gilbert Rd. to Power Rd. - Capacity Improvements		20.00	20.00		27.85	27.85	2013	6.0	
	McKellips Rd.: Gilbert Rd. to Val Vista Dr.		4.60	4.60		6.63	6.63	2008	2.0	The RTP funds available are \$20 million. There is a cost savings of \$0.644 million.
	McKellips Rd.: Val Vista Dr. to Higley Rd.		8.12	8.12		11.71	11.71	2010	2.0	
	McKellips Rd.: Higley Rd. to Power Rd.		6.64	6.64		9.50	9.50	2013	2.0	Part of project has been deferred to FY 2013 and reimbursement will follow to FY 2013.
A64	Meridian Rd.: Baseline Rd. to Germann Rd. - Capacity Improvements		26.93	26.93		38.72	38.72	2019	7.0	
	Meridian Rd.: Baseline Rd. to Ray Rd.		15.49	15.49		22.13	22.13	2017	4.0	
	Meridian Rd.: Ray Rd. to Germann Rd.		11.44	11.44		16.59	16.59	2019	3.0	
A65	Mesa Dr.: Broadway Rd. to US 60 - Capacity Improvements		8.60	8.60		12.31	12.31	2010	2.0	The RTP funds available are \$8.6 million. There is a cost savings of \$0.25 million.
A66	Pecos Rd.: Ellsworth Rd. to Meridian Rd.		11.62	11.62		16.56	16.56	2014	3.0	Project has been deferred to FY 2014 and reimbursement will follow to FY 2014. There is a cost savings of \$5,000.
A67	Ray Rd.: Sossaman Rd. to Meridian Rd. - Capacity Improvements		23.13	23.13		34.08	34.08	2025	5.0	
	Ray Rd: Sossaman Rd. to Ellsworth Rd.		9.60	9.60		14.17	14.17	2010	2.3	Project has been advanced to FY 2010 and reimbursement will be in FY 2024.
	Ray Rd: Ellsworth Rd. to Meridian Rd.		13.54	13.54		19.91	19.91	2025	2.8	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A68	Signal Butte Rd.: Broadway Rd. to Pecos Rd. - Capacity Improvements		30.39	30.39		44.25	44.25	2024	8.0	
	Signal Butte Rd.: Broadway Rd. to Elliot Rd.		15.49	15.49		22.13	22.13	2022	4.0	
	Signal Butte Rd.: Elliot Rd. to Pecos Rd.		14.91	14.91		22.12	22.12	2024	4.0	
A69	Southern Ave.: Country Club Dr. to Recker Rd. - Capacity Improvements		28.27	28.27		41.38	41.38	2015	8.0	
	Southern Ave.: Country Club Dr. to Stapley Dr.		7.93	7.93		11.72	11.72	2009	2.0	
	Southern Ave.: Stapley Dr. to Lindsay Rd.		7.12	7.12		9.30	9.30	2011	2.0	
	Southern Ave.: Lindsay Rd. to Greenfield Rd.		7.12	7.12		10.18	10.18	2013	2.0	Part of project has been deferred to FY 2013 and reimbursement will follow to FY 2013.
	Southern Ave.: Greenfield Rd. to Recker Rd.		6.05	6.05		10.19	10.19	2015	2.0	Part of project has been deferred to FY 2015 and reimbursement will follow to FY 2015.
A70	Southern Ave.: Sossaman Rd. to Meridian Rd. - Capacity Improvements		16.65	16.65		23.84	23.84	2024	5.0	
	Southern Ave: Sossaman Rd to Crismon		10.07	10.07		14.38	14.38	2022	3.0	
	Southern Ave: Crismon to Meridian		6.46	6.46		9.46	9.46	2024	2.0	
A71	Stapley Dr./University Dr. - Intersection Improvement		2.57	2.57		3.81	3.81	2011		Project has been advanced to FY 2011 and reimbursement will be in FY 2025.
A72	Thomas Rd: Gilbert Rd. to Val Vista Dr. - Capacity Improvements		5.14	5.14		7.39	7.39	2009	2.0	The RTP funds available are \$5.14 million. There is a cost savings of \$51,000.
A73	University Dr: Val Vista Dr. to Hawes Rd. - Capacity Improvements		20.00	20.00		28.76	28.76	2023	6.0	
	University Dr.: Val Vista Dr. to Higley Rd.		10.07	10.07		14.38	14.38	2021	3.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
	University Dr.: Higley Rd. to Hawes Rd.		9.94	9.94		14.38	14.38	2023	4.0	
A74	Val Vista Dr.: University Dr. to Baseline Rd. - Capacity Improvements		10.17	10.17		16.59	16.59	2014	3.0	The RTP funds available are \$10.169 million. There is a cost savings of \$0.1 million.
	Val Vista Dr.: Baseline Rd. to Southern Ave.		5.03	5.03		9.30	9.30	2012	1.0	Project has been advanced to FY 2012 and reimbursement will be in FY 2020.
	Val Vista Dr.: Southern Ave. to University Dr.		5.14	5.14		7.29	7.29	2014	2.0	Project has been advanced to FY 2014 and reimbursement will be in FY 2020.
Peoria										
A75	Beardsley Connection: Loop 101 to Beardsley Rd. at 83rd Ave./ Lake Pleasant Pkwy. - New Roadway		21.34	21.34		43.99	43.99	2009	3.0	The Project has been exchanged with Lake Pleasant Parkway Project and reimbursement will be in FY 2011 & FY12
A76	Happy Valley Rd.: Loop 303 to 67th Ave. - Capacity Improvements		19.00	19.00		41.19	41.19	2022	5.0	
	Happy Valley Rd.: Loop 303 to Lake Pleasant Pkwy.		6.33	6.33		11.50	11.50	2014	2.1	Project has been advanced to FY 2014 and reimbursement will be in FY 2023.
	Happy Valley Rd.: Lake Pleasant Pkwy. to Terramar Blvd.		6.33	6.33		19.60	19.60	2008	2.1	Project has been advanced to FY 2008 and reimbursement will be in FY 2024.
	Happy Valley Rd: Terramar Blvd. to 67th Ave.		6.33	6.33		10.09	10.09	2022	0.8	
A77	Lake Pleasant Pkwy.: Beardsley Rd./83rd Ave. to SR 74 - Capacity Improvements	7.03	44.14	51.17	19.12	94.93	114.05	2014	9.0	
	Lake Pleasant Pkwy: Dynamite Blvd to SR-74		22.39	22.39		54.12	54.12	2014	4.0	
	Lake Pleasant Pkwy.: Union Hills Dr. to Dynamite Rd.	7.03	15.04	22.07	19.12	48.09	67.21	2006	5.0	Project has been advanced to FY 2006 & 07 and partial reimbursement exchange in FY06 & 07 with the Beardsley Road Project.
	Lake Pleasant Pkwy: Union Hills Dr. to Dynamite Rd.		6.71	6.71		12.95	12.95	2012		
Phoenix										
A78	Avenida Rio Salado: 7th St. to SR 202L (South Mountain Fwy.) - New Roadway		41.01	41.01		77.76	77.76	2014	7.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
A79	Black Mt. Pkwy.: SR 51 to Black Mountain Pkwy. - New Roadway		20.67	20.67		26.78	26.78	2013	1.0	
A80	Happy Valley Rd.: 67th Ave. to I-17 - Capacity Improvements		15.20	15.20		28.95	28.95	2009	4.0	
	Happy Valley Rd.: I-17 to 35th Avenue		6.66	6.66		13.13	13.13	2005		Project has been advanced to FY 2005 and reimbursement will be in FY 2023.
	Happy Valley Rd.: 35th Avenue to 43rd Avenue		1.92	1.92		4.75	4.75	2009		Project has been advanced to FY 2009 and reimbursement will be in FY 2023.
	Happy Valley Rd.: 43rd Avenue to 55th Avenue		1.95	1.95		5.17	5.17	2009		Project has been advanced to FY 2009 and reimbursement will be in FY 2024.
	Happy Valley Rd.: 55th Avenue to 67th Avenue		2.40	2.40		5.90	5.90	2009		Project has been advanced to FY 2009 and reimbursement will be in FY 2024.
A81	Sonoran Parkway: Central Ave. to 32nd St. - New Roadway		29.95	29.95		52.57	52.57	2013	4.0	
Scottsdale										
A82	Carefree Hwy.: Cave Creek Rd. to Scottsdale Rd. - Capacity Improvements		8.60	8.60		12.21	12.21	2016	2.0	
A83	Loop 101 North Frontage Road: Pima Rd./Princess Dr. to Scottsdale Rd. - New Roadway		21.34	21.34		26.09	26.09	2008	2.0	The RTP funds available are \$21.3 million. There is a cost savings of \$10.3 million.
	Loop 101 North Frontage Rd.: Hayden Rd. to Scottsdale Rd.		5.47	5.47		7.83	7.83	2006	1.0	
	Loop 101 North Frontage Rd.: Pima Rd./ Princess Dr. to Hayden Rd.		5.35	5.35		7.89	7.89	2008	1.0	
A84	Loop 101 South Frontage Road: Hayden Rd. to Pima Rd. - New Roadway		12.74	12.74		17.20	17.20	2010	1.0	The RTP funds available are \$12.73 million. There is a cost savings of \$2.67 million.
A85	Miller Rd.: Princess Dr. to Center St. (101L underpass) - New Roadway		12.85	12.85		18.36	18.36	2020	0.5	
A86	Pima Rd.: Happy Valley Rd. to Dynamite Blvd. - Capacity Improvements		21.79	21.79		38.53	38.53	2018	2.0	
A87	Pima Rd.: Deer Valley Rd. to Happy Valley Rd. and Dynamite Rd. to Cave Creek Rd. - Capacity Improvements		76.43	76.43		123.61	123.61	2015	7.0	

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
	Pima Rd: Thompson Peak Pky to Pinnacle Peak Rd			0.00		11.89	11.89	2008	1.0	
	Pima Rd.: Pinnacle Peak Rd. to Happy Valley Rd.		30.57	30.57		32.71	32.71	2012	1.0	
	Pima Rd.: Dynamite Blvd. to Cave Creek Rd. (Stagecoach Rd)		45.86	45.86		79.02	79.02	2015	5.0	
A88	Pima Rd.: McKellips Rd. to Via Linda Capacity Improvements		28.16	28.16		40.36	40.36	2010	8.0	
A89	Scottsdale Airport: Runway Tunnel		64.48	64.48		105.00	105.00	2016	1.0	
A90	Scottsdale Rd.: Thompson Peak Pkwy. to Happy Valley Rd. - Capacity Improvements		12.29	12.29		27.53	27.53	2015	3.0	
	Scottsdale Rd.: Thompson Peak Pkwy. to Pinnacle Peak			0.00		9.97	9.97	2010		
	Scottsdale Rd.: Pinnacle Peak to Happy Valley		12.29	12.29		17.56	17.56	2015		
A91	Scottsdale Rd.: Happy Valley Rd. to Carefree Hwy. - Capacity Improvements		26.15	26.15		45.78	45.78	2019	6.0	
A92	Shea Blvd: Loop 101 to Scottsdale City Limits - Capacity/Intersection Improvements		21.34	21.34		30.49	30.49	2024		
	Shea Blvd.: Loop 101 (Pima Fwy) to 96th Street, ITS improvements		3.05	3.05		4.36	4.36	2009		Project has been advanced to FY 2009 and reimbursement will be in Phase 4.
	Shea Blvd at 90th Street		3.05	3.05		4.36	4.36	2006		Project has been advanced to FY 2006 and reimbursement will be in Phase 4.
	Shea Blvd at 92nd Street		3.05	3.05		4.36	4.36	2006		Project has been advanced to FY 2006 and reimbursement will be in Phase 4.
	Shea Blvd at 96th Street		3.05	3.05		4.36	4.36	2006		Project has been advanced to FY 2006 and reimbursement will be in Phase 4.
	Shea Blvd at Via Linda		3.05	3.05		4.36	4.36	2006		Project has been advanced to FY 2006 and reimbursement will be in Phase 4.

Map Code	Facility	Regional Funding Disbursements			Total Expenditures			Year Prgm. for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expend. through FY 2006 (YOE Dollars)	Estimated Future Expend. FY 2007-2026 (2006 Dollars)	Total Expend. FY 2006-2026 (2006 and YOE Dollars)			
	Shea Blvd at 124th Street		3.05	3.05		4.36	4.36	2007		Project has been advanced to FY 2007 and reimbursement will be in Phase 4.
	Shea Blvd at 134th Street		3.04	3.04		4.34	4.34	2007		Project has been advanced to FY 2007 and reimbursement will be in Phase 4.
A93	Union Hills Rd.: Hayden Rd. to Pima Rd. - Capacity Improvements		12.52	12.52		24.14	24.14	2022	1.0	
	MAG/Multi-Agency									
A94	El Mirage Rd.: Paradise Ln. over Grand Ave. to Thunderbird Rd.		19.67	19.67		22.64	22.64	2015	2.0	
	TOTALS	7.03	1,573.55	1,580.58	19.12	2,816.13	2,835.25			

TABLE B-2
ARTERIAL STREET LIFE CYCLE PROGRAM - INTELLIGENT TRANSPORTATION SYSTEMS
REGIONAL FUNDING DISBURSEMENTS AND TOTAL EXPENDITURES: FY2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Facility	Regional Funding Disbursements			Total Expenditures			Year Programmed for Final Construction	Other Project Information
	Disburse. through FY 2006 (YOE Dollars)	Estimated Future Disburse.: FY 2007-2026 (2006 Dollars)	Total Disburse.: FY 2006-2026 (2006 and YOE Dollars)	Expenditures through FY 2006 (YOE Dollars)	Estimated Future Expenditures: FY 2007-2026 (2006 Dollars)	Total Expenditures: FY 2006-2026 (2006 and YOE Dollars)		
Systemwide ITS		55.9			79.8		2007-2016	
TOTAL		55.9			79.8			

Appendix C
Transit Life Cycle Program

TABLE C-1
TRANSIT LIFE CYCLE PROGRAM - BUS OPERATIONS: BUS RAPID TRANSIT/EXPRESS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006 to FY 2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Route	Expenditures: through FY 2006: (YOE Dollars)	Estimated Future Costs: FY2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
T1	Ahwatukee Connector	0.00	1.2	1.2	2017	
T2	Ahwatukee Express	0.00	1.3	1.3	2024	
T3	Anthem Express	0.00	0.3	0.3	2018	
T4	Apache Junction Express	0.00	4.6	4.6	2011	
T5	Arizona Avenue Arterial BRT	0.00	9.4	9.4	2011	
T6	Avondale Express	0.00	2.5	2.5	2016	
T7	Black Canyon Freeway Corridor	0.00	3.3	3.3	2016	
T8	Buckeye Express	0.00	3.5	3.5	2011	
T9	Chandler Boulevard Arterial BRT	0.00	2.9	2.9	2024	
T10	Deer Valley Express	0.00	4.2	4.2	2019	
T11	Desert Sky Express	0.00	6.0	6.0	2010	
T12	East Loop 101 Connector	0.00	6.1	6.1	2009	
T13	Grand Avenue Limited	0.00	7.6	7.6	2013	
T14	Loop 303 Express	0.00	1.3	1.3	2023	
T15	Main Street Arterial BRT	0.00	9.6	9.6	2009	
T16	North Glendale Express	0.00	8.3	8.3	2008	
T17	North I-17 Express	0.00	1.7	1.7	2022	
T18	North Loop 101 Connector	0.00	7.2	7.2	2008	
T19	Papago Fwy Connector	0.00	5.4	5.4	2009	
T20	Peoria Express	0.00	4.0	4.0	2014	
T21	Pima Express	0.00	3.9	3.9	2013	
T22	Red Mountain Express	0.00	4.3	4.3	2009	
T23	Red Mountain Fwy Connector	0.00	2.4	2.4	2019	
T24	Santan Express	0.00	8.2	8.2	2018	
T25	Scottsdale/Rural Arterial BRT	0.00	11.2	11.2	2014	
T26	South Central Avenue	0.00	4.7	4.7	2015	
T27	South Central Avenue Arterial BRT	0.00	5.0	5.0	2016	

Map Code	Route	Expenditures: through FY 2006: (YOE Dollars)	Estimated Future Costs: FY2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
T28	SR 51 Express	0.00	1.7	1.7	2023	
T29	Superstition Fwy Connector	0.00	1.6	1.6	2012	
T30	Superstition Springs Express	0.00	4.9	4.9	2019	
T31	West Loop 101 Connector	0.00	3.9	3.9	2009	
	TOTAL	0.0	142.1	142.1		

TABLE C-2
TRANSIT LIFE CYCLE PROGRAM - BUS OPERATIONS: REGIONAL GRID
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006 to FY 2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Route	Expenditures: through FY 2006: (YOE Dollars)	Estimated Future Costs: FY 2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
T40	59th Avenue	0.00	19.3	19.3	2015	
T41	83rd Avenue/75th Avenue	0.00	5.7	5.7	2023	
T42	99th Avenue	0.00	11.0	11.0	2021	
T43	Alma School Rd.	0.00	31.6	31.6	2014	
T44	Arizona Avenue/Country Club	0.00	42.6	42.6	2010	
T45	Baseline/Southern/Dobson (ext)	0.00	91.2	91.2	2011	
T46	Bell Road	0.00	18.9	18.9	2019	
T47	Broadway	0.00	40.2	40.2	2013	
T48	Buckeye Road	0.00	2.5	2.5	2020	
T49	Camelback Road	0.00	24.4	24.4	2013	
T50	Chandler Blvd.	0.00	51.2	51.2	2008	
T51	Dunlap/Olive Avenue	0.00	11.7	11.7	2021	
T52	Dysart Road	0.00	7.9	7.9	2015	
T53	Elliot Road	0.00	35.5	35.5	2013	
T54	Gilbert Road	0.00	42.1	42.1	2010	
T55	Glendale Avenue	0.00	37.0	37.0	2008	
T56	Greenfield Road	0.00	4.1	4.1	2024	
T57	Hayden/McClintock	0.00	40.9	40.9	2015	
T58	Indian School Road	0.00	8.0	8.0	2020	
T59	Litchfield Road	0.00	8.5	8.5	2024	
T60	Main Street	0.00	35.0	35.0	2009	
T61	McDowell/McKellips	0.00	44.7	44.7	2015	
T62	Peoria Ave./Shea	0.00	49.3	49.3	2015	
T63	Power Road	0.00	18.5	18.5	2015	
T64	Queen Creek Road	0.00	19.6	19.6	2019	
T65	Ray Road	0.00	28.9	28.9	2016	
T66	Scottsdale/Rural	0.00	119.8	119.8	2007	
T67	Tatum / 44th Street	0.00	6.6	6.6	2016	
T68	Thomas Road	0.00	11.7	11.7	2020	

Map Code	Route	Expenditures: through FY 2006: (YOE Dollars)	Estimated Future Costs: FY 2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
T69	University Drive	0.00	40.5	40.5	2012	
T70	Van Buren	0.00	14.4	14.4	2016	
T71	Waddell/Thunderbird	0.00	11.9	11.9	2020	
	TOTAL	0.00	935.3	935.3		

TABLE C-3
TRANSIT LIFE CYCLE PROGRAM - BUS OPERATIONS: OTHERS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006 to FY 2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2006: (YOE Dollars)	Estimated Future Costs: FY 2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Service Start (Fiscal Year)	Other Project Information
ADA Paratransit	3.2	230.2	233.4	2006	
Regional Passenger Support Services	2.3	113.3	115.6	2006	
Rural/Non-Fixed Route	0.0	11.5	11.5	2006	
Vanpools/Existing Express	3.7	72.9	76.6	2006	
TOTAL	9.2	427.9	437.1		

TABLE C-4
TRANSIT LIFE CYCLE PROGRAM - BUS CAPITAL: FACILITIES
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006 to FY 2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2006 (YOE Dollars)	Estimated Future Costs: FY 2007- 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Total Number of Units to be Constructed/ Installed through FY 2026	Number of Units Constructed/ Installed through FY 2006	Other Project Information
Arterial BRT Right-of-Way and Improvements	0.0	18.4	18.4	50	0	
Bus Stop Pullouts/Improvements	0.7	28.0	28.7	1200	30	
Dedicated BRT Right-of-Way and Improvements	0.0	85.0	85.0	10	0	
Dial-a-Ride and Rural Bus Maintenance Facilities	0.0	18.5	18.5	3	0	
Intelligent Transportation Systems (ITS) / Vehicle Management Systems (VMS)	0.6	38.6	39.2	1684	0	Each new bus will receive VMS/GPS equipment.
Park & Ride Lots	0.0	54.8	54.8	13	0	
Standard Bus Maintenance Facilities*	10.1	177.9	188.1	5	0	
Transit Centers (4 Bay)	0.0	10.7	10.7	6	0	
Transit Centers (6 Bay)	0.0	10.3	10.3	4	0	
Transit Centers (Major Activity Centers)	0.0	18.5	18.5	3	0	
Vanpool Vehicle Maintenance Facilities	0.0	5.2	5.2	1	0	
TOTAL	11.4	466.0	477.4			

* Includes four new operations/maintenance facilities and one rehab facility.

TABLE C-5
TRANSIT LIFE CYCLE PROGRAM - BUS CAPITAL: FLEET
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006 to FY 2026
(2006 and Year of Expenditure Dollars in Millions)

Category	Expenditures: through FY 2006 (YOE Dollars)	Estimated Future Costs: FY 2007 - 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Total Number of Units to be Acquired through FY 2026	Number of Units Acquired through FY 2006	Other Project Information
Paratransit	2.6	66.5	69.1	1019	41	
Fixed Route	25.2	870.9	896.1	2051	81	
Rural Route	0.3	2.0	2.3	36	6	
Van Pool	3.6	46.4	50.0	1577	142	
TOTAL	31.6	985.8	1,017.4			

TABLE C-6
TRANSIT LIFE CYCLE PROGRAM - LIGHT RAIL TRANSIT: SUPPORT INFRASTRUCTURE
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Facility	Expenditures: through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007- 2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Year Programmed for Final Construction	Project Length (Centerline Miles)	Other Project Information
	Design	Right-of-Way	Construction	Total					
Glendale Link: 19th Ave./Bethany Home to Downtown Glendale	0.0	0.0	0.0	0.0	30.9	30.9	2017	5	
Northwest Link: 19th Ave./Bethany Home to Rose Mofford Sports Complex	0.0	0.0	0.0	0.0	30.9	30.9	2012	5	
Minimum Operating System: 19th Ave./Bethany Home to Main St./Sycamore	0.0	0.0	0.0	0.0	168.9	168.9	2020	20	
Systemwide - Infrastructure Improvements	0.0	0.0	11.5	11.5	171.5	183.0	2026	57.5	
TOTAL				11.5	402.2	413.7			

TABLE C-7
TRANSIT LIFE CYCLE PROGRAM - LIGHT RAIL TRANSIT: ROUTE EXTENSIONS
EXPENDITURES AND ESTIMATED FUTURE COSTS: FY 2006-2026
(2006 and Year of Expenditure Dollars in Millions)

Map Code	Facility	Expenditures: through FY 2006 (Year of Expenditure Dollars)				Estimated Future Costs: FY 2007-2026 (2006 Dollars)	Total Costs: (2006 and YOE Dollars)	Year Programmed for Final Construction	Project Length (Center-line Miles)	Other Project Information
		Design	Right-of-Way	Construction	Total					
T80	Glendale Link: 19th Ave./Bethany Home to Downtown Glendale	0.0	0.0	0.0	0.0	334.3	334.3	2017	5.0	
T81	I-10 West Link: Washington Ave./Central Ave. to 79th Ave.	0.0	0.0	0.0	0.0	735.6	735.6	2020	11.0	
T82	Northwest Link: 19th Ave./Bethany Home to Rose Mofford Sports Complex	0.0	0.0	0.0	0.0	334.3	334.3	2013	5.0	
T83	Northeast Phoenix Link: Indian School Rd./Central Ave. to Paradise Valley Mall	0.0	0.0	0.0	0.0	802.5	802.5	2025	12.0	
T84	Tempe South Link: Main St./ Rural Rd. to Southern Ave.	0.0	0.0	0.0	0.0	133.2	133.2	2015	2.0	
T85	West Mesa Link: Main St./Sycamore to Main St./Mesa Dr. *	0.0	0.0	0.0	0.0	167.6	167.6	2015	2.7	
	TOTAL	0.0	0.0	0.0	0.0	2507.5	2507.5			

* Technology to be determined.

TABLE C-8
TRANSIT LIFE CYCLE PROGRAM - BUS RAPID TRANSIT/EXPRESS
ROUTE CHARACTERISTICS AND USAGE SUMMARY: FY 2006 to FY 2026

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2006 (Thousands)	Farebox Revenues: through FY 2006 (YOE Dollars)	Annual Average Boardings: through FY 2006 (Thousands)	Annual Average Farebox Revenues: through FY 2006 (YOE Dollars)	Other Project Information
T1	Ahwatukee Connector	2017	14.5	30,160					
T2	Ahwatukee Express	2024	20.9	108,680					
T3	Anthem Express	2018	3.1	8,060					
T4	Apache Junction Express	2011	35.3	73,424					
T5	Arizona Avenue Arterial BRT	2011	14.3	148,720					
T6	Avondale Express	2016	21.6	89,856					
T7	Black Canyon Freeway Corridor	2016	18.0	74,880					
T8	Buckeye Express (to West Buckeye P&R)	2011	36.0	56,160					
T9	Chandler Boulevard Arterial BRT	2024	19.4	242,112					
T10	Desert Sky Express	2019	21.5	134,160					
T11	Deer Valley Express	2010	17.3	89,960					
T12	East Loop 101 Connector	2009	41.1	85,488					
T13	Grand Avenue Limited	2013	21.9	136,656					
T14	Loop 303 Express	2023	38.8	80,704					
T15	Main Street Arterial BRT	2009	10.8	134,784					
T16	North Glendale Express	2008	26.7	111,072					
T17	North I-17 Express	2022	33.1	86,060					
T18	North Loop 101 Connector Surprise to Scottsdale P&R)	2008	30.9	96,408					
T19	Papago Fwy Connector (to West Buckeye P&R)	2009	36.3	75,504					
T20	Peoria Express (to Peoria P&R)	2014	24.8	77,376					
T21	Pima Express (To Airpark P&R)	2013	33.8	70,304					
T22	Red Mountain Express	2009	29.1	60,528					
T23	Red Mountain Fwy Connector	2019	18.0	74,880					

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2006 (Thousands)	Farebox Revenues: through FY 2006 (YOE Dollars)	Annual Average Boardings: through FY 2006 (Thousands)	Annual Average Farebox Revenues: through FY 2006 (YOE Dollars)	Other Project Information
T24	Santan Express	2018	44.3	230,360					
T25	Scottsdale/Rural Arterial BRT	2014	17.5	218,400					
T26	South Central Avenue	2015	8.0	99,840					
T27	South Central Avenue Arterial BRT	2016	11.0	114,400					
T28	SR 51 Express	2023	20.5	106,600					
T29	Superstition Fwy Connector	2012	17.3	26,988					
T30	Superstition Springs Express	2019	29.6	153,920					
T31	West Loop 101 Connector (to North Glendale P&R)	2009	17.8	55,536					
	TOTAL		733.2	3,151,980	0.0	0	0	0	

TABLE C-9
TRANSIT LIFE CYCLE PROGRAM - REGIONAL GRID
ROUTE CHARACTERISTICS AND USAGE SUMMARY: FY 2006 to FY 2026

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2006 (Thousands)	Farebox Revenues: through FY 2006 (YOE Dollars)	Annual Average Boardings: through FY 2006 (Thousands)	Annual Average Farebox Revenues: through FY 2006 (YOE Dollars)	Other Project Information
T40	59th Avenue	2015	15.8	250,155					
T41	83rd Avenue/75th Avenue	2023	13.4	250,171					
T42	99th Avenue	2021	16.2	323,054					
T43	Alma School Rd.	2014	16.3	427,451					
T44	Arizona Avenue/Country Club	2010	16.6	466,062					
T45	Baseline/Southern/Dobson (ext)	2011	47.3	1,032,979					
T46	Bell Road (via 303)	2019	28.4	416,055					
T47	Broadway	2013	27.7	505,955					
T48	Buckeye Road (Litchfield Road to Central Ave.)	2020	13.2	63,970					
T49	Camelback Road	2013	28.0	306,901					
T50	Chandler Blvd.	2008	25.4	516,592					
T51	Dunlap/Olive Avenue	2021	14.3	341,920					
T52	Dysart Road	2015	6.0	132,864					
T53	Elliot Road	2013	16.5	446,424					
T54	Gilbert Road	2010	20.0	454,960					
T55	Glendale Avenue	2008	18.7	349,145					
T56	Greenfield Road	2024	12.0	277,968					
T57	Hayden/McClintock	2015	22.9	600,530					
T58	Indian School Road	2020	26.8	202,274					
T59	Litchfield Road	2024	21.1	497,538					
T60	Main Street	2009	12.5	363,700					
T61	McDowell/McKellips	2015	40.3	655,204					
T62	Peoria Ave./Shea	2015	36.0	723,446					
T63	Power Road	2015	13.8	317,069					

Map Code	Route	Service Start (Fiscal Year)	Route Length (Miles)	Annual Bus-Miles of Service (Thousands)	Total Boardings: through FY 2006 (Thousands)	Farebox Revenues: through FY 2006 (YOE Dollars)	Annual Average Boardings: through FY 2006 (Thousands)	Annual Average Farebox Revenues: through FY 2006 (YOE Dollars)	Other Project Information
T64	Queen Creek Road (Pecos P&R to Power Road)	2019	20.2	431,495					
T65	Ray Road	2016	17.2	395,933					
T66	Scottsdale/Rural	2007	27.7	1,170,657					
T67	Tatum / 44th Street	2016	24.6	106,213					
T68	Thomas Road	2020	28.6	293,435					
T69	University Drive (to Ellsworth Road)	2012	22.7	475,828					
T70	Van Buren	2016	23.9	230,463					
T71	Waddell/Thunderbird	2020	28.0	299,485					
	TOTAL		702.1	13,325,894	0	0	0	0	