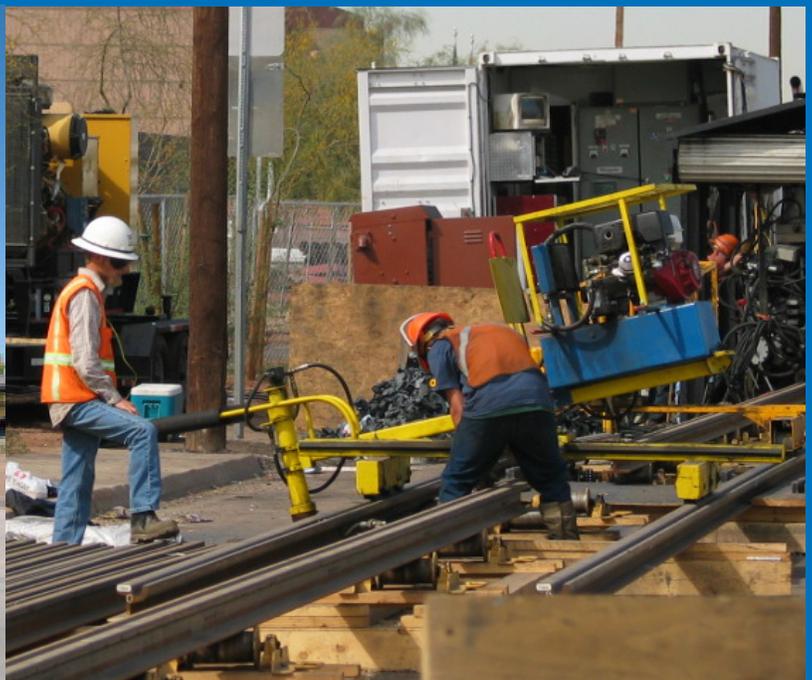




# REGIONAL TRANSPORTATION PLAN 2007 UPDATE-EXECUTIVE SUMMARY

JULY 2007



**REGIONAL TRANSPORTATION PLAN**  
**2007 UPDATE – EXECUTIVE SUMMARY**

**JULY 2007**

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# INTRODUCTION

The Regional Transportation Plan (RTP) is prepared, updated and adopted by the Maricopa Association of Governments, which is the regional planning agency for the Maricopa County area. The RTP covers all major modes of transportation from a regional perspective, including freeways/highways, streets, public mass transit, airports, bicycles and pedestrian facilities, goods movement and special needs transportation. In addition, key transportation related activities are addressed, such as transportation demand management, system management, safety, security and air quality conformity analysis. The RTP is developed through a cooperative effort among government, business and public interest groups, and includes an aggressive community outreach and public involvement program.

The Maricopa Association of Governments (MAG) was formed in 1967 and is the designated Metropolitan Planning Organization (MPO) for transportation planning in the Maricopa County region. MAG has also been designated by the Governor of Arizona to serve as the principal planning agency for the region in a number of other areas, including air quality, water quality and solid waste management. In addition, MAG develops population estimates and projections for the region, and conducts human services planning. MAG members include the region's 25 incorporated cities and towns, Maricopa County, the Gila River Indian Community, the Fort McDowell Indian Community, the Salt River Pima-Maricopa Indian Community, the Citizens Transportation Oversight Committee (CTOC), and the Arizona Department of Transportation. The MAG Planning area includes all areas within Maricopa County, Arizona.

The RTP is developed under the direction of the Transportation Policy Committee (TPC). The TPC is a public/private partnership established by MAG and charged with finding solutions to the region's transportation challenges. The Committee consists of 23 members, including a cross-section of MAG member agencies, community business representatives, and representatives from transit, freight, the Citizens Transportation Oversight Committee, and ADOT. The Committee makes its recommendations to the MAG Regional Council, which adopts the final RTP.

The MAG Regional Council is the final decision-making body of MAG. The Regional Council consists of elected officials from each member agency. The Chairman of CTOC and a Maricopa County representative from the State Transportation Board also sit on the Regional Council, but only vote on transportation-related issues. The MAG Regional Council is the ultimate approving body for the MAG RTP and MAG Transportation Improvement Program. Any changes to the MAG RTP, or the funded projects that affect the Transportation Improvement Program, including priorities, must be approved by the MAG Regional Council.

The following report presents a summary of the Regional Transportation Plan - 2007 Update. The reader is referred to the complete plan document for a more detailed discussion of plan elements and the planning process.

# REGIONAL TRANSPORTATION PLANNING PROCESS

The Regional Transportation Plan (RTP) is a comprehensive, performance based, multi-modal and coordinated regional plan, covering the period through Fiscal Year (FY) 2028. The regional transportation planning process followed in developing the RTP is guided by a series of goals, objectives and priority criteria; responds to Federal and State transportation planning requirements; and incorporates broad-based public input, which is received as the result of extensive public and agency involvement.

## **Goals, Objectives and Priority Criteria**

Regional goals and objectives provide the planning process with a basis for identifying options, evaluating alternatives and making decisions on future transportation investments. The MAG Transportation Policy Committee has identified a total of four goals and 15 objectives, which were approved on February 19, 2003. The overall RTP goals are listed below:

- System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.
- Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.
- Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.
- Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources and strong public support.

In addition, as called for in Arizona Revised Statute 28-6354.B, MAG has developed criteria to establish the priority of corridors, corridor segments, and other transportation projects. As part of the regional transportation planning process, MAG has applied these kinds of criteria for the development and implementation of the RTP.

## **Federal and State Regulations**

The regional transportation planning approach has been designed to respond to Federal and State mandates directed at the metropolitan transportation planning process. This includes complying with the requirements of the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) and Arizona House Bill 2292.

On August 10, 2005, the President signed the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). Along with identifying Federal funding for a range of transportation programs and other transportation related regulations, SAFETEA-LU updated requirements for metropolitan transportation planning. In order to reflect SAFETEA-LU in their administrative regulations, the Federal Highway Administration and Federal Transit Administration have jointly issued proposed rulemaking for “23 CFR Part 450” dated June

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

Arizona House Bill 2292, which was passed in the Spring 2003 Session of the Arizona State Legislature, establishes guidelines for the MAG RTP, such as the impact of growth on transportation systems and the use of a performance-based planning approach. It identifies key features required in the final Plan, including a twenty-year planning horizon, allocation of funds between highways and transit, and priorities for expenditures. The RTP fully complies with the requirements of House Bill 2292.

### **Public Involvement and Agency Consultation**

The transportation planning process for the development of the Regional Transportation Plan (RTP) benefits greatly by incorporating broad-based public and agency input, which is received as the result of an extensive public involvement process. During the comprehensive update of the RTP in 2002 and 2003, MAG interacted with thousands of people in an effort to identify public issues and concerns regarding future transportation needs. Since that effort, MAG has pursued a continuing public involvement process to educate the public on the Plan and receive input on the future direction of the transportation planning process.

In response to requirements of SAFETEA-LU, in 2006 MAG adopted a new Public Participation Plan as outlined in section *450.31: Interested parties, participation, and consultation*. MAG's previous public involvement process was adopted in 1994 and enhanced in 1998, and was pivotal in obtaining ongoing input for the regional transportation planning process. As required under SAFETEA-LU, the purpose of the new MAG Public Participation Plan is to define a process for providing citizens, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

MAG also recognizes the significance of transportation to all residents of the metropolitan area and the importance of Title VI/Environmental considerations in the transportation planning process. MAG's adopted policy for public involvement identifies opportunities for public input early on in the process, during the planning process, and prior to final hearings. The process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the process for all segments of the region's population, including Title VI and environmental justice communities.

Consistent with SAFETEA-LU, MAG reached out to Federal, State, Tribal, regional, and local agencies to consult on environmental and resource issues and concerns, as part of the 2007 Update of the RTP. Specific topics of interest included: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities. The primary goal of this consultation effort is to make transportation planning decisions and prepare planning products that are sensitive to environmental mitigation and resource conservation considerations. It should also be noted that all MAG member cities and towns, Maricopa County, and ADOT are routinely involved in the RTP and its development. The overall approach to the consultation process included an agency workshop, individual agency meetings, and participation in the MAG public involvement process.

## **Costs and Revenue Estimates**

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

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

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

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

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

# REGIONAL DEVELOPMENT OVERVIEW

The MAG Region is geographically situated in the south-central region of the State of Arizona, and encompasses an area of 9,223 square miles. The MAG Region contains 25 incorporated cities and towns, five Native American Indian Communities and a large area of unincorporated land. The region is located in the Sonoran Desert with elevations generally ranging from 500 to 2,500 feet above sea level. In 2004, Maricopa County contained approximately 60 percent of the population in Arizona, as well as eight of the nine cities in Arizona with populations greater than 100,000 people.

## **2005 Special Census Survey**

In September 2005, the U.S. Census Bureau conducted a Special Survey of Maricopa County on behalf of the Maricopa Association of Governments (MAG). The purpose of the Survey was to capture the region's rapid population growth since the last decennial census was conducted in 2000. Approximately one in every 13 households in Maricopa County received the 2005 Census Survey. In addition to the survey of households, a combined full count of populations in group quarters and outdoor locations (homeless) was also conducted. The Survey indicated a September 1, 2005 population for Maricopa County of 3,700,516 - an increase of 628,367 people, or about 20.5 percent since 2000. The Survey also determined the population for each city or town within Maricopa County.

## **Population Forecasts**

For the past several decades, the MAG Region has been one of the fastest growing metropolitan areas in the United States, among those with populations of more than one million people. Maricopa County has grown from a population of 1.5 million persons in 1980, to a population of 3.7 million in 2005. High levels of growth are expected to continue in the future, and by 2030 the population of Maricopa County is projected reach 6.1 million people. This means that the region will experience a growth of nearly a million people during each decade.

Table ES-1 shows the total resident population for Municipal Planning Areas (MPAs) from July 1, 2005, to July 1, 2030. Total resident population includes the resident population in households, and the resident population in group quarters (dorms, nursing homes, prisons and military establishments). Over the 25-year period (2005-2030), seven MPAs are projected to grow by more than 100,000 persons. These areas include Phoenix, Buckeye, Surprise, Goodyear, Gilbert, Peoria, and Chandler. Another five MPAs are projected to experience population growth greater than 50,000 persons, which include Mesa, Avondale, Scottsdale, Glendale, and the Maricopa County portion of Queen Creek.

Currently, there are five MPAs within the MAG Region with populations of over 200,000 persons, which include Phoenix, Mesa, Glendale, Chandler and Scottsdale. By 2010, Gilbert will surpass 200,000 in population, and will be followed by Peoria, Buckeye and Surprise by 2020. By 2030, the largest Municipal Planning Area, Phoenix, will contain 2.2 million persons, followed by Mesa at 585,000, Buckeye at 419,000, and Surprise at 401,000.

**TABLE ES-1  
TOTAL RESIDENT POPULATION BY MPA  
JULY 1, 2005 and DRAFT PROJECTIONS JULY 1, 2010 to JULY 1, 2030**

| MPA             | Total Resident Population 2005 | Total Resident Population 2010 | Total Resident Population 2020 | Total Resident Population 2030 |
|-----------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Avondale        | 70,160                         | 83,856                         | 105,989                        | 123,265                        |
| Buckeye         | 32,735                         | 74,906                         | 218,591                        | 419,146                        |
| Carefree        | 3,654                          | 4,418                          | 5,816                          | 6,097                          |
| Cave Creek      | 4,845                          | 5,781                          | 7,815                          | 9,656                          |
| Chandler        | 236,073                        | 265,107                        | 282,991                        | 283,792                        |
| County Areas    | 80,661                         | 87,434                         | 107,441                        | 159,312                        |
| El Mirage       | 31,935                         | 34,819                         | 38,620                         | 38,717                         |
| Fountain Hills  | 24,347                         | 27,166                         | 33,331                         | 33,810                         |
| Fort McDowell   | 824                            | 839                            | 1,037                          | 1,239                          |
| Gila Bend       | 2,118                          | 2,575                          | 3,950                          | 9,074                          |
| Gila River      | 2,742                          | 2,790                          | 2,941                          | 3,410                          |
| Gilbert         | 178,708                        | 218,009                        | 285,819                        | 300,295                        |
| Glendale        | 257,891                        | 279,807                        | 315,055                        | 322,062                        |
| Goodyear        | 47,520                         | 71,354                         | 174,521                        | 299,397                        |
| Guadalupe       | 5,555                          | 5,790                          | 5,982                          | 5,983                          |
| Litchfield Park | 6,787                          | 8,587                          | 10,305                         | 10,510                         |
| Mesa            | 486,296                        | 518,944                        | 565,693                        | 584,866                        |
| Paradise Valley | 14,136                         | 14,790                         | 15,224                         | 15,352                         |
| Peoria          | 141,441                        | 172,793                        | 236,154                        | 306,070                        |
| Phoenix         | 1,510,177                      | 1,695,549                      | 1,990,450                      | 2,201,843                      |
| Queen Creek     | 19,879                         | 34,506                         | 55,529                         | 72,947                         |
| Salt River      | 6,822                          | 7,087                          | 7,308                          | 7,425                          |
| Scottsdale      | 234,515                        | 249,341                        | 269,266                        | 286,020                        |
| Surprise        | 93,356                         | 146,890                        | 268,359                        | 401,458                        |
| Tempe           | 165,740                        | 177,771                        | 191,881                        | 197,970                        |
| Tolleson        | 6,491                          | 7,748                          | 9,646                          | 10,193                         |
| Wickenburg      | 9,606                          | 11,022                         | 13,311                         | 17,732                         |
| Youngtown       | 6,011                          | 6,820                          | 7,275                          | 7,359                          |
|                 |                                |                                |                                |                                |
| <b>TOTAL</b>    | <b>3,681,025</b>               | <b>4,216,499</b>               | <b>5,230,300</b>               | <b>6,135,000</b>               |

**Notes:**

Total resident population includes resident population in households and resident population in group quarters (dorms, nursing homes, prisons and military establishments)

These projections include the Maricopa County portion of Peoria, Queen Creek and the Gila River Indian Community only.

The City of Apache Junction which became a MAG member in 2002, had a resident population of approximately 40,000 in the Year 2000. MAG has assembled databases and compiled placeholder projections based on their input for portions of Pinal County. Based upon their input, Apache Junctions population is projected to be: 78,000 in 2010; 122,000 in 2020; 142,000 in 2025; 157,000 in 2030.

For complete notation on this series please refer to Caveats for Socioeconomic Projections 2007.

# FINANCIAL PLAN

A broad range of financial resources are devoted to implementing the MAG Regional Transportation Plan (RTP). These sources are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. Major sources at the regional level include Federal, State and county-wide revenues dedicated to the MAG Region. In addition to regional level sources, the implementation of the RTP is accomplished through local funds and other State revenues.

## **Regional Revenue Sources**

The major regional level funding sources for the (RTP) include: Half-cent Sales Tax, Arizona Department of Transportation (ADOT) Funds, and MAG Area Federal Transportation Funds. Another recent funding source is the 2006 Statewide Transportation Acceleration Needs (STAN) Account.

- Half-Cent Sales Tax: On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized the continuation of the existing half-cent sales tax for transportation in the region (also known as the *Maricopa County Transportation Excise Tax*). This action provides a 20-year extension of the half-cent sales tax through calendar year 2025 to implement projects and programs identified in the MAG RTP. For purposes of the RTP, it was assumed that the tax would be renewed in January 2026.
- Arizona Department of Transportation Funds: ADOT relies on funding from two primary sources: the Arizona Highway User Revenue Fund (HURF) and Federal transportation funds. The MAG Region receives annual funding from ADOT in the form of ADOT 15 Percent Funds, which are allocated from the Highway User Revenue Fund (HURF). In addition, a 37 percent share of ADOT Discretionary Funds is targeted to the MAG Region.
- MAG Area Federal Transportation Funds: A number of Federal transportation funding sources are available for use in implementing projects in the MAG RTP. These sources include: Federal Transit 5307 and 5309 Funds, Federal Highway Surface Transportation (STP) Funds and Congestion Mitigation and Air Quality (CMAQ) Funds.
- Statewide Transportation Acceleration Needs (STAN) Account: As part of the budget packet in the Spring 2006 Session, the Legislature passed and the Governor signed HB 2865 which included the creation of the Statewide Transportation Acceleration Needs (STAN) Account.

## **Revenue Summary**

Regional revenue sources for the MAG RTP between FY 2008 and FY 2028 are summarized in Table ES-2 and ES-3. These projections are expressed in “Year of Expenditure” (YOE) dollars, which reflect the actual number of dollars collected/expended in a given year. The total of all these

revenue sources is \$33.0 billion. It should be noted that the allocation of regional funding sources between bus transit and light rail transit has undergone a revision, which is reflected in Table ES-2 and Table ES-3. These funding adjustments do not change the total regional funding dedicated to the transit mode, and are revenue neutral for the bus and light rail programs.

**TABLE ES-2**  
**SOURCES AND DISTRIBUTION OF REGIONAL REVENUES: FY 2008-2028**  
 (Year of Expenditure Dollars in Millions)

| Sources   | Uses                  |                     |                |                          |                  |                | Total           |
|---|-----------------------|---------------------|----------------|--------------------------|------------------|----------------|-----------------|
|   | Highways/<br>Freeways | Arterial<br>Streets | Bus<br>Transit | Light<br>Rail<br>Transit | Bicycle/<br>Ped. | Air<br>Quality |                 |
| Proposition 400: Half Cent Sales Tax Extension (RARF) | 10,055.1              | 1,878.6             | 3,381.5        | 2,576.4                  |                  |                | 17,891.7        |
| ADOT Funds (Includes HURF and Federal)                | 8,605.1               |                     |                |                          |                  |                | 8,605.1         |
| STAN Funds  | 193.5                 |                     |                |                          |                  |                | 193.5           |
| Federal Transit (5307 Funds)                          |                       |                     | 1,881.1        |                          |                  |                | 1,881.1         |
| Federal Transit (5309 Funds)                          |                       |                     | 291.9          | 1,423.8                  |                  |                | 1,715.7         |
| Federal Highway (MAG STP)                             | 285.5                 | 1,115.7             |                |                          |                  |                | 1,401.2         |
| Federal Highway (MAG CMAQ)                            | 247.1                 | 173.3               | 39.1           | 425.4                    | 220.1            | 189.0          | 1,294.0         |
|   |                       |                     |                |                          |                  |                |                 |
| <b>Total</b>  | <b>19,386.3</b>       | <b>3,167.6</b>      | <b>5,593.6</b> | <b>4,425.6</b>           | <b>220.1</b>     | <b>189.0</b>   | <b>32,982.3</b> |

**TABLE ES-3**  
**PERCENTAGE DISTRIBUTION OF REGIONAL REVENUES: FY 2008-2028**  
 (Percentage of Funding Source Total)

| Sources   | Uses                  |                     |                |                          |                  |                | Total         |
|---|-----------------------|---------------------|----------------|--------------------------|------------------|----------------|---------------|
|   | Highways/<br>Freeways | Arterial<br>Streets | Bus<br>Transit | Light<br>Rail<br>Transit | Bicycle/<br>Ped. | Air<br>Quality |               |
| Proposition 400: Half Cent Sales Tax Extension (RARF) | 56.2%                 | 10.5%               | 18.9%          | 14.4%                    |                  |                | 100.0%        |
| ADOT Funds (Includes HURF and Federal)                | 100.0%                |                     |                |                          |                  |                | 100.0%        |
| STAN (Funds)  | 100.0%                |                     |                |                          |                  |                | 100.0%        |
| Federal Transit (5307 Funds)                          |                       |                     | 100.0%         |                          |                  |                | 100.0%        |
| Federal Transit (5309 Funds)                          |                       |                     | 17.0%          | 83.0%                    |                  |                | 100.0%        |
| Federal Highway (MAG STP)                             | 20.4%                 | 79.6%               |                |                          |                  |                | 100.0%        |
| Federal Highway (MAG CMAQ)                            | 19.1%                 | 13.4%               | 3.0%           | 32.9%                    | 17.0%            | 14.6%          | 100.0%        |
|   |                       |                     |                |                          |                  |                |               |
| <b>Total</b>  | <b>58.8%</b>          | <b>9.6%</b>         | <b>17.0%</b>   | <b>13.4%</b>             | <b>0.7%</b>      | <b>0.6%</b>    | <b>100.0%</b> |

## FREEWAYS AND HIGHWAYS

The freeway/highway system in the MAG Region represents one of the major elements in the Regional Transportation Plan (RTP). The RTP calls for new freeway/highway corridors, as well as added travel lanes on existing facilities. In addition, a series of new interchanges with arterial streets on existing freeways, along with direct connections between HOV lanes at freeway-to-freeway interchanges, is included. The RTP also provides regional funding for maintenance on the freeway system, directed at litter pickup and landscaping (including landscape restoration). The need to keep traffic flowing smoothly is addressed through funding identified for freeway management functions.

### **Planned Freeway/Highway Corridors and Improvements**

The Freeway/Highway Element of the RTP includes both new facilities and improvements to the existing system. Operation and maintenance of the system are also addressed. Projects include new freeway corridors, additional lanes on existing facilities, new interchanges at arterial cross streets, High Occupancy Vehicle (HOV) ramps at system interchanges, and maintenance and operations programs. The improvements planned for the system, including both new freeway corridors and improvements to existing freeway and highway facilities, are shown in Figure ES-1. A detailed listing of the specific projects covered by these improvements is provided in Appendix A and constitute the ADOT Freeway/Highway Life Cycle Program.

- New Corridors: The new freeway/highway corridors in the RTP include the South Mountain Freeway (202L), the Estrella Freeway (303L), the I-10 Reliever (SR 801), and the Williams Gateway Freeway (SR 802). A segment of the Sky Harbor Expressway (SR 153) is also covered in this group. In addition, right-of-way protection (only) for 303L (south of the I-10 Reliever) and State Route 74 (SR 74) are also included.
- Widen Existing Facilities - General Purpose Lanes and HOV Lanes: In addition to new corridors, the RTP calls for additional general purpose and new High Occupancy Vehicle (HOV) lanes that will be added to the regional freeway/highway system. This includes additional lanes on I-10, I-17, 101L (the Agua Fria, Pima and Price Freeways), 202L (the Red Mountain and Santan Freeways), State Route 51 (Piestewa Freeway), State Route 85, and on US 60 (Grand Avenue and Superstition Freeway).
- New Interchanges and New HOV Ramps on Existing Facilities: In addition to new corridors and additional travel lanes, the RTP call for a series of new interchanges on existing freeways at arterial street crossings, as well as improvements at freeway-to-freeway interchanges to provide direct connections between HOV lanes.
- Freeway System Management and Noise Mitigation Programs: The RTP also provides for capital expenditures for traffic management and mitigation programs on the freeway/highway system. These programs are directed at the freeway management system (FMS) and noise mitigation.

# 2007 Update Regional Transportation Plan Executive Summary

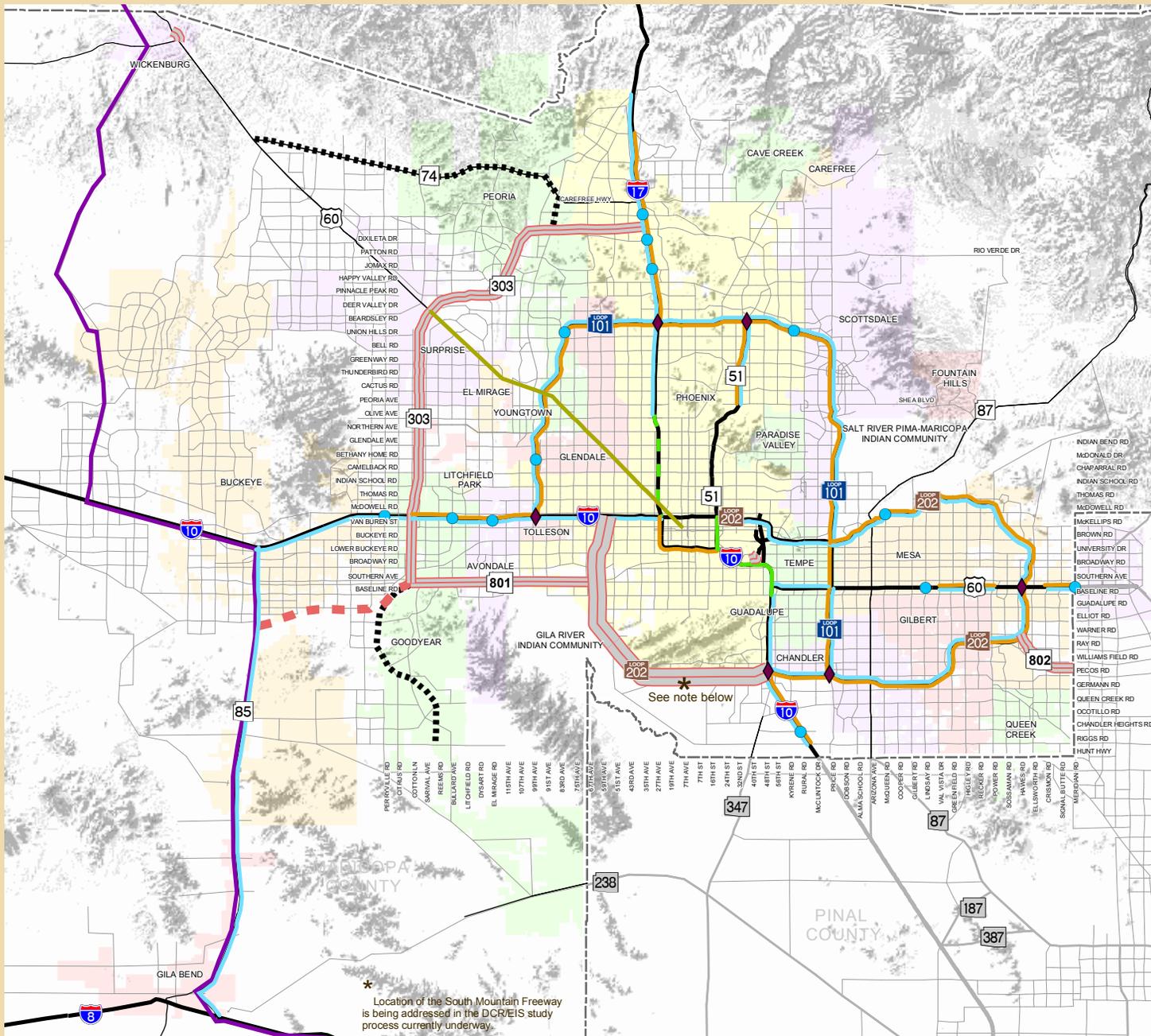
Fig. ES-1



## Planned Freeway/Highway Improvements

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

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



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

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



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

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

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

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

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

### **Funding and Expenditure Summary**

Table ES-4 has been prepared to provide an overview of the funding and expenditures for the freeway/highway element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The revenue sources included in Table ES-4 are considered to be reasonably available throughout the planning period, having had a long history of providing funding for the RTP. As indicated, projected future funding is in balance with estimated future program expenditures, indicating that the freeway/highway element can be accomplished using reasonably available funding sources over the planning period.

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

| <b>FUNDING (Year of Expenditure \$'s in Millions)</b>          |                 |
|--|-----------------|
|  | <b>Totals</b>   |
| Regional Funds   |                 |
| MAG Half-Cent Sales Tax  | 10,055.2        |
| MAG Area ADOT Funds  | 8,605.1         |
| MAG Federal CMAQ and STP                                       | 532.6           |
| STAN Funds   | 193.5           |
| Total Regional Funds   | 19,386.4        |
| Other Funding  |                 |
| ADOT Statewide Funding   | 1,179.2         |
| Other Income   | 57.3            |
| Total Other Funding  | 1,236.5         |
| Bond Proceeds  | 4,316.2         |
| Beginning Balance  | 182.0           |
| Allowance for Debt Service and Other Expenses                  | (6,959.7)       |
| Allowance for Inflation  | (5,266.8)       |
| <b>Total Funding (2007 \$'s)</b>                               | <b>12,894.6</b> |
| <b>EXPENDITURES (2007 \$'s in Millions)</b>                    |                 |
|  | <b>Totals</b>   |
| New Facilities and Improvements                                |                 |
| New Corridors  | 3,986.9         |
| Widening of Existing Facilities: General Purpose and HOV Lanes | 4,438.5         |
| New Interchanges and New HOV Ramps on Existing Facilities      | 282.1           |
| FMS, Noise Mitigation and Systemwide Programs                  | 644.0           |
| Other Projects   | 78.9            |
| Total New Facilities and Improvements                          | 9,430.4         |
| System Operation, Maintenance and Preservation                 | 1,154.0         |
| Prior Obligations from Proposition 300 & 400 Programs          | 567.0           |
| <b>Total Expenditures (2007 \$'s)</b>                          | <b>11,151.4</b> |

# ARTERIAL STREETS

The arterial street grid system is a vital component of the regional transportation system in the region comprising the Maricopa Association of Governments (MAG), and is also a key element of the MAG Regional Transportation Plan (RTP). The MAG RTP provides regional funding for widening existing streets, improving intersections, and constructing new arterial segments. The continued implementation of Intelligent Transportation Systems (ITS) and dust control measures, for air quality purposes, are also funded.

## **Planned Arterial Facilities and Improvements**

The planned arterial street system is addressed in three ways within the MAG RTP. First, the RTP identifies a long-range regional arterial grid system that provides for access to existing and newly developing areas in the region. Second, a specific package of improvements to the arterial network has been identified in the RTP and is funded with regional revenues. Third, dust control measures, which focus on street sweeping and the paving of unpaved roads, are included. In addition, MAG member agencies seek to maintain and operate the arterial street system in a way that preserves past investments and obtains the maximum capacity from existing facilities.

The MAG RTP identifies regional funding for improving the arterial grid system. This package of regionally funded projects provides for the construction of new arterial linkages, widening of existing streets, and improvement of intersections. The implementation of projects in the regional ITS Plan is also included. The regionally funded arterial improvements planned for the system are shown in Figure ES-2. A detailed listing of the specific projects covered by these improvements is provided in Appendix B and constitutes the MAG Arterial Life Cycle Program.

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

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

## **Funding and Expenditure Summary**

Table ES-5 has been prepared in order to provide a summary of the funding scenario for the streets element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. The balance between the funds that are available and the potential expenditures indicates that the arterial element of the RTP can be accomplished by using reasonably available funding sources over the planning period.

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

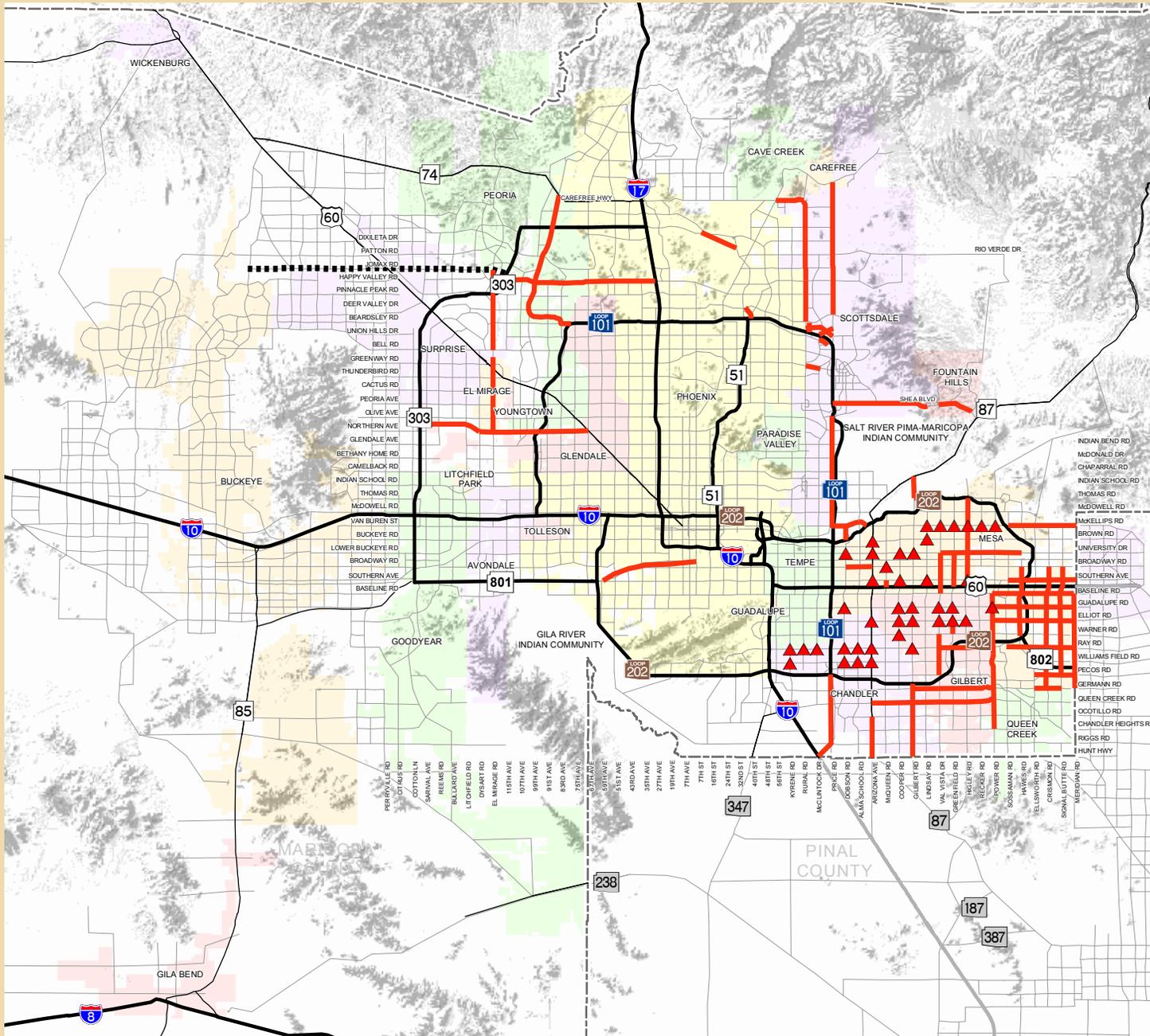


## Planned Arterial Street Improvements

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

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

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

| <b>FUNDING (Year of Expenditure \$'s in Millions)</b>      |          | <b>Totals</b>   |
|--|----------|-----------------|
| Regional Funds   |          |                 |
| MAG Half-Cent Sales Tax                                    | 1,878.6  |                 |
| MAG Federal STP  | 1,115.7  |                 |
| MAG Federal CMAQ   | 173.3    |                 |
| MAG Federal CMAQ (PM-10 and Other Air Quality Programs)    | 189.0    |                 |
| Total Regional Funds                                       |          | 3,356.6         |
| Local/Other Funds  |          |                 |
| City/County Highway User Revenue Funds and County VLT      | 14,682.5 |                 |
| Local Sources (General Funds, Local Sales Taxes, etc.)     | 3,430.8  |                 |
| Private Funds (Impact Fees, Developer Contributions, etc.) | 5,400.0  |                 |
| Total Local/Other Funds                                    |          | 23,513.3        |
| Bond Proceeds (Regional Funding)                           |          | 391.0           |
| Beginning Balance (Regional Funding)                       |          | 32.9            |
| Allowance for Debt Service (Regional Funding)              |          | (509.0)         |
| Allowance for Inflation                                    |          | (7,996.8)       |
| <b>Total Funding (2007 \$'s)</b>                           |          | <b>18,788.0</b> |
| <b>EXPENDITURES (2007 \$'s in Millions)</b>                |          | <b>Totals</b>   |
| Regionally Funded Projects                                 |          |                 |
| Capacity/Intersection Improvements                         | 1,612.7  |                 |
| Intelligent Transportation Systems                         | 57.8     |                 |
| PM-10 and Other Air Quality Programs                       | 141.0    |                 |
| Total Regionally Funded Projects                           |          | 1,811.5         |
| Local/Other Funded Projects                                |          |                 |
| Match for Regionally Funded Projects                       | 1,375.1  |                 |
| Future Arterial Grid Extensions, Widening and Improvements | 6,583.9  |                 |
| System Operation, Maintenance and Preservation             | 8,925.9  |                 |
| Total Local/Other Funded Projects                          |          | 16,884.9        |
| <b>Total Expenditures (2007 \$'s)</b>                      |          | <b>18,696.4</b> |

# PUBLIC TRANSIT

With the passage of Proposition 400 in November 2004, approximately one-third of the regional half-cent sales tax for transportation will be devoted to mass transit. The Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) reflects this significant increase in funding, with transit plans and programs providing for expanded regional bus service and new light rail transit facilities throughout the region.

## **Planned Transit Facilities and Service Improvements**

The RTP provides for a range of transit facilities and services throughout the MAG Region. As part of the RTP, a regional bus network is funded, including operating costs, to ensure that reliable service is available on a continuing basis. In addition, light rail corridors are constructed to provide a high-capacity backbone for the transit network. Other transit services are included to provide a full range of options, such as paratransit and rural transit service. Appendix C lists the transit projects that will be regionally funded during the period covered by the RTP.

- **Bus Service Operations:** Fixed route bus service in the MAG Region represents an increasingly important component of the regional transportation network. These services operate primarily on arterial streets and serve a range of trip needs, including work, shopping, medical appointments and school trips. Figures ES-3 and ES-4, respectively, depict bus rapid transit and regional grid routes that will be regionally funded.
- **Bus Capital Facilities:** Associated with the expansion of transit service will be the need for additional maintenance and passenger facilities. In addition, over the duration of the planning horizon, the RTP calls for the purchase of 2,138 buses for fixed route networks; 36 buses for rural routes; 1,000 Dial-a-Ride (DAR) vans for paratransit purposes; and 1,404 vanpool vans. These procurements reflect both replacement and expansion vehicles.
- **Light Rail Transit: Minimum Operating Segment:** The approved alignment for the Light Rail Transit (LRT) Minimum Operating Segment (MOS) starter segment extends from Bethany Home Road and 19<sup>th</sup> Avenue into downtown Phoenix; from downtown Phoenix to downtown Tempe and Arizona State University; and continuing to the intersection of Main Street and Sycamore in Mesa. The MOS will be completed by December 2008 and service will be initiated through a single opening of the entire system at that time. Half-cent sales tax money from Proposition 400 will not be utilized to pay for route construction or operation of the MOS, but is rather allocated toward certain elements of the support infrastructure.
- **Light Rail Transit - Extensions and Support Infrastructure:** The RTP allocates funding toward the completion of support infrastructure affiliated with the LRT system. This includes infrastructure along the LRT MOS; infrastructure needs on the Northwest Extension, from 19<sup>th</sup> Avenue/Bethany Home Road to 25<sup>th</sup> Avenue/Mountain View Road; infrastructure needs on the Glendale Extension from 19<sup>th</sup> Avenue/Bethany Home Road to Downtown Glendale; and other improvements throughout the future LRT system.

# 2007 Update Regional Transportation Plan Executive Summary

Fig. ES-3

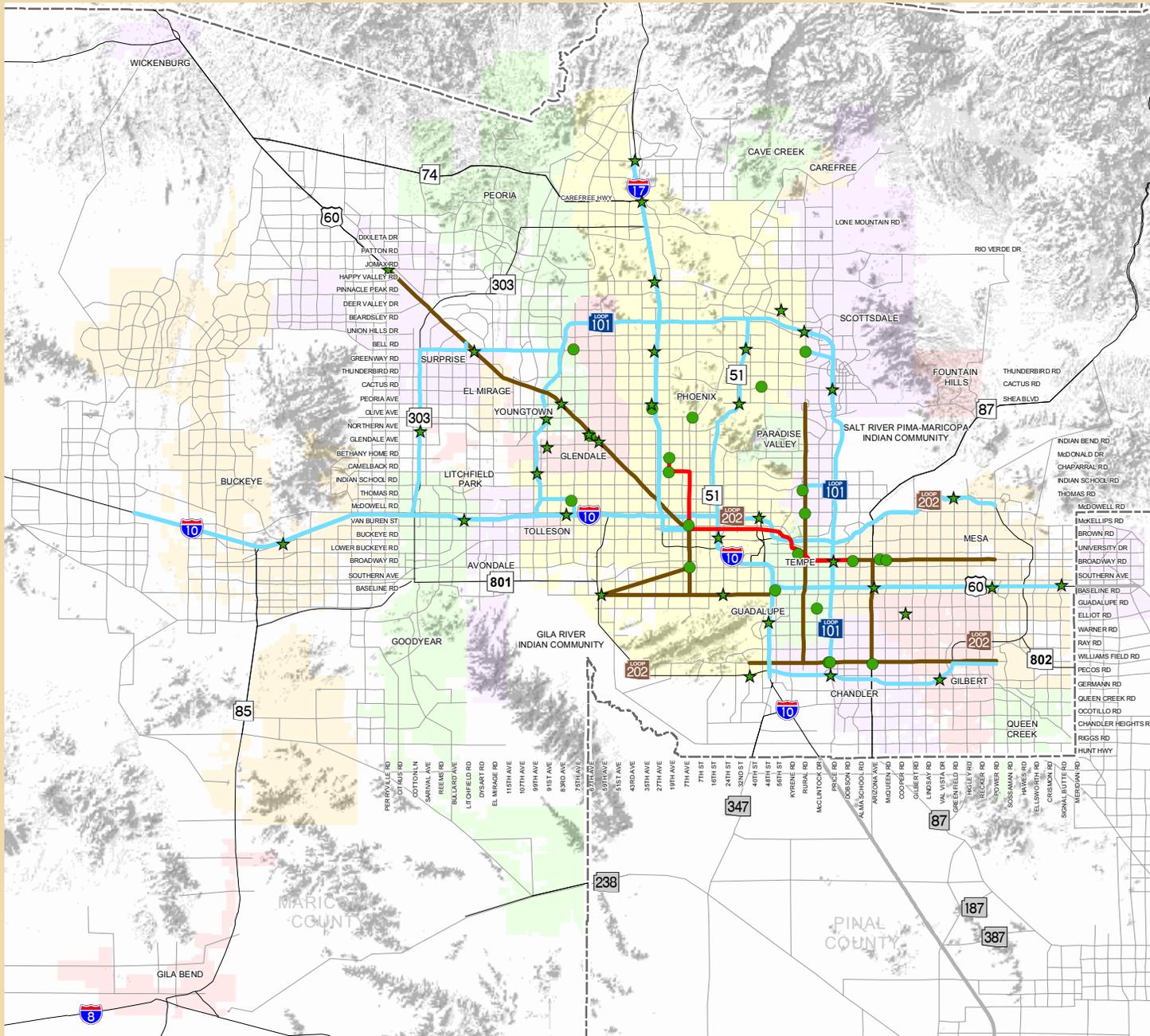


## Planned Bus Rapid Transit (BRT) System

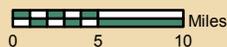
- Approved Minimum Operating Segment
- Arterial BRT Routes
- Freeway BRT Routes
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- - - County Boundary
- Freeways/Highways
- Other Roads

*Alignments for new freeway, 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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# 2007 Update Regional Transportation Plan Executive Summary Fig. ES-4

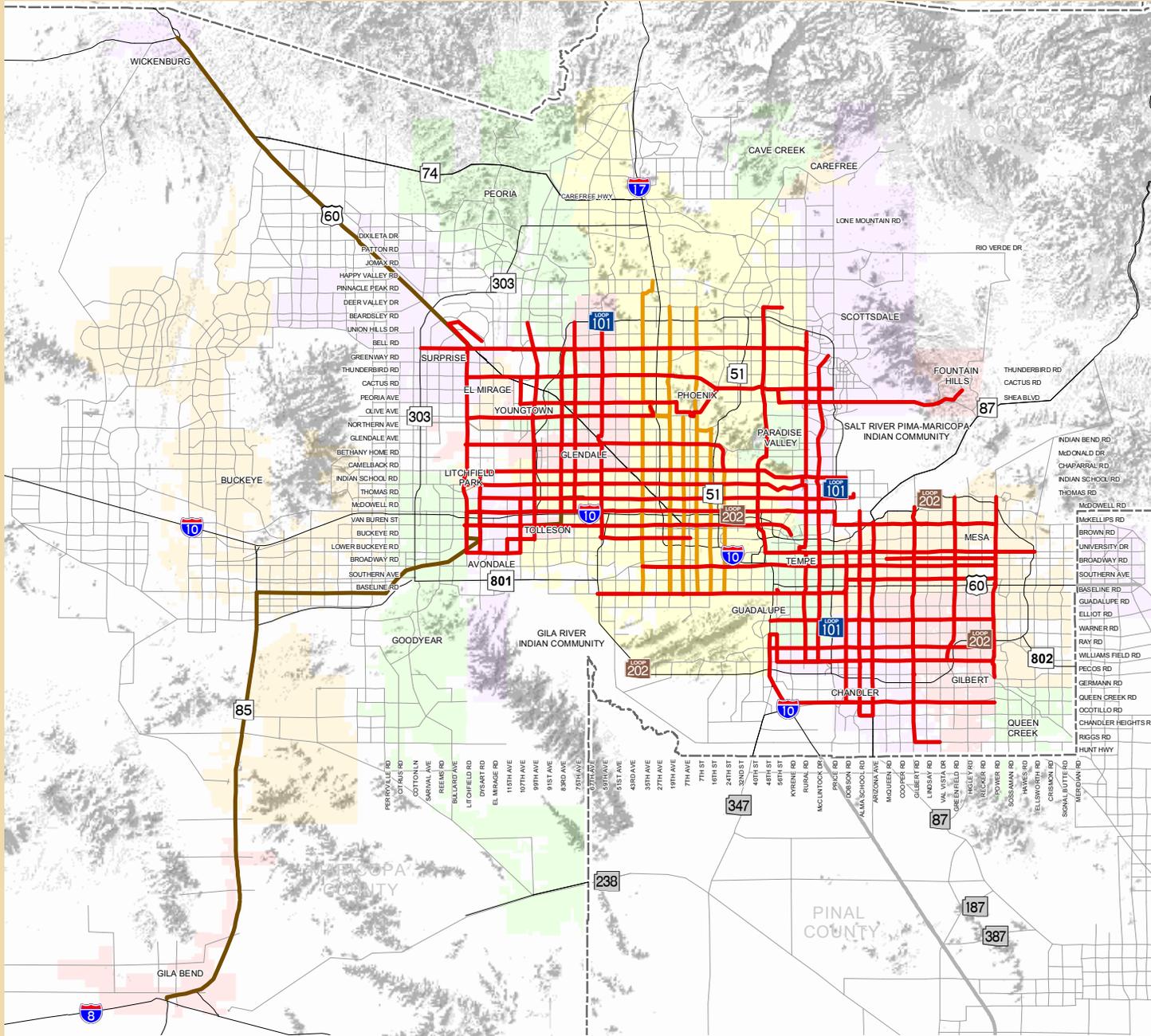


## Planned Super Grid Bus System

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

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

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The RTP also includes regional funding for the completion of six additional LRT segments on the system. These include a five-mile extension to 25<sup>th</sup> Avenue/Mountain View Road (Northwest Extension); a five-mile extension to downtown Glendale (Glendale Extension); an 11-mile extension along I-10 west to 79th Avenue (I-10 West Extension); a 12-mile extension to Paradise Valley Mall (Northeast Phoenix Extension); a two-mile extension south of the MOS on Rural Road to Southern Avenue (Tempe South Extension); and a 2.7-mile extension from the east terminus of the MOS to Mesa Drive (Central Mesa Extension). In total, the extensions account for 37.7 miles of the 57.7-mile system. Figure ES-5 depicts the full LRT system envisioned for the region. As with the MOS, operating costs for LRT extensions are not regionally funded.

- Commuter Rail: The RTP recognizes that commuter rail corridors may potentially serve a vital function in addressing future travel needs in the region, and commuter rail studies are being pursued during the planning period for continuing development of commuter rail concepts for the region.

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

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

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

### **Funding and Expenditure Summary**

Table ES-6 has been prepared to provide a summary of the funding plan for the transit element of the RTP. This table lists the reasonably available funding sources for the planning period and the uses of those funds. This includes farebox revenues, as well as operating and capital costs. The balance between funds available and used indicates that the transit element can be accomplished within reasonably available funding sources over the planning period.

# 2007 Update Regional Transportation Plan Executive Summary

Fig. ES-5

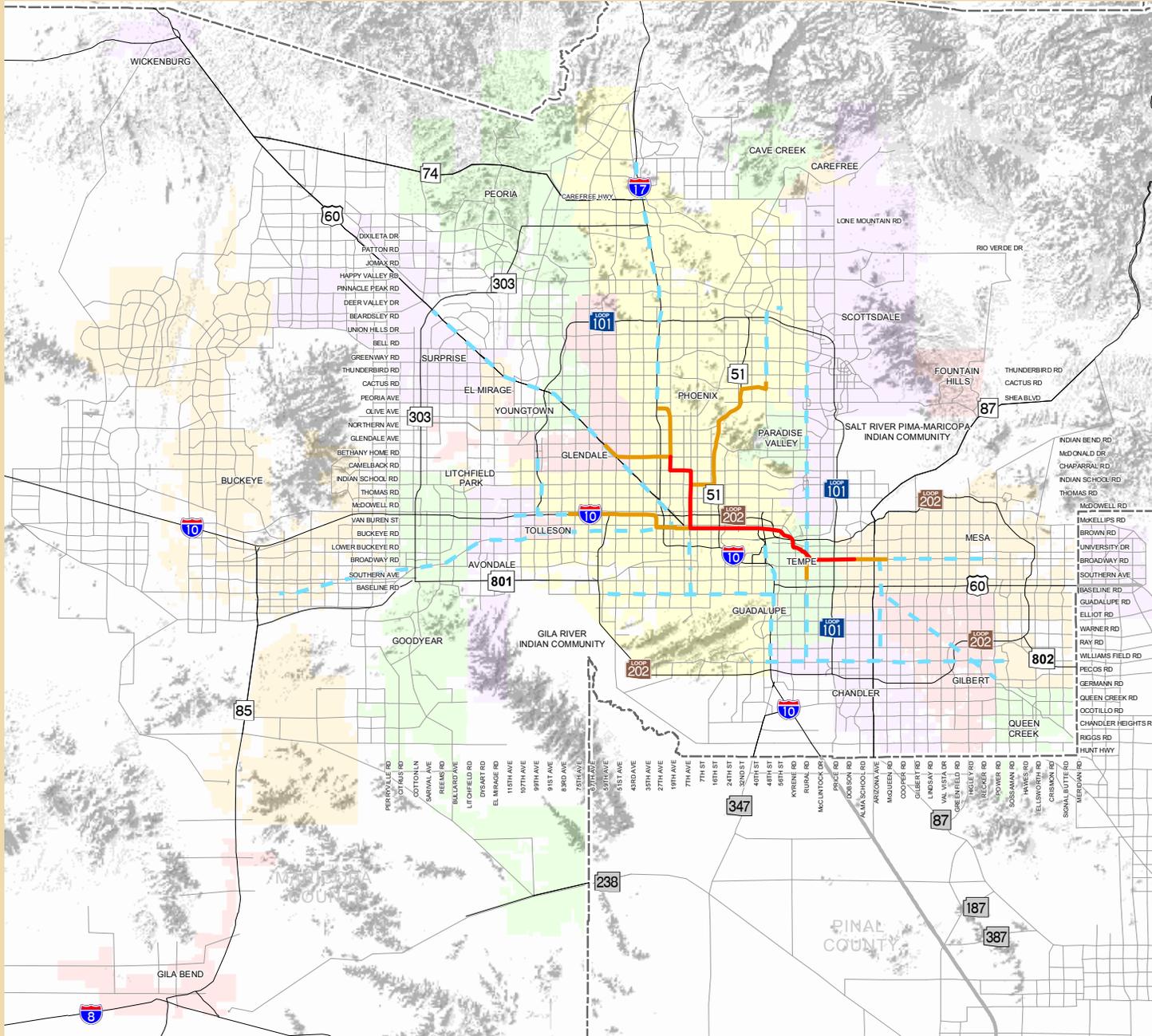


## Planned Light Rail Transit (LRT)/ High Capacity Transit

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

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

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

| FUNDING (Year of Expenditure \$'s in Millions)                   |           |                  |
|--|-----------|------------------|
| FUNDING (Year of Expenditure \$'s)                               |           | Totals           |
| <b>Regional</b>  |           |                  |
| MAG Half-Cent Extension  | 5,957.9   |                  |
| Federal Transit (Section 5307)                                   | 1,881.1   |                  |
| Federal Transit (Section 5309)                                   | 1,715.7   |                  |
| MAG Federal CMAQ   | 464.5     |                  |
| <b>Total Regional Funding</b>                                    |           | <b>10,019.2</b>  |
| <b>Beginning Balance (Regional Funds)</b>                        |           | <b>38.9</b>      |
| <b>Local / Other</b>   |           |                  |
| Fixed Route Bus Fares  | 1,767.0   |                  |
| BRT Freeway and Express Fares                                    | 168.4     |                  |
| Rural Transit Fares  | 0.9       |                  |
| Light Rail Transit Fares   | 519.4     |                  |
| Paratransit Vehicle Fares  | 62.0      |                  |
| Vanpool Fares  | 298.7     |                  |
| Local General Funds  | 712.6     |                  |
| Local Sales Tax  | 5,405.0   |                  |
| Local Funds Provided for Rail Capital                            | 241.4     |                  |
| LTAF II  | 0.0       |                  |
| <b>Total Local / Other Funding</b>                               |           | <b>9,175.4</b>   |
| <b>Bond Proceeds</b>   |           | <b>341.7</b>     |
| <b>Less Allowance for Debt Service and Inflation</b>             |           |                  |
| Debt Service   | (475.2)   |                  |
| Inflation  | (6,006.8) |                  |
| <b>Total Allowances</b>  |           | <b>(6,482.0)</b> |
| <b>TOTAL FUNDING (2007 \$'s)</b>                                 |           | <b>13,093.2</b>  |
| EXPENDITURES (2007 \$'s in Millions)                             |           |                  |
| <b>Regionally Funded</b>   |           |                  |
| <i>Capital</i>   |           |                  |
| Regional Bus Service   | 987.4     |                  |
| Bus Maintenance and Passenger Facilities                         | 620.1     |                  |
| Light Rail Transit (LRT) Regional Infrastructure                 | 284.7     |                  |
| Light Rail Transit Extensions                                    | 2,615.5   |                  |
| Paratransit (Americans with Disabilities Act, or ADA, compliant) | 99.2      |                  |
| Vanpool  | 43.7      |                  |
| Rural/Non-Fixed Route Transit                                    | 3.1       |                  |
| <i>Total Capital</i>   | 4,653.7   |                  |
| <i>Operating</i>   |           |                  |
| Regional Bus Service   | 2,049.0   |                  |
| Light Rail Transit   | 0.0       |                  |
| Paratransit (ADA-compliant)                                      | 277.3     |                  |
| Rural/Non-Fixed Route Transit                                    | 15.8      |                  |
| <i>Total Operating</i>   | 2,342.1   |                  |
| <b>Total Regionally Funded Expenditures</b>                      |           | <b>6,995.8</b>   |
| <b>Locally / Other Funded</b>                                    |           |                  |
| <i>Capital</i>   |           |                  |
| Light Rail   | 371.4     |                  |
| <i>Total Capital</i>   | 371.4     |                  |
| <i>Operating Costs</i>   |           |                  |
| Supergrid  | 3,133.0   |                  |
| Freeway Bus Rapid Transit (BRT) and Express Bus                  | 164.9     |                  |
| Arterial BRT   | 0.0       |                  |
| Paratransit  | 250.6     |                  |
| Rural Routes   | 0.0       |                  |
| Vanpool  | 194.1     |                  |
| Light Rail   | 1,269.0   |                  |
| Local  | 0.0       |                  |
| Planning   | 50.0      |                  |
| Travel Demand Management and Vanpool Program                     | 120.0     |                  |
| <i>Total Operating</i>   | 5,181.6   |                  |
| <b>Total Locally/Other Funded Expenditures</b>                   |           | <b>5,553.0</b>   |
| <b>TOTAL EXPENDITURES (2007 \$'s)</b>                            |           | <b>12,548.8</b>  |

## OTHER TRANSPORTATION MODES

The Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) includes a full range of transportation modes and transportation functions. In addition to freeways, streets and public transit, the Plan covers needs that address airport facilities, freight, bicycle and pedestrian travel, special transportation functions and transportation enhancement projects.

### **Aviation**

The existing airport system consists of 16 airports, including one major commercial facility, Phoenix Sky Harbor International Airport, seven general aviation reliever airports and six additional general aviation airports. One of the airports – Williams Gateway—is currently classified as general aviation reliever, but is being developed to serve as a commercial service airport to supplement Phoenix Sky Harbor International Airport.

In 2006 the MAG aviation planning program was completed. The program examined the future air transportation needs of the region with the aim of maximizing the transportation and economic benefits of airports which minimizing any adverse impacts related to congestion, the environment and airspace. The Federal Aviation Administration (FAA) is the agency responsible for the planning and management of airspace.

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

### **Bicycle and Pedestrian Facilities**

MAG is currently in the process of developing a MAG Regional Bikeway Master Plan, which will incorporate the 1999 MAG Regional Bicycle Plan, the Alternative Solutions to Pedestrian Mid-block Crossings at Canals, and the 2001 Regional Off-Street System (ROSS) Plan. The goal of the MAG Regional Bikeway Master Plan is to update and integrate all three documents into one master plan, in order to develop an inter-connected bikeway system of on-street and off-street facilities. The MAG Regional Bikeway Master Plan will provide a guide for the development of a convenient and efficient transportation system where people can bike safely to all destinations. This plan recognizes the growing needs of the bicycling public and seeks to encourage more bicycling for transportation and health reasons. Bicycling, as transportation, improves air quality and reduces traffic congestion and is less costly than operating a motorized vehicle.

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

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

## **Freight**

MAG prepared a Regional Freight Assessment, which is intended to serve as a comprehensive base for the analysis of current and future needs for regional freight infrastructure improvements, activities, and future planning endeavors related to freight and the goods movement process. This analysis revealed the dominant role played by the movement of goods over the highway system by truck. MAG is currently conducting an update of the truck travel component of the regional travel demand model, including a survey of current truck travel patterns.

## **Special Needs Transportation**

The transportation needs of special populations are a regional concern. Limitations caused by age or disability often complicate the process of securing transportation for a portion of the population. In addition, those who are seeking employment or training, and those who lack financial resources find limited transportation options available to reach second shift and weekend employment. Special Transportation Services (STS) provide transportation assistance to the most transit dependant populations in Maricopa County, which include the elderly, disabled, and low-income individuals.

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

## **Transportation Enhancement Activities**

The Transportation Enhancement Program was originally enacted by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was created to improve surface transportation activities by developing projects that go “above and beyond” normal, or routine transportation activities and funding. The Program was continued as part of Federal transportation legislation approved in 2005 -- the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In Arizona, the Transportation Enhancement Program is administered by the Arizona Department of Transportation (ADOT), Transportation Enhancement and Scenic Roads Section. As part of the Program, Federal highway funds are set aside for an annual competitive process involving the councils of governments and metropolitan planning organizations throughout the State.

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

# SYSTEM OPERATION AND MANAGEMENT

The efficient operation of the transportation system is vital in the effort to obtain the maximum capacity from the region's investment in existing transportation facilities and services. This includes activities involving functions such as intelligent transportation system (ITS) management, demand management, congestion management, and transportation safety and security.

## **System Management / ITS Planning**

Transportation System Management (TSM) programs help accommodate the safe and efficient movement of people and vehicles within the transportation system. The full spectrum of transportation technology applications, known as Intelligent Transportation Systems (ITS), now forms the basis for all of these programs. Since 1996, the Maricopa Association of Governments (MAG) has taken progressive steps toward mainstreaming the development of regional ITS within the transportation planning process. All planning activities for public sector owned regional ITS infrastructure are currently coordinated and led by MAG.

In April 2001 MAG approved a comprehensive ITS Strategic Plan and ITS Architecture for the region. The ITS Architecture provides a common framework for planning, defining, and integrating intelligent transportation systems. It is a product that reflects the contributions of a broad cross-section of the ITS community (transportation practitioners, systems engineers, system developers, technology specialists, consultants, etc.). In addition, in 2003 MAG developed the Regional Concept of Transportation Operations, a high-level plan for the coordination of transportation operations in the region. This plan resulted in eleven initiatives to improve transportation operations in the region that are led by "volunteer champions." A primary goal of these initiatives is to fully utilize the regional investments made in ITS infrastructure to better manage the transportation system.

## **Demand Management**

The MAG Region benefits from a broad range of demand management techniques and programs. These programs lessen vehicular congestion by helping to reduce the number of vehicles on the roadway network and making more efficient use of existing transportation facilities. This reduction in vehicle miles of travel also helps improve air quality by decreasing the level of vehicular emissions contributing to the total amount of pollutants in the air. A number of demand management activities are utilized throughout the MAG Region.

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

## **Congestion Management Process**

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

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

## **Transportation Safety and Security**

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

Although programs for transportation safety have been around for many years, the concept of planning for transportation security, and implementing security procedures on different modes of transportation is relatively new. Often, "safety" and "security" are used interchangeably; however, by definition, safety can be described as the "freedom from danger," whereas security is the "freedom from *intentional* danger." Agencies in the MAG Region that address transportation security issues include: Arizona Office of Homeland Security, Arizona Department of Public Safety, Arizona Department of Transportation, Maricopa County Department of Emergency Management, MAG 9-1-1 Emergency Telephone, Valley Metro/Regional Public Transportation Authority, and local municipalities. In the future, MAG will be working to identify a productive role for the agency in assisting with transportation security planning efforts in the region.

**Appendix A**

**Freeway/Highway Life Cycle Program**

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |         | PROJECT DESCRIPTION  | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|---------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 10   | GPL     | 101L, Agua Fria - I-17 (Construction)                                    | 68.0         |       |       | 68.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Construction)                            | 105.8        |       |       | 50.0  | 55.8  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Construction)                            | 71.1         |       |       | 71.1  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Construction)                            | 85.0         |       |       |       | 85.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Construction)                            | 85.0         |       |       |       |       | 85.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | Sarival Rd - Dysart Rd (Construction), City Adv. (City Portion: \$73.4M) | 79.0         | 44.0  | 35.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | Sarival Rd - Dysart Rd (Construction), Pavement Preservation Fund        | 6.0          | 6.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | SR51 - 40th St, CD Road (Construction)                                   | 120.0        |       |       |       |       | 120.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | 202L, Santan - Riggs Rd (Construction)                                   | 65.0         |       |       | 65.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | Dysart - 101L (Construction), City Advancement                           | 51.0         | 51.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Perryville Rd (Construction)   | 8.2          |       |       |       |       | 8.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | Baseline Rd - 202L, Santan (Construction)                                | 48.0         |       |       |       |       |       | 48.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | SR85 - Verrado Way (Construction)  | 73.8         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 73.8  |       |       |       |
| 10   | GPL     | Verrado Way - Sarival Rd (Construction)                                  | 43.2         |       | 43.2  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Chandler Heights (Construction)  | 12.4         |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 12.4  |       |       |       |       |
| 10   | TI      | EI Mirage Rd (Construction)  | 15.6         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 15.6  |       |       |       |
| 10   | IMP     | Southern Ave - SR 143 (Construction)                                     | 3.1          | 3.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | SR 347 (Construction)  | 0.3          | 0.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Desert Creek (Construction); Private Funds                               | 18.5         |       | 18.5  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-10 Construction:</b>  | <b>959.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 101L, Agua Fria - I-17 (Design)  | 3.7          |       | 3.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Perryville Rd (Design)   | 0.5          |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Design)                                  | 5.5          |       | 5.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Design)                                  | 4.1          |       | 4.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Design)                                  | 4.7          |       | 4.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (Design)                                  | 4.7          |       |       | 4.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | SR51 - 40th St, CD Road (Design)   | 10.0         |       |       | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | Sarival Rd - Dysart Rd (Design), City Advancement                        | 1.9          | 1.9   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | LNDSCP  | Sarival Rd - Dysart Rd (Landscape Design)                                | 0.3          |       |       | 0.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | HOV/GPL | 202L, Santan - Riggs Rd (Design)   | 2.3          |       | 2.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | Baseline Rd - 202L, Santan (Design)                                      | 2.6          |       |       |       |       |       | 2.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | SR85 - Verrado Way (Design)  | 8.5          |       |       |       |       |       |       |       |       |       |       |       |       |       | 8.5   |       |       |       |       |       |
| 10   | GPL     | Verrado Way - Sarival Rd (Design)  | 3.7          | 3.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Chandler Heights (Design)  | 1.4          |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.4   |       |       |       |       |       |
| 10   | TI      | EI Mirage Rd (Design)  | 1.7          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.7   |       |       |       |       |
| 10   | IMP     | Southern Ave - SR 143 (Design)   | 0.2          | 0.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | TI      | Desert Creek (Design); Private Funds                                     | 1.9          | 1.9   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-10 Design:</b>  | <b>57.8</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | FMS     | Dysart - 83rd Ave (Design & Construction)                                | 5.5          |       |       |       |       |       |       |       | 5.5   |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-10 Multi Phase(Combination of Design, R/W, Construction):</b>       | <b>5.5</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | 40th St - Baseline Rd, CD Road (R/W)                                     | 25.0         | 5.0   | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |         | PROJECT DESCRIPTION  | Total         | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|---------|--|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 10   | GPL     | SR51 - 40th St, CD Road (R/W)                                    | 10.0          |       |       | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 10   | GPL     | Sarival Rd - Dysart Rd, Outside lane (R/W)                       | 3.0           | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-10 R/W:</b>   | <b>38.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | LNDSCP  | 101L - SR 74, Carefree Highway (Landscape Construction)          | 3.0           |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | MISC    | Bethany Home Rd - Northern Ave, Alhambra District (Construction) | 2.3           |       |       | 2.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | Arizona Canal - 101L (Construction)                              | 48.0          |       |       |       |       |       | 48.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | FMS     | Arizona Canal - Happy Valley Rd (Construction)                   | 8.0           |       |       |       |       | 8.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV     | I-10 East - I-10 West (Construction)                             | 70.0          |       |       |       |       |       |       |       |       |       | 70.0  |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | McDowell - Arizona Canal (Construction)                          | 220.0         |       |       |       |       |       |       |       |       |       |       | 220.0 |       |       |       |       |       |       |       |       |
| 17   | GPL     | McDowell - Arizona Canal (Construction)                          | 220.0         |       |       |       |       |       |       |       |       |       |       |       | 220.0 |       |       |       |       |       |       |       |
| 17   | GPL     | McDowell - Arizona Canal (Construction)                          | 150.0         |       |       |       |       |       |       |       |       |       |       |       |       | 150.0 |       |       |       |       |       |       |
| 17   | TI      | Dove Valley (Construction), City Advancement                     | 16.6          | 16.6  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | Anthem Way - New River (Construction)                            | 23.4          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 23.4  |       |
| 17   | GPL     | SR74, Carefree Highway - Anthem Way (Construction)               | 30.5          |       | 30.5  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV     | SR74, Carefree Highway - Anthem Way (Construction)               | 34.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 34.5  |       |
| 17   | HOV/GPL | 101L - Jomax Rd (Construction)                                   | 97.0          | 97.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV/GPL | Jomax Rd - SR74, Carefree Highway (Construction)                 | 95.0          | 95.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | MISC    | Peoria Ave - Greenway Rd (Drainage Improvements)                 | 17.0          |       | 17.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-17 Construction:</b>  | <b>1035.3</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | FMS     | Arizona Canal - 101L (Design)                                    | 0.8           |       |       |       | 0.8   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | Arizona Canal - 101L (Design)                                    | 2.6           |       |       |       |       | 2.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | FMS     | 101L - Carefree Highway (Design)                                 | 0.9           |       |       |       | 0.9   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | LNDSCP  | 101L - SR 74, Carefree Highway (Landscape Design)                | 0.7           |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV     | I-10 East - I-10 West (Design)                                   | 7.0           |       |       |       |       |       |       |       |       | 7.0   |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | Anthem Way - New River (Design)                                  | 2.6           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.6   |       |
| 17   | HOV     | SR74, Carefree Highway - Anthem Way (Design)                     | 4.4           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.4   |       |
|      |         | <b>I-17 Design:</b>  | <b>19.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | McDowell - Arizona Canal (Design & R/W)                          | 150.0         |       |       |       |       |       |       |       |       | 150.0 |       |       |       |       |       |       |       |       |       |       |
| 17   | GPL     | McDowell - Arizona Canal (Design, R/W & Construction)            | 220.0         |       |       |       |       |       |       |       |       |       | 220.0 |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-17 Multi Phase:</b>   | <b>370.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV/GPL | 101L - Happy Valley Rd (R/W)                                     | 12.5          | 7.5   | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV/GPL | Happy Valley Rd - Dixileta Dr (R/W)                              | 6.0           | 6.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 17   | HOV/GPL | Dixileta Dr - SR74, Carefree Highway (R/W)                       | 1.5           | 1.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>I-17 R/W:</b>   | <b>20.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 51   | GPL     | Shea Blvd - 101L, Pima (Construction)                            | 47.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 47.0  |       |
|      |         | <b>SR51 Construction:</b>  | <b>47.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 51   | FMS     | Bell Rd - 101L (Design)  | 0.2           |       |       |       | 0.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 51   | GPL     | Shea Blvd - 101L, Pima (Design)                                  | 4.0           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.0   |       |
|      |         | <b>SR51 Design:</b>  | <b>4.2</b>    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL     | 99th Ave - 83rd Ave, Including New River Bridge (Construction)   | 10.0          | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |         | PROJECT DESCRIPTION  | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|---------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 60G  | GPL     | 303L, Estrella - 99th Ave (Construction)                             | 35.0         |       | 35.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL     | 101L, Agua Fria - McDowell Rd (Construction)                         | 27.2         |       |       | 27.2  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 99th Ave (Construction)                             | 48.8         |       |       |       |       |       |       |       | 48.8  |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 101L, Agua Fria - Van Buren St (Construction)                        | 21.6         |       |       |       |       |       |       | 21.6  |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL     | 101L, Agua Fria - Van Buren St (Construction)                        | 25.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 25.0  |       |       |       |
| 60G  |         | 101L, Agua Fria - Van Buren St (Construction)                        | 25.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 25.0  |       |       |
| 60G  |         | 101L, Agua Fria - Van Buren St (Construction)                        | 25.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 25.0  |       |
|      |         | <b>US60, Grand Ave Construction:</b>                                 | <b>217.6</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 99th Ave (Design)                                   | 2.4          |       |       |       |       | 2.4   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 99th Ave (Design)                                   | 0.6          | 0.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL     | 101L, Agua Fria - McDowell Rd (Design)                               | 2.7          |       | 2.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 101L, Agua Fria - Van Buren St (Design)                              | 1.1          |       |       |       |       |       | 1.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>US60, Grand Ave Design:</b>                                       | <b>6.8</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 99th Ave (R/W)                                      | 1.0          | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>US60, Grand Ave R/W:</b>  | <b>1.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 101L, Agua Fria (Design & R/W)                      | 7.0          |       |       |       |       |       | 7.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL/IMP | 303L, Estrella - 101L, Agua Fria (Design & R/W)                      | 5.0          |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| 60G  | GPL     | 101L, Agua Fria - Van Buren St (Design & R/W)                        | 22.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 22.0  |       |       |
|      |         | <b>US60, Grand Ave Multi Phase:</b>                                  | <b>34.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | GPL     | I-10 - 101L, Price (Construction)                                    | 19.5         | 19.5  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | TI      | Lindsay Rd Half Interchange (Construction)                           | 4.2          |       |       |       |       | 4.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | TI      | Meridian Rd Half Interchange (Construction)                          | 4.2          |       |       |       |       |       | 4.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | HOV/GPL | Crismon Rd - Meridian Rd (Construction)                              | 28.0         |       |       |       |       |       |       |       |       |       |       | 28.0  |       |       |       |       |       |       |       |       |
|      |         | <b>US60, Superstition Construction:</b>                              | <b>55.9</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | GPL     | I-10 - 101L, Price (Design)  | 1.6          | 1.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | TI      | Lindsay Rd Half Interchange (Design)                                 | 0.4          |       |       |       | 0.4   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | TI      | Meridian Rd Half Intechange (Design)                                 | 0.4          |       |       |       |       | 0.4   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 60S  | HOV/GPL | Crismon Rd - Meridian Rd (Design)                                    | 3.0          |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>US60, Superstition Design:</b>                                    | <b>5.4</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (Const Passing Lanes, MP20-22, EB & WB) | 3.6          | 3.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (Const Passing Lanes, MP13 - MP15, EB)  | 2.0          |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |         | <b>SR74 Construction:</b>  | <b>5.6</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | US60, Grand - 303L, Estrella (R/W Protection)                        | 1.0          |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |
| 74   | GPL     | I-17 - US60, Grand Ave (R/W)   | 15.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 15.0  |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |      | PROJECT DESCRIPTION                                      | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 74   | GPL  | I-17 - US60, Grand Ave (R/W)                             | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |
| 74   | GPL  | I-17 - US60, Grand Ave (R/W)                             | 10.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |
| 74   | GPL  | I-17 - US60, Grand Ave (R/W)                             | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |
| 74   | GPL  | I-17 - US60, Grand Ave (R/W)                             | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |
|      |      | <b>SR74 R/W Protection:</b>                              | <b>48.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | MP 130.7 - 137.0 (Construction)                          | 20.9         | 20.9  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | MP 120.54 - MP 122.99 (Construction)                     | 9.1          |       | 9.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | MP 149.4 - MP 152.0 (Construction)                       | 16.2         |       | 16.2  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | Southern Ave - I-10 (Construction)                       | 29.6         |       | 29.6  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | SR85 Improvements (Construction)                         | 40.0         |       |       | 40.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |      | <b>SR85 Construction:</b>                                | <b>115.8</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | MP 120.54 - MP 122.99 (Design, R/W & Utility), Reprogram | 1.2          |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | I-8 to I-10  | 10.2         | 10.2  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 85   | GPL  | I-8 to I-10  | 11.1         |       | 11.1  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |      | <b>SR85 Multi Phase:</b>                                 | <b>22.5</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 87   | MISC | MP 211.8 - MP 213.0 (Construction)                       | 2.2          | 2.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 87   | MISC | New Four Peaks Rd - Dos S Ranch Rd (Construction)        | 23.0         |       |       | 23.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |      | <b>SR87 Construction:</b>                                | <b>25.2</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 87   | MISC | MP 211.8 - MP 213.0 (Design)                             | 0.2          | 0.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 87   | MISC | New Four Peaks Rd - Dos S Ranch Rd (Design)              | 2.3          | 2.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |      | <b>SR87 Design:</b>                                      | <b>2.5</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 88   | MISC | Fish Creek Hill (Construction)                           | 1.5          | 1.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |      | <b>SR88 Construction:</b>                                | <b>1.5</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | MISC | I-10 - MC85 (Construction)                               | 3.5          |       |       | 3.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | TI   | Beardsley Rd/Union Hills Dr (Construction)               | 18.0         |       |       |       |       | 18.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | HOV  | I-10 - US60, Grand Ave (Construction)                    | 48.0         |       |       |       |       |       |       |       |       |       | 48.0  |       |       |       |       |       |       |       |       |       |
| 101A | FMS  | US60, Grand Ave - I-17 (Construction)                    | 11.9         |       |       |       |       |       |       |       |       |       | 11.9  |       |       |       |       |       |       |       |       |       |
| 101A | RAMP | I-10 System Interchange (Construction)                   | 54.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 54.0  |       |
| 101A | GPL  | I-10 - US60, Grand Ave (Construction)                    | 80.0         |       |       |       |       |       |       |       |       |       |       |       |       |       | 80.0  |       |       |       |       |       |
| 101A | HOV  | US60, Grand Ave - I-17 (Construction)                    | 58.0         |       |       |       |       |       |       |       |       |       |       |       |       |       | 58.0  |       |       |       |       |       |
| 101A | GPL  | US60, Grand Ave - I-17 (Construction)                    | 92.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 92.0  |       |
| 101A | TI   | Thunderbird Rd (Construction)                            | 3.0          | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | RAMP | I-17 System Interchange (Construction)                   | 65.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 65.0  |       |
|      |      | <b>101L, Agua Fria Construction:</b>                     | <b>433.4</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | TI   | Beardsley Rd/Union Hills Dr (Design)                     | 0.7          |       |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | MISC | I-10 - MC85 (Design)                                     | 0.5          |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101A | HOV  | I-10 - US60, Grand Ave (Design)                          | 5.0          |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |
| 101A | FMS  | US60, Grand Ave - I-17 (Design)                          | 1.3          |       |       |       |       |       |       |       |       | 1.3   |       |       |       |       |       |       |       |       |       |       |
| 101A | RAMP | I-10 System Interchange (Design)                         | 6.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 6.0   |       |       |
| 101A | GPL  | I-10 - US60, Grand Ave (Design)                          | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |
| 101A | HOV  | US60, Grand Ave - I-17 (Design)                          | 6.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 6.0   |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte.  |      | PROJECT DESCRIPTION                                   | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|-------|------|---|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 101A  | GPL  | US60, Grand Ave - I-17 (Design)                       | 10.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |
| 101A  | RAMP | I-17 System Interchange (Design)                      | 7.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 7.0   |       |       |       |
|       |      | <b>101L, Agua Fria Design:</b>                        | <b>41.5</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | HOV  | Tatum Blvd - Princess Dr (Construction)               | 30.0         | 30.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | HOV  | I-17 - Tatum Blvd (Construction)                      | 33.0         |       |       |       |       |       | 33.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | GPL  | Shea Blvd - 202L, Red Mountain (Construction)         | 86.0         |       |       |       |       |       |       | 86.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | GPL  | I-17 - SR51 (Construction)                            | 54.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 54.0  |       |       |
| 101PI | GPL  | SR51 - Shea Blvd (Construction)                       | 77.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 77.0  |       |       |       |       |
|       |      | <b>101L, Pima Construction:</b>                       | <b>280.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | FMS  | I-17 - SR51 (Design)                                  | 0.8          |       |       |       | 0.8   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | FMS  | SR51 - Princess Dr (Design)                           | 0.7          |       |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | HOV  | I-17 - Tatum Blvd (Design)                            | 2.5          |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | GPL  | Shea Blvd - 202L, Red Mountain (Design)               | 4.7          |       |       |       |       |       | 4.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | GPL  | I-17 - SR51 (Design)                                  | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |
| 101PI | GPL  | SR51 - Shea Blvd (Design)                             | 8.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 8.0   |       |       |       |       |       |
|       |      | <b>101L, Pima Design:</b>                             | <b>21.7</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PI | FMS  | I-17 - Princess Dr (Design & Construction)            | 6.6          | 5.5   | 1.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |      | <b>101L, Pima Multi Phase:</b>                        | <b>6.6</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PR | HOV  | 202L, Red Mountain - Baseline Rd (Construction)       | 22.0         | 22.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PR | HOV  | Baseline Rd - 202L, Santan (Construction)             | 35.5         | 35.5  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PR | MISC | Balboa Dr, Multi-use Path, Local (Construction)       | 2.0          |       |       |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PR | GPL  | Baseline Rd - 202L, Santan (Construction)             | 46.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 46.0  |       |       |
|       |      | <b>101L, Price Construction:</b>                      | <b>105.5</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 101PR | GPL  | Baseline Rd - 202L, Santan (Design)                   | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |
|       |      | <b>101L, Price Design:</b>                            | <b>5.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 153   | NEW  | Superior Ave - University Dr (Construction)           | 16.0         |       | 16.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 153   | NEW  | Superior Ave - University Dr (Landscape Construction) | 0.6          |       |       | 0.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |      | <b>SR153 Construction:</b>                            | <b>16.6</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 153   | NEW  | Superior Ave - University Dr (Landscape Design)       | 0.1          |       | 0.1   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |      | <b>SR153 Design:</b>                                  | <b>0.1</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | HOV  | 101L - Gilbert (Construction)                         | 29.0         |       | 29.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL  | Rural Rd - SR101L, EB & WB (Construction)             | 72.3         |       | 72.3  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL  | 48th St - Rural Rd, EB (Construction)                 | 46.3         |       |       | 46.3  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL  | SR51 - 48th St, EB (Construction)                     | 51.9         |       |       |       | 51.9  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL  | Mill Ave & Washington St (Construction, Bridge Widen) | 7.7          | 7.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | FMS  | 101L - Gilbert Rd (Construction)                      | 6.0          |       | 6.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL  | 101L - Gilbert Rd (Construction)                      | 46.0         |       |       |       |       |       |       | 46.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | HOV  | Gilbert Rd - Higley Rd (Construction)                 | 25.0         |       |       |       |       |       |       |       |       |       |       |       | 25.0  |       |       |       |       |       |       |       |
| 202RM | TI   | Mesa Dr, Ramps Only (Construction)                    | 4.1          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.1   |       |
| 202RM | GPL  | Gilbert Rd - Higley Rd (Construction)                 | 38.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 38.0  |       |
| 202RM | HOV  | Higley Rd - US60, Superstition (Construction)         | 47.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 47.0  |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte.  |          | PROJECT DESCRIPTION                              | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|-------|----------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 202RM | GPL      | Higley Rd - US60, Superstition (Construction)    | 77.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 77.0  |
| 202RM | RAMP     | US60, Superstition System TI (Construction)      | 18.4         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 18.4  |
|       |          | <b>202L, Red Mountain Construction:</b>          | <b>468.7</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | HOV      | 101L - Gilbert (Design)                          | 2.5          | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL      | Rural Rd - SR101L, EB & WB (Design)              | 5.7          | 5.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL      | 48th St - Rural Rd, EB (Design)                  | 3.7          |       | 3.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL      | SR51 - 48th St, EB (Design)                      | 4.2          |       |       | 4.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL      | Mill Ave & Washington St (Design, Bridge Widen)  | 1.2          | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | FMS      | 101L - Gilbert Rd (Design)                       | 0.6          | 0.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | GPL      | 101L - Gilbert Rd (Design)                       | 2.5          |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202RM | HOV      | Gilbert Rd - Higley Rd (Design)                  | 2.0          |       |       |       |       |       |       |       |       |       |       | 2.0   |       |       |       |       |       |       |       |       |
| 202RM | TI       | Mesa Dr, Ramps Only (Design)                     | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |
| 202RM | GPL      | Gilbert Rd - Higley Rd (Design)                  | 4.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.0   |       |       |       |       |
| 202RM | HOV      | Higley Rd - US60, Superstition (Design)          | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |
| 202RM | GPL      | Higley Rd - US60, Superstition (Design)          | 8.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 8.0   |       |
| 202RM | RAMP     | US60, Superstition System TI (Design)            | 2.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.0   |       |       |
|       |          | <b>202L, Red Mountain Design:</b>                | <b>41.9</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | HOV/RAMP | Dobson Rd - I-10 (Construction)                  | 42.0         |       |       |       |       |       | 42.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | HOV      | Val Vista Dr - Dobson Rd (Construction)          | 54.0         |       |       |       |       |       |       | 54.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | RAMP     | 202L, Santan / 101L, Price (Construction)        | 18.4         |       |       |       |       |       |       |       |       |       | 18.4  |       |       |       |       |       |       |       |       |       |
| 202SA | GPL      | Dobson Rd - I-10 (Construction)                  | 39.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 39.0  |       |       |       |
| 202SA | GPL      | Val Vista Dr - Dobson Rd (Construction)          | 54.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 54.0  |       |       |
| 202SA | HOV      | US60, Superstition - Val Vista Dr (Construction) | 50.0         |       |       |       |       |       |       |       |       |       |       |       |       |       | 50.0  |       |       |       |       |       |
| 202SA | GPL      | US60, Superstition - Val Vista Dr (Construction) | 85.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 85.0  |       |
|       |          | <b>202L, Santan Construction:</b>                | <b>342.4</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | FMS      | Dobson Rd - I-10 (Design)                        | 0.6          |       |       |       | 0.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | HOV/RAMP | Dobson Rd - I-10 (Design)                        | 4.0          |       |       |       | 4.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | HOV      | Val Vista Dr - Dobson Rd (Design)                | 3.0          |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SA | RAMP     | 202L, Santan / 101L, Price (Design)              | 2.0          |       |       |       |       |       |       |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |
| 202SA | GPL      | Dobson Rd - I-10 (Design)                        | 4.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.0   |       |       |       |       |       |
| 202SA | GPL      | Val Vista Dr - Dobson Rd (Design)                | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |
| 202SA | HOV      | US60, Superstition - Val Vista Dr (Design)       | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |
| 202SA | GPL      | US60, Superstition - Val Vista Dr (Design)       | 8.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 8.0   |       |       |
| 202SA | MISC     | Lindsay Rd - Gilbert Rd (Design & Construction)  | 0.5          | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |          | <b>202L, Santan Design:</b>                      | <b>32.1</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | 51st Ave - I-10 West (Construction)              | 60.0         |       |       | 60.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | 51st Ave - I-10 West (Construction)              | 60.0         |       |       | 60.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | 51st Ave - I-10 West (Construction)              | 110.0        |       |       | 110.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | 51st Ave - I-10 West (Construction)              | 190.0        |       |       |       | 190.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | I-10 East/Santan TI - 51st Ave (Construction)    | 150.0        |       |       |       |       | 150.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW      | I-10 East/Santan TI - 51st Ave (Construction)    | 120.0        |       |       |       |       |       | 120.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte.  |     | PROJECT DESCRIPTION  | Total         | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|-------|-----|--|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (Construction)                      | 77.0          |       |       |       |       |       |       |       | 77.0  |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>202L, South Mountain Construction:</b>                          | <b>767.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (Design & R/W)                      | 20.0          |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (Design & R/W)                      | 40.0          |       |       | 40.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>202L, South Mountain Multi Phase:</b>                           | <b>60.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | 51st Ave - I-10 West (Design)                                      | 15.0          |       | 15.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (Design)                            | 10.0          |       | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>202L, South Mountain Design:</b>                                | <b>25.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (R/W)                               | 80.0          |       |       |       | 80.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | I-10 East/Santan TI - 51st Ave (R/W)                               | 80.0          |       |       |       |       | 80.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | 51st Ave - I-10 West (R/W)   | 15.0          | 7.0   | 8.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 202SM | NEW | 51st Ave - I-10 West (R/W)   | 50.0          |       | 30.0  | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>202L, South Mountain R/W:</b>                                   | <b>225.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | Happy Valley Rd - Lake Pleasant Rd, Interim Roadway (Construction) | 177.0         | 177.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | Lake Pleasant Rd - I-17, Interim Roadway (Construction)            | 134.0         |       | 134.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | Happy Valley Rd - I-17 (TI Construction @ I-17)                    | 34.0          | 34.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10/303L TI Phase I, I-10 re-alignment (Construction)             | 135.0         |       |       |       | 135.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | TI  | Bell Rd (Construction)   | 11.0          | 11.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | TI  | Cactus Rd & Waddell Rd (Construction)                              | 9.2           | 9.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (Construction)                              | 129.8         |       |       |       | 129.8 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (Construction)                              | 190.0         |       |       |       |       | 190.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (Construction)                              | 155.0         |       |       |       |       |       | 155.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | US60, Grand Ave - I-17 (Construction)                              | 110.0         |       |       |       |       |       | 110.0 |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | US60, Grand Ave - I-17 (Construction)                              | 110.0         |       |       |       |       |       |       | 110.0 |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | US60, Grand Ave - I-17 (Construction)                              | 85.0          |       |       |       |       |       |       |       | 85.0  |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 Reliever/MC85 - I-10 (Construction)                           | 90.0          |       |       |       |       |       |       |       |       |       |       | 90.0  |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 Reliever/MC85 - I-10 (Construction)                           | 90.0          |       |       |       |       |       |       |       |       |       |       |       | 90.0  |       |       |       |       |       |       |       |
|       |     | <b>303L, Estrella Construction:</b>                                | <b>1460.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (Design)                                    | 2.7           |       | 2.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (Design)                                    | 4.5           |       |       | 4.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | US60, Grand Avenue - I-17 (Design)                                 | 20.0          |       |       |       |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>303L, Estrella Design:</b>                                      | <b>27.2</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | Lake Pleasant Rd - I-17 (R/W)                                      | 40.0          | 40.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (R/W)                                       | 5.5           |       | 5.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (R/W)                                       | 5.5           |       |       | 5.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 - US60, Grand Ave (R/W)                                       | 10.0          | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | US60, Grand Ave - I-17 (R/W)                                       | 70.0          |       |       |       |       | 70.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>303L, Estrella R/W:</b>   | <b>131.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | I-10 Reliever/MC85 - I-10 (Design & R/W)                           | 40.0          |       |       |       |       |       |       |       |       | 40.0  |       |       |       |       |       |       |       |       |       |       |
|       |     | <b>303L, Estrella Multi Phase:</b>                                 | <b>40.0</b>   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 303   | NEW | Riggs Rd - I-10 Reliever (R/W)                                     | 25.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 25.0  |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |       | PROJECT DESCRIPTION                                    | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 303  | NEW   | Riggs Rd - I-10 Reliever (R/W)                         | 25.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 25.0  |
|      |       | <b>303L, Estrella R/W Protection:</b>                  | <b>50.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | SR85 - 303L, Estrella (Construction)                   | 60.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 60.0  |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (Construction)   | 125.0        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 125.0 |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (Construction)   | 125.0        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 125.0 |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (Construction)   | 154.0        |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 154.0 |
|      |       | <b>SR 801 Construction:</b>                            | <b>464.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | SR85 - 303L, Estrella (Design & R/W)                   | 21.0         |       |       |       |       |       |       |       |       |       |       |       | 21.0  |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (Design & R/W)   | 150.0        |       |       |       |       |       |       |       |       |       |       |       |       |       | 150.0 |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (Design & R/W)   | 100.0        |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 100.0 |       |       |       |       |
|      |       | <b>SR 801 Multi Phase:</b>                             | <b>271.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 3.0          | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 3.0          |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 3.0          |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 5.0          |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 5.0          |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 10.0         |       |       |       |       |       | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 20.0         |       |       |       |       |       |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| 801  | NEW   | 303L, Estrella - 202L, South Mountain (R/W Protection) | 20.0         |       |       |       |       |       |       |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |
|      |       | <b>SR 801 R/W:</b>                                     | <b>69.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Ellsworth Rd (Construction)             | 113.0        |       |       |       |       |       |       |       |       | 113.0 |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | Ellsworth Rd - Meridian Rd (Construction)              | 90.0         |       |       |       |       |       |       |       |       |       |       |       |       | 90.0  |       |       |       |       |       |       |
|      |       | <b>SR 802 Construction:</b>                            | <b>203.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | Ellsworth Rd - Meridian Rd (Design)                    | 10.0         |       |       |       |       |       |       |       | 10.0  |       |       |       |       |       |       |       |       |       |       |       |
|      |       | <b>SR 802 Design:</b>                                  | <b>10.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Ellsworth Rd (Design & R/W)             | 20.0         |       |       |       |       |       |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Ellsworth Rd (Design & R/W)             | 20.0         |       |       |       |       |       |       |       | 20.0  |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | Ellsworth Rd - Meridian Rd (Design & R/W)              | 70.0         |       |       |       |       |       |       |       |       |       |       | 70.0  |       |       |       |       |       |       |       |       |
|      |       | <b>SR 802 Multi Phase:</b>                             | <b>110.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Meridian Rd (R/W Protection)            | 2.0          | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Meridian Rd (R/W Protection)            | 2.0          |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Meridian Rd (R/W Protection)            | 2.0          |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Meridian Rd (R/W Protection)            | 2.0          |       |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| 802  | NEW   | 202L, Santan - Meridian Rd (R/W Protection)            | 2.0          |       |       |       |       | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |       | <b>SR 802 R/W:</b>                                     | <b>10.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Asphalt Rubber Noise Mitigation                        | 14.5         | 14.5  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects                              | 1.0          |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects                              | 1.0          |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects                              | 1.0          |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects                              | 1.5          |       |       |       |       | 1.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects                              | 1.0          |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |       | PROJECT DESCRIPTION  | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-------|--|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.0          |       |       |       |       |       |       |       |       |       |       |       | 1.0   |       |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.4          |       |       |       |       |       |       |       |       |       |       |       |       | 1.4   |       |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.5          |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.5   |       |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.5   |       |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.5   |       |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.5   |       |       |
| SW   | NOISE | Noise Mitigation Projects  | 1.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.5   |       |
|      |       | <b>Noise Mitigation:</b>   | <b>34.9</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MISC  | Park & Ride Lot  | 3.0          | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | TI    | TI Improvements  |              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | TI    | TI Improvements  | 3.0          |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | TI    | TI Improvements  | 3.0          |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | TI    | TI Improvements  | 3.0          |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | TI    | TI Improvements  | 3.0          |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |       | <b>Systemwide Construction:</b>                                    | <b>15.0</b>  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 11.6         | 11.6  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 11.0         |       | 11.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 12.0         |       |       | 12.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 13.0         |       |       |       | 13.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 13.0         |       |       |       |       | 13.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 14.0         |       |       |       |       |       | 14.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 14.0         |       |       |       |       |       |       | 14.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 15.0         |       |       |       |       |       |       |       | 15.0  |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 15.0         |       |       |       |       |       |       |       |       | 15.0  |       |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 15.0         |       |       |       |       |       |       |       |       |       | 15.0  |       |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 16.0         |       |       |       |       |       |       |       |       |       |       | 16.0  |       |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 16.0         |       |       |       |       |       |       |       |       |       |       |       | 16.0  |       |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 16.0         |       |       |       |       |       |       |       |       |       |       |       |       | 16.0  |       |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 16.0         |       |       |       |       |       |       |       |       |       |       |       |       |       | 16.0  |       |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 17.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 17.0  |       |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 17.5         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 17.5  |       |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 17.5         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 17.5  |       |       |
| SW   | MAINT | Maintenance (Landscape, litter & sweep)                            | 17.4         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 17.4  |       |
|      |       | <b>Systemwide Maintenance:</b>                                     | <b>267.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 22.2         | 22.2  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 18.0         |       | 18.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |       | PROJECT DESCRIPTION  | Total | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 18.0  |       |       | 18.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 13.0  |       |       |       | 13.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 13.0  |       |       |       |       | 13.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 12.0  |       |       |       |       |       | 12.0  |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 12.0  |       |       |       |       |       |       | 12.0  |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 12.0  |       |       |       |       |       |       |       | 12.0  |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 12.0  |       |       |       |       |       |       |       |       | 12.0  |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 12.0  |       |       |       |       |       |       |       |       |       | 12.0  |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 11.0  |       |       |       |       |       |       |       |       |       |       | 11.0  |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 11.0  |       |       |       |       |       |       |       |       |       |       |       | 11.0  |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 10.0  |       |       |       |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 6.0   |       |       |       |       |       |       |       |       |       |       |       |       |       | 6.0   |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 4.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 4.0   |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.0   |       |       |
| SW   | ADMIN | Preliminary Engineering (Management Consultants, 30% Plans Design) | 2.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.0   |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |       |
| SW   | ADMIN | Preliminary Engineering (ADOT Staff)                               | 1.2   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.2   |       |
| SW   | ADMIN | Design Change Orders   | 3.0   | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders   | 3.0   |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |       | PROJECT DESCRIPTION             | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-------|---------------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |       |
| SW   | ADMIN | Design Change Orders            | 3.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 3.0   |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |
| SW   | ADMIN | Risk Management Indemnification | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |
| SW   | MISC  | Freeway Service Patrols         | 0.6          | 0.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MISC  | Freeway Service Patrols         | 0.7          |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MISC  | Freeway Service Patrols         | 0.7          |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MISC  | Freeway Service Patrols         | 0.9          |       |       |       | 0.9   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | MISC  | Freeway Service Patrols         | 1.0          |       |       |       |       | 1.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | ADMIN | Bottleneck Project Scoping      | 0.5          | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|      |       | <b>Systemwide Design:</b>       | <b>318.1</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS   | FMS Preservation                | 0.7          | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS   | FMS Preservation                | 0.7          |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS   | FMS Preservation                | 0.7          |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS   | FMS Preservation                | 0.7          |       |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS   | FMS Preservation                | 0.7          |       |       |       |       | 0.7   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |     | PROJECT DESCRIPTION                | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-----|------------------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SW   | FMS | FMS Rehabilitation                 | 0.4          |       | 0.4   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | FMS Rehabilitation                 | 3.6          |       |       | 3.6   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 1.3          |       |       |       | 1.3   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 0.8          |       |       |       |       | 0.8   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 7.0          |       |       |       |       |       | 7.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 7.0          |       |       |       |       |       |       | 7.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 7.0          |       |       |       |       |       |       |       | 7.0   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 10.0         |       |       |       |       |       |       |       |       | 10.0  |       |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 10.0         |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 5.0          |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 5.0          |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 10.0         |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |
| SW   | FMS | Freeway Management System Projects | 10.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0  |       |       |       |
| SW   | FMS | Freeway Management System Projects | 5.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |
| SW   | FMS | Freeway Management System Projects | 14.0         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 14.0  |
|      |     | <b>Systemwide Multi Phase:</b>     | <b>109.7</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 5.0          |       |       |       |       |       |       |       |       |       |       | 5.0   |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 2.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.0   |       |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 2.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.0   |       |       |       |
| SW   | R/W | R/W Advance Acquisition            | 1.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.0   |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles                 | 2.5          |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. |     | PROJECT DESCRIPTION     | Total        | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|-----|-------------------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 2.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2.5   |       |       |       |
| SW   | R/W | R/W Plans & Titles      | 1.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.0   |       |       |
| SW   | R/W | R/W Plans & Titles      | 1.0          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1.0   |       |
| SW   | R/W | R/W Property Management | 0.5          | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |       |
| SW   | R/W | R/W Property Management | 0.5          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0.5   |       |
|      |     | <b>Systemwide R/W:</b>  | <b>121.0</b> |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

893.6 704.6 790.9 792.0 661.3 628.1 529.3 365.5 379.5 449.0 429.7 382.7 308.1 288.5 476.9 493.6 557.1 550.6 --

**\$9,681.0 PROGRAM TOTAL**

**Freeway/Highway Life Cycle Program FY 2008 - FY 2026 (In Millions - 2007 Dollars)**

| Rte. | PROJECT DESCRIPTION | Total | FY 08 | FY 09 | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 |
|------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|

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

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

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

Note: RTP will share portion of the interest cost.

**Loan Government Projects within ADOT Corridor:**

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

**Appendix B**

**Arterial Street Life Cycle Program**

# Arterial Life Cycle Program

## FY 2008 - FY 2026 (In Millions - 2007\$)

### Arterial Life Cycle Program KEY

FY08 - FY26 funds are expressed in 2007\$. The jurisdiction listed in the first column is the Lead Agency.

**Remn. Reg. Reimb. 2007\$** - The Project's remaining regional reimbursement in 2007\$

**RARF** - Regional Area Road Fund

**STP-MAG** - Surface Transportation Program funds

**CMAQ** - Congestion Mitigation and Air Quality

**FY** - Fiscal Year (July 1 - June 30) - RARF, Fiscal Year (Oct 1 - Sept 30) - STP & CMAQ

**DES** - project design

**ROW** - project right of way acquisition

**CONST** - project construction

**A** - project has been advanced from its original phase in the RTP

**D** - project has been deferred from its original phase in the RTP

**E** - project has either been advanced or deferred and the money has been exchanged with another project that has been either advanced or deferred

| RTP Project  | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11 | FY12 | FY13  | FY14  | FY15  | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26  |
|--|----------------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|------|------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|-------|
| <b>Chandler</b>                                      |                      |                          |           |            |             |       |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Arizona Ave/Chandler Blvd: Intersection Improvement  | All-ARZ-30-03        | 3.582                    |           |            |             | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2004        | A     |       |       |       |      |      |       | 0.189 |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2005        | A     |       |       |       |      |      |       | 1.013 |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2006        | A     |       |       |       |      |      |       | 2.379 |       |      |      |      |      |      |      |      |      |      |      |       |
| Arizona Ave/Elliott: Intersection Improvement        | All-ARZ-10-03        | 3.582                    |           |            |             | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2003        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2006        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2006        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Arizona Ave/Ray Rd: Intersection Improvement         | All-ARZ-20-03        | 0.000                    |           |            |             | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2005        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2006        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2007        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Arizona Ave: Ocotillo to Hunt Hwy                    | ACI-ARZ-10-03        | 5.894                    |           |            |             |       |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2011        |       |       |       |       |      |      | 0.362 |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2012        |       |       |       |       |      |      | 1.885 |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2013        |       |       |       |       |      |      | 3.648 |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Chandler Blvd/Alma School: Intersection Improvements | All-CHN-10-03        | 3.582                    |           |            |             |       |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2008        |       | 0.342 |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2009        |       |       | 0.919 |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2010        |       |       |       | 2.323 |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Chandler Blvd/Dobson: Intersection Improvements      | All-CHN-20-03        | 3.565                    |           |            |             | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2005        | A     | 0.041 |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2007        |       | 1.306 |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2008        |       | 2.217 |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Chandler Blvd/Kyrene: Intersection Improvements      | All-CHN-30-03        | 3.582                    |           |            |             |       |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | DES        | 2013        |       |       |       |       |      |      | 0.173 |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | ROW        | 2014        |       |       |       |       |      |      | 0.542 |       |       |      |      |      |      |      |      |      |      |      |      |       |
|  |                      |                          | RARF      | CONST      | 2015        |       |       |       |       |      |      |       |       | 2.868 |      |      |      |      |      |      |      |      |      |      |       |
| <b>Gilbert Rd: SR-202L to Hunt Hwy</b>               | <b>ACI-GIL-10-03</b> | 19.877                   |           |            |             | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      |       |
| Gilbert Rd: SR-202L to Queen Creek Rd                | ACI-GIL-10-03-A      |                          | RARF      | DES        | 2007        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      | 0.345 |
| Gilbert Rd: SR-202L to Queen Creek Rd                |                      |                          | RARF      | ROW        | 2007        | A     |       |       |       |      |      |       |       |       |      |      |      |      |      |      |      |      |      |      | 1.257 |

| RTP Project                                       | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10 | FY11 | FY12  | FY13  | FY14 | FY15 | FY16   | FY17   | FY18   | FY19   | FY20   | FY21  | FY22 | FY23 | FY24 | FY25 | FY26  |
|---|----------------------|--------------------------|-----------|------------|-------------|-------|-------|-------|------|------|-------|-------|------|------|--------|--------|--------|--------|--------|-------|------|------|------|------|-------|
| Gilbert Rd: SR-202L to Queen Creek Rd             |                      |                          | RARF      | CONST      | 2008        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 4.931 |      |      |      |      |       |
| Gilbert Rd: Queen Creek Rd to Chandler Heights Rd | ACI-GIL-10-03-B      |                          | RARF      | DES        | 2009        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 0.746 |      |      |      |      |       |
| Gilbert Rd: Queen Creek Rd to Chandler Heights Rd |                      |                          | RARF      | ROW        | 2010        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 1.758 |      |      |      |      |       |
| Gilbert Rd: Queen Creek Rd to Chandler Heights Rd |                      |                          | RARF      | CONST      | 2011        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 5.154 |      |      |      |      |       |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy       | ACI-GIL-10-03-C      |                          | RARF      | DES        | 2009        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 0.361 |      |      |      |      |       |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy       |                      |                          | RARF      | ROW        | 2010        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 1.021 |      |      |      |      |       |
| Gilbert Rd: Chandler Heights Rd to Hunt Hwy       |                      |                          | RARF      | CONST      | 2011        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        | 4.304 |      |      |      |      |       |
| Kyrene Rd/Ray Rd: Intersection Improvement        | All-KYR-10-03        | 3.582                    |           |            |             | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | DES        | 2012        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | ROW        | 2013        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.173 |
|   |                      |                          | RARF      | CONST      | 2014        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.542 |
|   |                      |                          |           |            |             |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 2.868 |
| <b>Price Rd: SR-202L to I-10</b>                  | <b>ACI-PRC-10-03</b> | 53.159                   |           |            |             |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| Price Rd (Extension):SR-202L to I-10              |                      |                          | STP-MAG   |            | 2016        |       |       |       |      |      |       |       |      |      | 10.632 |        |        |        |        |       |      |      |      |      |       |
| Price Rd (Extension):SR-202L to I-10              |                      |                          | STP-MAG   |            | 2017        |       |       |       |      |      |       |       |      |      |        | 10.632 |        |        |        |       |      |      |      |      |       |
| Price Rd (Extension):SR-202L to I-10              |                      |                          | STP-MAG   |            | 2018        |       |       |       |      |      |       |       |      |      |        |        | 10.632 |        |        |       |      |      |      |      |       |
| Price Rd (Extension):SR-202L to I-10              |                      |                          | STP-MAG   |            | 2018        |       |       |       |      |      |       |       |      |      |        |        |        | 10.633 |        |       |      |      |      |      |       |
| Price Rd (Extension):SR-202L to I-10              |                      |                          | STP-MAG   |            | 2019        |       |       |       |      |      |       |       |      |      |        |        |        |        | 10.633 |       |      |      |      |      |       |
| Ray/Alma School: Intersection Improvements        | All-RAY-10-03        | 3.582                    |           |            |             |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | DES        | 2007        |       | 0.369 |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | ROW        | 2008        |       | 1.775 |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | CONST      | 2009        |       |       | 1.439 |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| Ray/Dobson: Intersection Improvements             | All-RAY-20-03        | 3.582                    |           |            |             | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | DES        | 2010        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.251 |
|   |                      |                          | RARF      | ROW        | 2011        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.707 |
|   |                      |                          | RARF      | CONST      | 2012        |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 2.625 |
| Ray/McClintock: Intersection Improvements         | All-RAY-40-03        | 3.582                    |           |            |             | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | DES        | 2009        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.429 |
|   |                      |                          | RARF      | ROW        | 2010        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.404 |
|   |                      |                          | RARF      | CONST      | 2011        | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 2.750 |
| Ray/Rural: Intersection Improvements              | All-RAY-50-03        | 3.582                    |           |            |             |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
|   |                      |                          | RARF      | DES        | 2011        |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.181 |
|   |                      |                          | RARF      | ROW        | 2012        |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 0.518 |
|   |                      |                          | RARF      | CONST      | 2013        |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      | 2.883 |
| <b>CHANDLER/GILBERT</b>                           |                      |                          |           |            |             |       |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| <b>Queen Creek Rd: Arizona Ave to Higley Rd</b>   | ACI-QNC-10-03        | 35.940                   |           |            |             | A     |       |       |      |      |       |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| CHAND. Queen Creek Rd: Arizona Ave to McQueen Rd  | ACI-QNC-10-03-A      |                          | RARF      | DES, ROW   | 2005        | A     |       |       |      |      | 0.966 |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| Queen Creek Rd: Arizona Ave to McQueen Rd         |                      |                          | RARF      | CONST      | 2008        | A     |       |       |      |      |       | 3.198 |      |      |        |        |        |        |        |       |      |      |      |      |       |
| CHAND. Queen Creek Rd: McQueen Rd to Lindsay Rd   | ACI-QNC-10-03-B      |                          | RARF      | DES        | 2008        | A     |       |       |      |      | 0.585 |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| Queen Creek Rd: McQueen Rd to Lindsay Rd          |                      |                          | RARF      | ROW        | 2009        | A     |       |       |      |      | 3.316 |       |      |      |        |        |        |        |        |       |      |      |      |      |       |
| Queen Creek Rd: McQueen Rd to Lindsay Rd          |                      |                          | RARF      | CONST      | 2010        | A     |       |       |      |      | 3.827 | 3.814 |      |      |        |        |        |        |        |       |      |      |      |      |       |
| GILBERT Queen Creek Rd: Lindsay Rd to Val Vista   | ACI-QNC-10-03-C      |                          | RARF      | DES        | 2009        | A     |       |       |      |      | 0.253 |       |      |      |        |        |        |        |        |       |      |      |      |      |       |

| RTP Project                                     | RTP Code        | Remn. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11  | FY12  | FY13  | FY14 | FY15 | FY16  | FY17  | FY18 | FY19 | FY20 | FY21  | FY22  | FY23  | FY24   | FY25 | FY26 |  |
|---|-----------------|---------------------|-----------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|------|------|-------|-------|------|------|------|-------|-------|-------|--------|------|------|--|
| GILBERT Queen Creek Rd: Lindsay Rd to Val Vista |                 |                     | RARF      | ROW        | 2010        | A     |       |       |       |       | 1.267 |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Lindsay Rd to Val Vista |                 |                     | RARF      | CONST      | 2011        |       |       |       |       |       |       | 3.258 |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Val Vista to Greenfield | ACI-QNC-10-03-D |                     | RARF      | DES        | 2009        | A     |       |       |       | 0.377 |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Val Vista to Greenfield |                 |                     | RARF      | ROW        | 2010        | A     |       |       |       |       | 2.695 |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Val Vista to Greenfield |                 |                     | RARF      | CONST      | 2011        |       |       |       |       |       |       | 3.111 |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Greenfield to Higley    | ACI-QNC-10-03-E |                     | RARF      | DES        | 2009        | A     |       |       |       | 0.567 |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Greenfield to Higley    |                 |                     | RARF      | ROW        | 2010        | A     |       |       |       |       | 4.145 |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| GILBERT Queen Creek Rd: Greenfield to Higley    |                 |                     | RARF      | CONST      | 2011        |       |       |       |       |       |       | 4.562 |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| <b>FOUNTAIN HILLS</b>                           |                 |                     |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| Shea Blvd: Palisades Blvd to Saguaro Blvd       | ACI-SHA-10-03   | 5.778               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2008        |       | 0.809 |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2009        |       |       | 1.445 |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2010        |       |       |       | 3.525 |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| <b>GILBERT</b>                                  |                 |                     |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| Elliot/Cooper: Intersection Improvements        | AII-ELT-30-03   | 3.929               |           |            |             | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2011        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      | 0.223 |       |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2012        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 0.786 |       |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2013        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 2.920 |        |      |      |  |
| Elliot/Gilbert: Intersection Improvements       | AII-ELT-40-03   | 3.582               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2016        |       |       |       |       |       |       |       |      |      | 0.238 |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2017        |       |       |       |       |       |       |       |      |      |       | 3.345 |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2018        |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| Elliot/Greenfield: Intersection Improvements    | AII-ELT-10-03   | 3.582               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2011        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 0.239 |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2012        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 1.646 |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2013        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 1.697  |      |      |  |
| Elliot/Higley: Intersection Improvements        | AII-ELT-20-03   | 3.582               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2016        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 0.152 |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2017        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 0.611 |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2018        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 2.587  |      |      |  |
|   |                 |                     | RARF      | SAVINGS    | 2018        |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 0.233  |      |      |  |
| Elliot/Val Vista: Intersection Improvements     | AII-ELT-50-03   | 3.582               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2011        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 0.207 |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2012        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 0.722 |        |      |      |  |
|   |                 |                     | RARF      | CONST      | 2013        | A     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 2.654  |      |      |  |
| Germann Rd: Gilbert to Power Rd                 | ACI-GER-20-03   | 21.033              |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
| Germann Rd: Gilbert to Val Vista                | ACI-GER-20-03-A |                     | RARF      | DES        | 2009        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 0.756 |       |        |      |      |  |
| Germann Rd: Gilbert to Val Vista                |                 |                     | RARF      | ROW        | 2010        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 1.158 |        |      |      |  |
| Germann Rd: Gilbert to Val Vista                |                 |                     | RARF      | CONST      | 2011        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 4.395  |      |      |  |
| Germann Rd: Val Vista to Higley                 | ACI-GER-20-03-B |                     | RARF      | DES        | 2009        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       | 1.086 |       |        |      |      |  |
| Germann Rd: Val Vista to Higley                 |                 |                     | RARF      | ROW        | 2010        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       | 2.353 |        |      |      |  |
| Germann Rd: Val Vista to Higley                 |                 |                     | RARF      | CONST      | 2011        | E     |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       | 11.284 |      |      |  |
| Greenfield Rd: Elliot Rd to Ray Rd              | ACI-GRN-10-03   | 3.582               |           |            |             |       |       |       |       |       |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | DES        | 2011        | E     |       |       |       | 0.398 |       |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |
|   |                 |                     | RARF      | ROW        | 2012        | E     |       |       |       |       | 1.520 |       |      |      |       |       |      |      |      |       |       |       |        |      |      |  |

| RTP Project                                     | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10   | FY11  | FY12  | FY13  | FY14  | FY15 | FY16  | FY17  | FY18  | FY19 | FY20 | FY21  | FY22  | FY23  | FY24  | FY25   | FY26 |
|---|-----------------|--------------------------|-----------|------------|-------------|-------|-------|-------|--------|-------|-------|-------|-------|------|-------|-------|-------|------|------|-------|-------|-------|-------|--------|------|
| Guadalupe/Cooper: Intersection Improvements     | All-GUD-30-03   | 3.582                    | RARF      | CONST      | 2013        | E     |       |       |        |       |       | 1.664 |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2021        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      | 0.251 |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2022        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       | 1.520 |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2023        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       | 1.811 |       |        |      |
| Guadalupe/Gilbert: Intersection Improvements    | All-GUD-40-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2011        |       |       |       |        | 0.253 |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2012        |       |       |       |        |       | 1.234 |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2013        |       |       |       |        |       |       | 2.095 |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Guadalupe/Greenfield: Intersection Improvements | All-GUD-10-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2021        |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       | 0.235 |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2022        |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       | 0.517 |       |        |      |
|   |                 |                          | RARF      | CONST      | 2023        |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       | 2.792 |        |      |
|   |                 |                          | RARF      | SAVINGS    |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       | 0.038 |        |      |
| Guadalupe/Power: Intersection Improvements      | All-GUD-20-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2008        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2009        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2010        | E     |       |       |        | 3.582 |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Guadalupe/Val Vista: Intersection Improvements  | All-GUD-50-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2010        | A     |       |       |        |       |       |       |       |      | 0.228 |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2011        | A     |       |       |        |       |       |       |       |      |       | 0.838 |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2012        | A     |       |       |        |       |       |       |       |      |       |       | 2.517 |      |      |       |       |       |       |        |      |
| <b>Power Rd: Galveston to Chandler Heights</b>  | ACI-PWR-10-03   | 19.646                   |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power Rd at Pecos: Intersection Improvement     | ACI-PWR-10-03-A |                          | RARF      | DES        | 2008        | E     | 0.574 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power Rd at Pecos: Intersection Improvement     |                 |                          | RARF      | ROW        | 2008        | E     | 0.879 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power Rd at Pecos: Intersection Improvement     |                 |                          | RARF      | CONST      | 2008        | E     | 3.685 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Galveston to Pecos                       | ACI-PWR-10-03-B |                          | RARF      | DES        | 2009        | E     |       | 0.982 |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Galveston to Pecos                       |                 |                          | RARF      | ROW        | 2009        | E     |       | 2.534 |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Galveston to Pecos                       |                 |                          | RARF      | CONST      | 2009/2010   | E     |       | 0.400 | 10.591 |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Pecos to Chandler Heights                | ACI-PWR-10-03-C |                          | RARF      | DES        | 2022        | D     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Pecos to Chandler Heights                |                 |                          | RARF      | ROW        | 2023        | D     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Power: Pecos to Chandler Heights                |                 |                          | RARF      | CONST      | 2024        | D     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
| Ray Rd: Val Vista Rd to Power Rd                | ACI-RAY-10-03   | 15.832                   |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2011        | A     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       | 1.148 |       |        |      |
|   |                 |                          | RARF      | ROW        | 2012        | A     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       | 1.339 |        |      |
|   |                 |                          | RARF      | CONST      | 2013        | A     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       | 12.778 |      |
|   |                 |                          | RARF      | SAVINGS    | 2025        |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       | 0.568  |      |
| Ray/Gilbert: Intersection Improvements          | All-RAY-30-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2011        | A     |       |       |        |       |       |       |       |      | 0.234 |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2012        | A     |       |       |        |       |       |       |       |      |       | 1.086 |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2013        | A     |       |       |        |       |       |       |       |      |       |       | 2.263 |      |      |       |       |       |       |        |      |
| Val Vista Rd: Warner Rd to Pecos Rd             | ACI-VAL-20-03   | 6.934                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2004        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2005        | E     |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2005/2006   | E     | 3.582 |       |        |       |       |       | 3.351 |      |       |       |       |      |      |       |       |       |       |        |      |
| Warner/Cooper: Intersection Improvements        | All-WNR-10-03   | 3.582                    |           |            |             |       |       |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | DES        | 2008        |       | 0.478 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | ROW        | 2008        |       | 1.165 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |
|   |                 |                          | RARF      | CONST      | 2008        |       | 1.940 |       |        |       |       |       |       |      |       |       |       |      |      |       |       |       |       |        |      |

| RTP Project                                  | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11   | FY12  | FY13  | FY14  | FY15 | FY16  | FY17  | FY18  | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26  |  |
|--|-----------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|--------|-------|-------|-------|------|-------|-------|-------|------|------|------|------|------|------|------|-------|--|
| Warner/Greenfield: Intersection Improvements | AI-WRN-20-03    | 3.582                    |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | DES        | 2012        |       |       |       |       |        | 0.316 |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2013        |       |       |       |       |        |       | 0.973 |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | CONST      | 2014        |       |       |       |       |        |       |       | 2.293 |      |       |       |       |      |      |      |      |      |      |      |       |  |
| MARICOPA COUNTY                              |                 |                          |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| Dobson Rd: Bridge over Salt River            | ACI-DOB-10-03   | 17.681                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | DCR        | 2007        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | EA         | 2008        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | DES        | 2009        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2010        |       |       |       |       | 12.090 |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | CONST      | 2011        |       |       |       |       |        | 5.592 |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Bell Rd to Jomax Rd            | ACI-ELM-10-03   | 18.606                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Bell Rd to Beardsley           | ACI-ELM-10-03-A |                          | RARF      | DES        | 2006-09     |       |       |       |       |        |       |       |       |      | 0.523 |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Bell Rd to Beardsley           |                 |                          | RARF      | ROW        | 2003-2007   |       |       |       |       |        |       |       |       |      | 2.273 |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Bell Rd to Beardsley           |                 |                          | RARF      | CONST      | 2010/11     |       |       |       |       |        |       |       |       |      |       | 6.432 | 6.434 |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Beardsley to L303              | ACI-ELM-10-03-B |                          | RARF      | DES        | 2007        |       |       |       |       |        |       |       |       |      | 0.682 |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Beardsley to L303              |                 |                          | RARF      | ROW        | 2003-2006   |       |       |       |       |        |       |       |       |      | 1.304 |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Beardsley to L303              |                 |                          | RARF      | CONST      | 2011/12     |       |       |       |       |        |       |       |       |      | 0.959 |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd:L303 to Jomax                   | ACI-ELM-10-03-C |                          | RARF      | DES        | 2013        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd:L303 to Jomax                   |                 |                          | RARF      | ROW        | 2014/15     |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd:L303 to Jomax                   |                 |                          | RARF      | CONST      | 2015/16     |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Thunderbird Rd to Bell         | ACI-ELM-20-03   | 20.339                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | STUDY      | 2006        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | PRE-DES    | 2008-2009   |       | 1.088 | 0.391 |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | DES        | 2010-2012   |       |       |       | 1.781 |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2009-2012   |       |       | 1.158 | 0.896 |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | CONST      | 2013-2015   |       |       |       |       |        | 8.690 | 4.987 | 1.349 |      |       |       |       |      |      |      |      |      |      |      |       |  |
| El Mirage Rd: Thunderbird Rd to Northern Ave | ACI-ELM-30-03   | 15.948                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | STUDY      | 2006        |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | DES        | 2016        |       |       |       |       |        |       |       |       |      | 2.997 |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2016        |       |       |       |       |        |       |       |       |      | 2.896 |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | CONST      | 2017-2018   |       |       |       |       |        |       |       |       |      |       | 7.245 | 2.810 |      |      |      |      |      |      |      |       |  |
| Gilbert Rd: Bridge over Salt River           | ACI-GIL-20-03   | 13.290                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | DCR        | 2007        | A     |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | EA         | 2008        | A     |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | STP-MAG   | DES        | 2009        | A     |       |       |       |        |       |       | 1.613 |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | STP-MAG   | ROW        | 2010        | A     |       |       |       |        |       |       | 1.952 |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | STP-MAG   | CONST      | 2011        | A     |       |       |       |        |       |       | 9.262 |      |       |       |       |      |      |      |      |      |      |      | 0.000 |  |
|  |                 |                          | RARF      | CONST      | 2012        | A     |       |       |       |        |       |       | 0.462 |      |       |       |       |      |      |      |      |      |      |      |       |  |
| Jomax Rd: SR-303L to Sun Valley Parkway      | ACI-JMX-10-03   | 19.646                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2017        |       |       |       |       |        |       |       |       |      |       | 9.823 |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2018        |       |       |       |       |        |       |       |       |      |       |       | 9.823 |      |      |      |      |      |      |      |       |  |
| McKellips Rd: Bridge over Salt River         | ACI-MCK-30-03   | 13.290                   |           |            |             |       |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | DCR        | 2007        | A     |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          |           | EA         | 2008        | A     |       |       |       |        |       |       |       |      |       |       |       |      |      |      |      |      |      |      |       |  |
|  |                 |                          | RARF      | ROW        | 2010        | A     |       |       |       |        |       |       | 2.543 |      |       |       |       |      |      |      |      |      |      |      |       |  |

| RTP Project  | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase          | FY for Work | A/D/E | FY08   | FY09   | FY10  | FY11   | FY12 | FY13  | FY14   | FY15   | FY16   | FY17   | FY18   | FY19   | FY20   | FY21 | FY22 | FY23 | FY24 | FY25 | FY26   |
|--|----------------------|--------------------------|-----------|---------------------|-------------|-------|--------|--------|-------|--------|------|-------|--------|--------|--------|--------|--------|--------|--------|------|------|------|------|------|--------|
|  |                      |                          | RARF      | CONST               | 2011        | A     |        |        |       |        |      |       |        | 10.746 |        |        |        |        |        |      |      |      |      |      |        |
| McKellips Rd: SR-101L to SRP-MIC/Alma School Rd            | ACI-MCK-40-03        | 37.443                   |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | DES                 | 2009        | A     |        |        |       |        |      | 0.498 |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | ROW                 | 2010        | A     |        |        |       |        |      |       | 0.759  |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | CONST               | 2011        | A     |        |        |       |        |      |       |        | 6.918  |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | RARF      | SAVINGS             |             |       |        |        |       |        |      |       | 14.634 | 14.634 |        |        |        |        |        |      |      |      |      |      |        |
| <b>Northern Pkwy: Grand Ave to SR-303L</b>                 | <b>ACI-NOR-30-03</b> | <b>57.782</b>            |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A1A): US-60 (Grand Ave.) to SR-303L   |                      |                          | STP-MAG   | PRE-DES/DES         | 2007-2008   |       | 3.582  |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A1A): Dysart Rd to SR-303L            |                      |                          | STP-MAG   | ROW                 | 2008        |       | 16.084 |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A1A): Dysart Rd to SR-303L            |                      |                          | STP-MAG   | Interim CONST       | 2009        |       |        | 13.114 |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A1A): Dysart Rd to SR-303L            |                      |                          | STP-MAG   | Interim CONST       | 2010        |       |        |        | 6.216 |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A2): US 60 (Grand Ave) to Dysart Rd   |                      |                          | STP-MAG   | Protect ROW & CONST | 2010        |       |        |        | 6.877 |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy (Phase A2): US 60 (Grand Ave) to Dysart Rd   |                      |                          | STP-MAG   | Protect ROW & CONST | 2011        |       |        |        |       | 11.909 |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| Northern Pkwy: US-60 (Grand Ave) to SR-101L                | ACI-NOR-10-03        | 80.895                   |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2016        |       |        |        |       |        |      |       |        |        | 11.524 |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2017        |       |        |        |       |        |      |       |        |        |        | 20.889 |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2018        |       |        |        |       |        |      |       |        |        |        |        | 19.408 |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2019        |       |        |        |       |        |      |       |        |        |        |        |        | 16.749 |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2020        |       |        |        |       |        |      |       |        |        |        |        |        |        | 12.325 |      |      |      |      |      |        |
| Northern Pkwy: SR-101L to SR-303L                          | ACI-NOR-20-03        | 82.397                   |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2021        |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2022        |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2023        |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2024        |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
|  |                      |                          | STP-MAG   | Reimb.              | 2025        |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      | 18.306 |
| <b>MESA/M.C.</b>   |                      |                          |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| <b>Power Rd: Baseline Rd to Galveston</b>                  | <b>ACI-PWR-20-03</b> | <b>17.219</b>            |           |                     |             |       |        |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston   | ACI-PWR-20-03-A      |                          | RARF      | PRE DES             | 2008        | E     | 0.374  |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston   |                      |                          | RARF      | DES                 | 2008        | E     | 0.624  |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston   |                      |                          | RARF      | ROW                 | 2008        | E     | 1.502  |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| MESA-Power Rd: East Maricopa Floodway (EMF) to Galveston   |                      |                          | RARF      | CONST               | 2009        | E     |        | 7.235  |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |
| M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF) | ACI-PWR-20-03-B      |                          | RARF      | DES                 | 2007        | E     | 0.242  |        |       |        |      |       |        |        |        |        |        |        |        |      |      |      |      |      |        |

| RTP Project  | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 | FY17  | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24  | FY25  | FY26 |
|--|-----------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|------|------|------|------|------|------|-------|------|------|------|------|------|------|-------|-------|------|
| M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF) |                 |                          | RARF      | ROW        | 2007        | E     | 2.534 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| M.C.-Power Rd: Baseline Rd to East Maricopa Floodway (EMF) |                 |                          | RARF      | CONST      | 2008 & 2009 | E     | 4.709 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| <b>MESA</b>  |                 |                          |           |            |             |       |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| <b>Baseline Rd: Power Rd to Meridian Rd</b>                | ACI-BSL-10-03   | 16.988                   |           |            |             | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| Baseline Rd: Power Rd to Ellsworth Rd                      | ACI-BSL-10-03-A |                          | RARF      | DES        | 2014        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 0.868 |      |
| Baseline Rd: Power Rd to Ellsworth Rd                      |                 |                          | RARF      | ROW        | 2015        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 2.603 |      |
| Baseline Rd: Power Rd to Ellsworth Rd                      |                 |                          | RARF      | CONST      | 2016        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 4.841 |      |
| Baseline Rd: Ellsworth Rd to Meridian Rd                   | ACI-BSL-10-03-B |                          | RARF      | DES        | 2017        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 0.868 |      |
| Baseline Rd: Ellsworth Rd to Meridian Rd                   |                 |                          | RARF      | ROW        | 2018        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 2.603 |      |
| Baseline Rd: Ellsworth Rd to Meridian Rd                   |                 |                          | RARF      | CONST      | 2019        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 5.206 |      |
| Broadway Rd: Dobson Rd to Country Club Dr                  | ACI-BDW-10-03   | 7.049                    |           |            |             |       |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | PRE-DES    | 2008        |       | 0.195 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | DES        | 2008        |       | 1.258 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | ROW        | 2009        |       |       | 1.767 |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | CONST      | 2010        |       |       |       | 3.829 |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| Country Club/University: Intersection Improvements         | All-CCB-10-03   | 2.658                    |           |            |             | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | PRE-DES    | 2007        | A     |       |       |       |      |      |      |      |      |      | 0.064 |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | DES        | 2008        | A     |       |       |       |      |      |      |      |      |      | 0.064 |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | ROW        | 2008        | A     |       |       |       |      |      |      |      |      |      | 0.999 |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | CONST      | 2009        | A     |       |       |       |      |      |      |      |      |      | 1.531 |      |      |      |      |      |      |       |       |      |
| Country Club/Brown: Intersection Improvements              | All-CCB-20-03   | 2.658                    |           |            |             | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | DES        | 2010        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 0.267 |      |
|  |                 |                          | RARF      | ROW        | 2011        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      | 0.800 |       |      |
|  |                 |                          | RARF      | CONST      | 2012        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      | 1.591 |       |      |
| <b>Crimson Rd: Broadway to Germann Rd</b>                  | ACI-CRS-10-03   | 34.900                   |           |            |             | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| Crimson Rd: Broadway to Guadalupe                          | ACI-CRS-10-03-A |                          | RARF      | DES        | 2014        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 1.189 |      |
| Crimson Rd: Broadway to Guadalupe                          |                 |                          | RARF      | ROW        | 2015        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 3.567 |      |
| Crimson Rd: Broadway to Guadalupe                          |                 |                          | RARF      | CONST      | 2016        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 7.134 |      |
| Crimson Rd: Guadalupe to Ray                               | ACI-CRS-10-03-B |                          | RARF      | DES        | 2016        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 1.154 |      |
| Crimson Rd: Guadalupe to Ray                               |                 |                          | RARF      | ROW        | 2017        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 3.462 |      |
| Crimson Rd: Guadalupe to Ray                               |                 |                          | RARF      | CONST      | 2018        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 6.924 |      |
| Crimson Rd: Ray to Germann                                 | ACI-CRS-10-03-C |                          | RARF      | DES        | 2018        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 1.154 |      |
| Crimson Rd: Ray to Germann                                 |                 |                          | RARF      | ROW        | 2019        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 3.462 |      |
| Crimson Rd: Ray to Germann                                 |                 |                          | RARF      | CONST      | 2020        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 6.853 |      |
| Dobson/Guadalupe: Intersection Improvements                | All-DOB-10-03   | 2.658                    |           |            |             |       |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | PRE-DES    | 2007        |       | 0.072 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | DES        | 2008        |       | 0.072 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | ROW        | 2008        |       | 0.496 |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | CONST      | 2009        |       |       | 2.017 |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
| Dobson/University: Intersection Improvements               | All-DOB-20-03   | 2.658                    |           |            |             | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       |       |      |
|  |                 |                          | RARF      | DES        | 2009        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      |       | 0.267 |      |
|  |                 |                          | RARF      | ROW        | 2010        | A     |       |       |       |      |      |      |      |      |      |       |      |      |      |      |      |      | 0.801 |       |      |

| RTP Project  | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11  | FY12  | FY13  | FY14  | FY15 | FY16 | FY17 | FY18 | FY19 | FY20  | FY21  | FY22  | FY23  | FY24  | FY25  | FY26 |
|--|-----------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|------|
|  |                 |                          | RARF      | CONST      | 2011        | A     |       |       |       |       |       |       |       |      |      |      |      |      | 1.590 |       |       |       |       |       |      |
| <b>Elliot Rd: Power Rd to Meridian Rd</b>          | ACI-ELT-10-03   | 17.219                   |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Elliot Rd: Power Rd to Ellsworth Rd                | ACI-ELT-10-03-A |                          | STP-MAG   | DES        | 2021        |       |       |       |       |       |       |       |       |      |      |      |      |      |       | 0.868 |       |       |       |       |      |
| Elliot Rd: Power Rd to Ellsworth Rd                |                 |                          | STP-MAG   | ROW        | 2022        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       | 2.603 |       |       |       |      |
| Elliot Rd: Power Rd to Ellsworth Rd                |                 |                          | STP-MAG   | CONST      | 2023        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       | 5.072 |       |       |      |
| Elliot Rd: Ellsworth Rd to Meridian Rd             | ACI-ELT-10-03-B |                          | STP-MAG   | DES        | 2023        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       | 0.868 |       |       |      |
| Elliot Rd: Ellsworth Rd to Meridian Rd             |                 |                          | STP-MAG   | ROW        | 2024        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       | 2.603 |       |      |
| Elliot Rd: Ellsworth Rd to Meridian Rd             |                 |                          | STP-MAG   | CONST      | 2025        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       | 5.206 |      |
| Germann: Ellsworth Rd to Signal Butte Rd           | ACI-GER-10-03   | 11.903                   |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | DES        | 2019        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | ROW        | 2020        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | CONST      | 2021        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Gilbert/University: Intersection Improvements      | All-GIL-10-03   | 2.658                    |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | DES        | 2007        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | ROW        | 2007        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          | RARF      | CONST      | 2008        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
|  |                 |                          |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| <b>Greenfield Rd: University Rd to Baseline Rd</b> | ACI-GRN-20-03   | 10.285                   |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Baseline Rd to Southern             | ACI-GRN-20-03-A |                          | RARF      | DES        | 2008        |       | 0.326 |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Baseline Rd to Southern             |                 |                          | RARF      | ROW        | 2008        |       | 0.724 |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Baseline Rd to Southern             |                 |                          | RARF      | CONST      | 2008        |       | 3.941 |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Southern to University Rd           | ACI-GRN-20-03-B |                          | RARF      | PRE-DES    | 2010        |       |       | 0.290 |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Southern to University Rd.          |                 |                          | RARF      | DES        | 2011        | D     |       |       | 0.290 |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Southern to University Rd.          |                 |                          | RARF      | ROW        | 2012        | D     |       |       |       | 1.551 |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Greenfield Rd: Southern to University Rd.          |                 |                          | RARF      | CONST      | 2013        | D     |       |       |       |       | 3.164 |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| <b>Guadalupe Rd: Power Rd to Meridian Rd</b>       | ACI-GUD-10-03   | 21.957                   |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Power Rd to Hawes Rd                 | ACI-GUD-10-03-A |                          | RARF      | DES        | 2011        |       |       |       | 0.747 |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Power Rd to Hawes Rd                 |                 |                          | RARF      | ROW        | 2012        |       |       |       |       | 2.242 |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Power Rd to Hawes Rd                 |                 |                          | RARF      | CONST      | 2013        |       |       |       |       |       | 4.485 |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Hawes Rd to Crimson                  | ACI-GUD-10-03-B |                          | RARF      | DES        | 2011        |       |       |       | 0.747 |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Hawes Rd to Crimson                  |                 |                          | RARF      | ROW        | 2012        |       |       |       |       | 2.242 |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Hawes Rd to Crimson                  |                 |                          | RARF      | CONST      | 2013        |       |       |       |       |       | 4.485 |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Crimson to Meridian                  | ACI-GUD-10-03-C |                          | RARF      | DES        | 2013        |       |       |       |       | 0.747 |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Crimson to Meridian                  |                 |                          | RARF      | ROW        | 2014        |       |       |       |       |       |       | 2.242 |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Guadalupe Rd: Crimson to Meridian                  |                 |                          | RARF      | CONST      | 2015        |       |       |       |       |       |       |       | 4.017 |      |      |      |      |      |       |       |       |       |       |       |      |
| <b>Hawes Rd: Broadway Rd to Ray Rd</b>             | ACI-HWS-10-03   | 19.761                   |           |            |             |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Hawes Rd: Broadway to Baseline                     | ACI-HWS-10-03-A |                          | STP-MAG   | DES        | 2020        | A     |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |
| Hawes Rd: Broadway to Baseline                     |                 |                          | STP-MAG   | ROW        | 2021        |       |       |       |       |       |       |       |       |      |      |      |      |      |       |       |       |       |       |       |      |

| RTP Project  | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09 | FY10 | FY11 | FY12 | FY13 | FY14 | FY15 | FY16  | FY17  | FY18  | FY19 | FY20  | FY21 | FY22  | FY23  | FY24  | FY25  | FY26 |
|--|-----------------|--------------------------|-----------|------------|-------------|-------|-------|------|------|------|------|------|------|------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|------|
| Hawes Rd: Broadway to Baseline                             |                 |                          | STP-MAG   | CONST      | 2022        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      | 3.449 |       |       |       |      |
| Hawes Rd: Broadway to Baseline                             |                 |                          | RARF      | CONST      | 2022        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      | 0.635 |       |       |       |      |
| Hawes Rd:Baseline to Elliot                                | ACI-HWS-10-03-B |                          | RARF      | DES        | 2022        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      | 0.661 |       |       |       |      |
| Hawes Rd:Baseline to Elliot                                |                 |                          | STP-MAG   | ROW        | 2023        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       | 1.982 |       |       |      |
| Hawes Rd:Baseline to Elliot                                |                 |                          | STP-MAG   | CONST      | 2024        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       | 3.964 |       |      |
| Hawes Rd: Elliot to Santan Freeway                         | ACI-HWS-10-03-C |                          | STP-MAG   | DES        | 2023        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       | 0.241 |       |       |      |
| Hawes Rd: Elliot to Santan Freeway                         |                 |                          | STP-MAG   | ROW        | 2024        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       | 1.448 |       |      |
| Hawes Rd: Elliot to Santan Freeway                         |                 |                          | STP-MAG   | CONST      | 2024        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| Hawes Rd: Santan Freeway to Ray                            | ACI-HWS-10-03-D |                          | RARF      | DES        | 2009        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       | 0.241 |       |       |      |
| Hawes Rd: Santan Freeway to Ray                            |                 |                          | RARF      | ROW        | 2009        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       | 1.448 |       |      |
| Hawes Rd: Santan Freeway to Ray                            |                 |                          | RARF      | CONST      | 2010        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| <b>Higley Rd Parkway: US 60 to SR-202L widening</b>        | ACI-HIG-10-03   | 15.948                   |           |            |             |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| Higley Rd Parkway: SR-202L to Brown Rd                     | ACI-HIG-10-03-A |                          | RARF      | DES        | 2017        |       |       |      |      |      |      |      |      |      | 0.801 |       |       |      |       |      |       |       |       |       |      |
| Higley Rd Parkway: SR-202L to Brown Rd                     |                 |                          | RARF      | ROW        | 2018        |       |       |      |      |      |      |      |      |      |       |       | 2.403 |      |       |      |       |       |       |       |      |
| Higley Rd Parkway: SR-202L to Brown Rd                     |                 |                          | RARF      | CONST      | 2019        |       |       |      |      |      |      |      |      |      |       |       |       |      | 4.770 |      |       |       |       |       |      |
| Higley Rd Parkway: Brown Rd to US-60                       | ACI-HIG-10-03-B |                          | RARF      | DES        | 2018        |       |       |      |      |      |      |      |      |      |       |       | 0.801 |      |       |      |       |       |       |       |      |
| Higley Rd Parkway: Brown Rd to US-60                       |                 |                          | RARF      | ROW        | 2019        |       |       |      |      |      |      |      |      |      |       |       |       |      | 2.403 |      |       |       |       |       |      |
| Higley Rd Parkway: Brown Rd to US-60                       |                 |                          | RARF      | CONST      | 2020        |       |       |      |      |      |      |      |      |      |       |       |       |      | 4.770 |      |       |       |       |       |      |
| Higley Rd Parkway: US 60 to SR 202L (RM) Grade Separations | ACI-HIG-10-03   | 26.464                   |           |            |             | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
|  |                 |                          | RARF      | DES        | 2015        | A     |       |      |      |      |      |      |      |      | 2.670 |       |       |      |       |      |       |       |       |       |      |
|  |                 |                          | RARF      | ROW        | 2016        |       |       |      |      |      |      |      |      |      | 8.009 |       |       |      |       |      |       |       |       |       |      |
|  |                 |                          | RARF      | CONST      | 2017        |       |       |      |      |      |      |      |      |      |       | 7.893 | 7.893 |      |       |      |       |       |       |       |      |
| Lindsay/Brown: Intersection Improvements                   | AI-LND-10-03    | 2.658                    |           |            |             | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
|  |                 |                          | RARF      | DES        | 2010        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       | 0.267 |      |
|  |                 |                          | RARF      | ROW        | 2011        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       | 0.801 |      |
|  |                 |                          | RARF      | CONST      | 2012        | A     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       | 1.591 |      |
| <b>McKellips Rd: E of Sossaman to Meridian Rd</b>          | ACI-MCK-10-03   | 18.953                   |           |            |             |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: E of Sossaman to Crismon                     | ACI-MCK-10-03-A |                          | STP-MAG   | DES        | 2021        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: E of Sossaman to Crismon                     |                 |                          | STP-MAG   | ROW        | 2022        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: E of Sossaman to Crismon                     |                 |                          | STP-MAG   | CONST      | 2023        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: Crismon to Meridian                          | ACI-MCK-10-03-B |                          | STP-MAG   | DES        | 2023        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: Crismon to Meridian                          |                 |                          | STP-MAG   | ROW        | 2024        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips Rd: Crismon to Meridian                          |                 |                          | STP-MAG   | CONST      | 2025        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| <b>McKellips Rd: Gilbert Rd to Power Rd</b>                | ACI-MCK-20-03   | 20.686                   |           |            |             | D     |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| Corridor Study   |                 |                          | RARF      | Study      | 2006        |       |       |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |
| McKellips/Lindsay Intersection Improvement                 | ACI-MCK-20-03-A |                          | RARF      | DES        | 2008        |       | 0.403 |      |      |      |      |      |      |      |       |       |       |      |       |      |       |       |       |       |      |

| RTP Project   | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11  | FY12  | FY13  | FY14  | FY15  | FY16  | FY17  | FY18  | FY19  | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 |
|---|-----------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|
| McKellips/Lindsay Intersection Improvement  |                 |                          | RARF      | ROW        | 2009        |       |       | 1.520 |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Lindsay Intersection Improvement  |                 |                          | RARF      | CONST      | 2010        |       |       |       | 4.126 |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements | ACI-MCK-20-03-B |                          | RARF      | PRE-DES    | 2007        |       | 0.125 |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements |                 |                          | RARF      | DES        | 2011        | D     |       |       |       | 0.524 |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements |                 |                          | RARF      | ROW        | 2012        | D     |       |       |       |       | 0.669 |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Greenfield & McKellips/Higley & McKellips/Val Vista Intersection Improvements |                 |                          | RARF      | CONST      | 2013        | D     |       |       |       |       |       | 7.022 |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Recker & McKellips/Power Intersection Improvements                            | ACI-MCK-20-03-C |                          | RARF      | PRE-DES    | 2013        | D     |       |       |       |       |       | 0.562 |       |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Recker & McKellips/Power Intersection Improvements                            |                 |                          | RARF      | DES        | 2014        | D     |       |       |       |       |       |       | 0.512 |       |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Recker & McKellips/Power Intersection Improvements                            |                 |                          | RARF      | ROW        | 2015        | D     |       |       |       |       |       |       |       | 1.524 |       |       |       |       |      |      |      |      |      |      |      |
| McKellips/Recker & McKellips/Power Intersection Improvements                            |                 |                          | RARF      | CONST      | 2016        | D     |       |       |       |       |       |       |       |       | 3.697 |       |       |       |      |      |      |      |      |      |      |
| <b>Meridian Rd: Baseline Rd to Germann Rd</b>   | ACI-MER-10-03   | 27.851                   |           |            |             | ADV   |       |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Meridian Rd: Baseline Rd to Ray Rd  | ACI-MER-10-03-A |                          | RARF      | DES        | 2015        | A     |       |       |       |       |       |       |       |       | 1.602 |       |       |       |      |      |      |      |      |      |      |
| Meridian Rd: Baseline Rd to Ray Rd  |                 |                          | RARF      | ROW        | 2016        |       |       |       |       |       |       |       |       |       | 4.805 |       |       |       |      |      |      |      |      |      |      |
| Meridian Rd: Baseline Rd to Ray Rd  |                 |                          | RARF      | CONST      | 2017        |       |       |       |       |       |       |       |       |       |       | 9.610 |       |       |      |      |      |      |      |      |      |
| Meridian Rd: Ray Rd to Germann Rd   | ACI-MER-10-03-B |                          | RARF      | DES        | 2017        |       |       |       |       |       |       |       |       |       |       | 1.201 |       |       |      |      |      |      |      |      |      |
| Meridian Rd: Ray Rd to Germann Rd   |                 |                          | RARF      | ROW        | 2018        |       |       |       |       |       |       |       |       |       |       |       | 3.604 |       |      |      |      |      |      |      |      |
| Meridian Rd: Ray Rd to Germann Rd   |                 |                          | RARF      | CONST      | 2019        |       |       |       |       |       |       |       |       |       |       |       |       | 7.027 |      |      |      |      |      |      |      |
| <b>Mesa Dr: Southen to US 60 &amp; Mesa at Broadway Intersection Improvement</b>        | ACI-MES-10-03   | 8.898                    |           |            |             |       |       |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa Dr: US 60 to Southern  | ACI-MES-10-03-A |                          | RARF      | PRE-DES    | 2008        |       | 0.217 |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa Dr: US 60 to Southern  |                 |                          | RARF      | DES        | 2008        |       | 1.086 |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa Dr: US 60 to Southern  |                 |                          | RARF      | ROW        | 2009        |       |       | 2.068 |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa Dr: US 60 to Southern  |                 |                          | RARF      | CONST      | 2010        |       |       |       | 4.706 |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa/Broadway Intersection Improvement  | ACI-MES-10-03-B |                          | RARF      | PRE-DES    | 2009        |       |       | 0.145 |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa/Broadway Intersection Improvement  |                 |                          | RARF      | DES        | 2010        |       |       |       | 0.676 |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa/Broadway Intersection Improvement  |                 |                          | RARF      | ROW        | 2011        |       |       |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Mesa/Broadway Intersection Improvement  |                 |                          | RARF      | CONST      | 2012        |       |       |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
| Pecos Rd: Ellsworth Rd to Meridian Rd   | ACI-PEC-10-03   | 12.019                   |           |            |             | D     |       |       |       |       |       |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
|   |                 |                          | RARF      | DES        | 2012        | D     |       |       |       |       | 1.202 |       |       |       |       |       |       |       |      |      |      |      |      |      |      |
|   |                 |                          | RARF      | ROW        | 2013        | D     |       |       |       |       |       | 3.604 |       |       |       |       |       |       |      |      |      |      |      |      |      |
|   |                 |                          | RARF      | CONST      | 2014        | D     |       |       |       |       |       |       | 7.213 |       |       |       |       |       |      |      |      |      |      |      |      |

| RTP Project                                       | RTP Code               | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10  | FY11  | FY12  | FY13  | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22  | FY23  | FY24  | FY25  | FY26  |
|---|------------------------|--------------------------|-----------|------------|-------------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|
| <b>Ray Rd: Sossaman Rd to Meridian Rd</b>         | <b>ACI-RAY-20-03</b>   | 23.922                   |           |            |             | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Ray Rd: Sossaman Rd to Ellsworth Rd               | ACI-RAY-20-03-A        |                          | RARF      | DES        | 2009        | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      | 0.362 |       |       |       |       |
| Ray Rd: Sossaman Rd to Ellsworth Rd               |                        |                          | RARF      | ROW        | 2009        | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      | 0.269 |       |       |       |       |
| Ray Rd: Sossaman Rd to Ellsworth Rd               |                        |                          | RARF      | CONST      | 2010        | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      | 2.995 |       |       |       |       |
| Ray Rd: Ellsworth Rd to Meridian Rd               | ACI-RAY-20-03-B        |                          | STP-MAG   | DES        | 2023        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       | 1.442 |       |       |       |
| Ray Rd: Ellsworth Rd to Meridian Rd               |                        |                          | STP-MAG   | ROW        | 2024        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       | 4.325 |       |       |
| Ray Rd: Ellsworth Rd to Meridian Rd               |                        |                          | STP-MAG   | CONST      | 2025        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       | 8.232 |       |
|   |                        |                          | STP-MAG   | SAVINGS    | 2025        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       | 6.297 |
| Signal Butte Rd: Broadway Rd to Pecos Rd          | ACI-SGB-10-03          | 31.433                   |           |            |             | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| <b>Signal Butte Rd: Broadway Rd to Elliot Rd</b>  | <b>ACI-SGB-10-03-A</b> |                          | STP-MAG   | DES        | 2020        | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      | 1.602 |       |       |       |       |
| Signal Butte Rd: Broadway Rd to Elliot Rd         |                        |                          | STP-MAG   | ROW        | 2021        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      | 4.805 |       |       |       |       |
| Signal Butte Rd: Broadway Rd to Elliot Rd         |                        |                          | STP-MAG   | CONST      | 2022        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       | 9.610 |       |       |       |
| Signal Butte Rd: Elliot Rd to Pecos Rd            | ACI-SGB-10-03-B        |                          | STP-MAG   | DES        | 2022        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       | 1.602 |       |       |       |
| Signal Butte Rd: Elliot Rd to Pecos Rd            |                        |                          | STP-MAG   | ROW        | 2023        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       | 4.805 |       |       |
| Signal Butte Rd: Elliot Rd to Pecos Rd            |                        |                          | STP-MAG   | CONST      | 2024        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       | 9.009 |       |
| <b>Southern Ave: Country Club Dr to Recker Rd</b> | <b>ACI-SOU-10-03</b>   | 29.238                   |           |            |             | E     |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern Ave: Country Club to Recker              |                        |                          | RARF      | STUDY      | 2006        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Country Club Intersection Imprvoement    | ACI-SOU-10-03-A        |                          | RARF      | DES        | 2009        |       |       | 0.290 |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Country Club Intersection Imprvoement    |                        |                          | RARF      | ROW        | 2010        |       |       |       | 1.448 |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Country Club Intersection Imprvoement    |                        |                          | RARF      | CONST      | 2011        |       |       |       |       | 2.896 |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Stapley Intersection Improvements        | ACI-SOU-10-03-B        |                          | RARF      | PRE-DES    | 2007        |       | 0.125 |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Stapley Intersection Improvements        |                        |                          | RARF      | DES        | 2009        |       |       | 1.178 |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Stapley Intersection Improvements        |                        |                          | RARF      | ROW        | 2010        |       |       |       | 2.896 |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Stapley Intersection Improvements        |                        |                          | RARF      | CONST      | 2011        | E     |       |       |       | 7.963 |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Lindsay Intersection Improvements        | ACI-SOU-10-03-C        |                          | RARF      | DES        | 2009        | E     |       | 0.304 |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Lindsay Intersection Improvements        |                        |                          | RARF      | ROW        | 2010        | E     |       |       | 1.127 |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Lindsay Intersection Improvements        |                        |                          | RARF      | CONST      | 2011        | E     |       |       |       | 3.131 |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Higley Intersection Improvement          | ACI-SOU-10-03-D        |                          | RARF      | DES        | 2011        | E     |       |       |       | 0.736 |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Higley Intersection Improvement          |                        |                          | RARF      | ROW        | 2012        | E     |       |       |       |       | 2.207 |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern/Higley Intersection Improvement          |                        |                          | RARF      | CONST      | 2013        | E     |       |       |       |       |       | 4.937 |      |      |      |      |      |      |      |      |       |       |       |       |       |
| <b>Southern Ave: Sossaman Rd to Meridian Rd</b>   | <b>ACI-SOU-20-03</b>   | 17.219                   |           |            |             | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       |       |
| Southern Ave: Sossaman Rd to Crismon              | ACI-SOU-20-03-A        |                          | STP-MAG   | DES        | 2020        | A     |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       | 1.041 |       |       |       |
| Southern Ave: Sossaman Rd to Crismon              |                        |                          | STP-MAG   | ROW        | 2021        |       |       |       |       |       |       |       |      |      |      |      |      |      |      |      |       |       |       |       | 3.123 |

| RTP Project   | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10 | FY11  | FY12  | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22  | FY23  | FY24  | FY25 | FY26  |       |
|---|----------------------|--------------------------|-----------|------------|-------------|-------|-------|-------|------|-------|-------|------|------|------|------|------|------|------|------|------|-------|-------|-------|------|-------|-------|
| Southern Ave: Sossaman Rd to Crismon  |                      |                          | STP-MAG   | CONST      | 2022        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 6.247 |       |       |      |       |       |
| Southern Ave: Crismon to Meridian   | ACI-SOU-20-03-B      |                          | STP-MAG   | DES        | 2022        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 0.694 |       |       |      |       |       |
| Southern Ave: Crismon to Meridian   |                      |                          | STP-MAG   | ROW        | 2023        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       | 2.082 |       |      |       |       |
| Southern Ave: Crismon to Meridian   |                      |                          | STP-MAG   | CONST      | 2024        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       | 4.030 |      |       |       |
| Stapley/University: Intersection Improvements                                   | All-STA-10-03        | 2.658                    |           |            |             | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | DES        | 2010        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      | 0.267 |       |
|   |                      |                          | RARF      | ROW        | 2011        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       | 0.801 |
|   |                      |                          | RARF      | CONST      | 2012        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       | 1.591 |
| Thomas Rd: Gilbert Rd to Val Vista Dr   | ACI-THM-10-03        | 5.316                    |           |            |             |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | DES        | 2008        |       | 0.357 |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | ROW        | 2008        |       | 1.327 |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | CONST      | 2009        |       |       | 3.632 |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| <b>University Dr: Val Vista Dr to Hawes Rd</b>                                  | <b>ACI-UNV-10-03</b> | 20.686                   |           |            |             | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| University Dr: Val Vista Dr to Higley   | ACI-UNV-10-03-A      |                          | STP-MAG   | DES        | 2019        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 1.041 |       |       |      |       |       |
| University Dr: Val Vista Dr to Higley   |                      |                          | STP-MAG   | ROW        | 2020        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 3.123 |       |       |      |       |       |
| University Dr: Val Vista Dr to Higley   |                      |                          | STP-MAG   | CONST      | 2021        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 6.247 |       |       |      |       |       |
| University Dr: Higley to Hawes  | ACI-UNV-10-03-B      |                          | STP-MAG   | DES        | 2021        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 1.041 |       |       |      |       |       |
| University Dr: Higley to Hawes  |                      |                          | STP-MAG   | ROW        | 2022        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       | 3.123 |       |      |       |       |
| University Dr: Higley to Hawes  |                      |                          | STP-MAG   | CONST      | 2023        |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       | 6.110 |      |       |       |
| <b>Val Vista Dr: University Dr to Baseline Rd</b>                               | <b>ACI-VAL-10-03</b> | 10.516                   |           |            |             | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| Val Vista Dr: Baseline Rd to Southern   | ACI-VAL-10-03-A      |                          | RARF      | DES        | 2010        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 0.608 |       |       |      |       |       |
| Val Vista Dr: Baseline Rd to Southern   |                      |                          | RARF      | ROW        | 2011        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 1.579 |       |       |      |       |       |
| Val Vista Dr: Baseline Rd to Southern   |                      |                          | RARF      | CONST      | 2012        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 3.123 |       |       |      |       |       |
| Val Vista Dr: Southern to University  | ACI-VAL-10-03-B      |                          | RARF      | DES        | 2012        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 0.521 |       |       |      |       |       |
| Val Vista Dr: Southern to University  |                      |                          | RARF      | ROW        | 2013        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 1.562 |       |       |      |       |       |
| Val Vista Dr: Southern to University  |                      |                          | RARF      | CONST      | 2014        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 3.123 |       |       |      |       |       |
| <b>PEORIA</b>   |                      |                          |           |            |             |       |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| Beardsley Connection :SR-101L to Beardsley Rd at 83rd Ave/Lake Pleasant Parkway | ACI-BRD-10-03        | 22.073                   |           |            |             | E     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | DES        | 2007        | E     |       |       |      | 1.616 |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | ROW        | 2007        | E     |       |       |      | 2.831 | 2.831 |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
|   |                      |                          | RARF      | CONST      | 2008-2009   | E     |       |       |      | 7.396 | 7.396 |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| <b>Happy Valley Rd: L303 to 67th Avenue</b>                                     | <b>ACI-HPV-10-03</b> | 19.646                   |           |            |             | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes              | ACI-HPV-10-03-A      |                          | RARF      | DES        | 2004        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes              |                      |                          | RARF      | ROW        | 2005        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      |       |       |       |      |       |       |
| Happy Valley Rd: Lake Pleasant Pkwy to Terramar Blvd- 0 to 2 lanes              |                      |                          | RARF      | CONST      | 2008        | A     |       |       |      |       |       |      |      |      |      |      |      |      |      |      | 6.549 |       |       |      |       |       |

| RTP Project  | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase     | FY for Work | A/D/E | FY08 | FY09 | FY10 | FY11  | FY12   | FY13  | FY14   | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22  | FY23  | FY24 | FY25 | FY26 |  |
|--|----------------------|--------------------------|-----------|----------------|-------------|-------|------|------|------|-------|--------|-------|--------|------|------|------|------|------|------|------|-------|-------|------|------|------|--|
| Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes  | ACI-HPV-10-03-B      |                          | STP-MAG   | DES            | 2022        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes  |                      |                          | STP-MAG   | ROW            | 2022        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      | 6.549 |       |      |      |      |  |
| Happy Valley Rd: Lake Pleasant Pkwy to 67th Ave - 6 lanes  |                      |                          | STP-MAG   | CONST          | 2022        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       | 6.549 |      |      |      |  |
| <b>Lake Pleasant Parkway: Beardsley Rd and Lake Pleasant Parkway/83rd Avenue to SR-74 (PHASE 1, 4 Lanes)</b> | <b>ACI-LKP-10-03</b> | 38.137                   |           |                |             |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes   | ACI-LKP-10-03-A      |                          | RARF      | Interim DES    | 2004        | A     |      |      |      | 0.971 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes   |                      |                          | RARF      | FINAL DES      | 2011        |       |      |      |      | 3.640 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 4 lanes   |                      |                          | RARF      | ROW            | 2012 & 2013 |       |      |      |      |       | 3.843  | 3.843 |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Dynamite Blvd to SR-74 - DCR: 2 to 6 lanes   |                      |                          | RARF      | CONST          | 213 & 2014  |       |      |      |      |       |        | 5.432 | 5.432  |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion   | ACI-LKP-10-03-B      |                          | RARF      | DES            | 2003        | E     |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion   |                      |                          | RARF      | ROW            | 2004        | E     |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion   |                      |                          | RARF      | FINAL DES      | 2003        | E     |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to Dynamite Rd, 4 lane portion   |                      |                          | RARF      | CONST          | 2006        | E/A   |      |      |      |       | 4.022  | 4.022 |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements  | ACI-LKP-10-03-C      |                          | RARF      | DES            | 2011        |       |      |      |      | 2.311 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements  |                      |                          | RARF      | ROW            | 2011        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Lake Pleasant Pkwy: Union Hills to SR-74: Intersection Improvements  |                      |                          | RARF      | CONST          | 2012        |       |      |      |      |       | 4.623  |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| <b>PHOENIX</b>   |                      |                          |           |                |             |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Avenida Rio Salado: 7th St to SR-202L  | ACI-RIO-10-03        | 42.412                   |           |                |             |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          |           | Corridor Study | 2007        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | DES            | 2011        |       |      |      |      | 4.045 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | ROW            | 2011        |       |      |      |      | 5.352 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | ROW            | 2012        |       |      |      |      |       | 10.234 |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | CONST          | 2013        |       |      |      |      |       |        | 8.017 |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | CONST          | 2014        |       |      |      |      |       |        |       | 14.763 |      |      |      |      |      |      |      |       |       |      |      |      |  |
| Black Mountain Boulevard   | ACI-BMT-10-03        | 21.379                   |           |                |             |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          |           | Corridor Study | 2007        |       |      |      |      |       |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |
|  |                      |                          | STP-MAG   | DES            | 2010        |       |      |      |      | 2.439 |        |       |        |      |      |      |      |      |      |      |       |       |      |      |      |  |

| RTP Project  | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase | FY for Work | A/D/E | FY08  | FY09  | FY10 | FY11  | FY12  | FY13   | FY14   | FY15 | FY16  | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26  |  |
|--|----------------------|--------------------------|-----------|------------|-------------|-------|-------|-------|------|-------|-------|--------|--------|------|-------|------|------|------|------|------|------|------|------|------|-------|--|
|  |                      |                          | STP-MAG   | ROW        | 2011        |       |       |       |      | 2.340 |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | STP-MAG   | CONST      | 2012        |       |       |       |      |       | 8.299 |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | STP-MAG   | CONST      | 2013        |       |       |       |      |       |       | 8.300  |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| <b>Happy Valley Rd:67th Avenue to I-17</b>                             | <b>ACI-HPV-20-03</b> | 15.717                   |           |            |             |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| Happy Valley: I-17 to 35th Avenue                                      | ACI-HPV-20-03-A      |                          | RARF      | DES        | 2003        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.564 |  |
| Happy Valley: I-17 to 35th Avenue                                      |                      |                          | RARF      | ROW        | 2004        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.011 |  |
| Happy Valley: I-17 to 35th Avenue                                      |                      |                          | RARF      | CONST      | 2005        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 4.864 |  |
| Happy Valley: 35th Avenue to 43rd Avenue                               | ACI-HPV-20-03-B      |                          | RARF      | DES        | 2008        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.307 |  |
| Happy Valley: 35th Avenue to 43rd Avenue                               |                      |                          | RARF      | ROW        | 2010        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.842 |  |
| Happy Valley: 35th Avenue to 43rd Avenue                               |                      |                          | RARF      | CONST      | 2011        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 2.896 |  |
| Happy Valley: 43rd to 55th Avenue                                      | ACI-HPV-20-03-C      |                          | RARF      | DES        | 2009        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.434 |  |
| Happy Valley: 43rd to 55th Avenue                                      |                      |                          | RARF      | ROW        | 2010        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.203 |  |
| Happy Valley: 43rd to 55th Avenue                                      |                      |                          | RARF      | CONST      | 2011        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 2.896 |  |
| Happy Valley: 55th to 67th Avenue                                      | ACI-HPV-20-03-D      |                          | RARF      | DES        | 2010        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 0.434 |  |
| Happy Valley: 55th to 67th Avenue                                      |                      |                          | RARF      | CONST      | 2012        |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      | 2.266 |  |
| Sonoran Blvd: Central to 32nd St                                       | ACI-SON-10-03        | 30.971                   |           |            |             |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | DES        | 2011        |       |       |       |      | 3.930 |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | ROW        | 2012        |       |       |       |      |       | 6.229 |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | CONST      | 2013        |       |       |       |      |       |       | 10.406 | 10.406 |      |       |      |      |      |      |      |      |      |      |      |       |  |
| <b>SCOTTSDALE</b>  |                      |                          |           |            |             |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| Carefree Hwy: Cave Creek Rd to Scottsdale Rd                           | ACI-CFR-10-03        | 8.898                    |           |            |             | A     |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | DES        | 2014        | A     |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | ROW        | 2015        | A     |       |       |      |       |       |        |        |      | 2.639 |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | CONST      | 2016        |       |       |       |      |       |       |        |        |      | 6.259 |      |      |      |      |      |      |      |      |      |       |  |
| <b>SR-101L North Frontage Roads: Pima/Princess Dr to Scottsdale Rd</b> | <b>ACI-SFN-10-03</b> | 22.073                   |           |            |             |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd                        | ACI-SFN-10-03-A      |                          | RARF      | DES        | 2007        |       | 0.688 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd                        |                      |                          | RARF      | ROW        | 2008        |       | 2.461 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Hayden Rd to Scottsdale Rd                        |                      |                          | RARF      | CONST      | 2008        |       | 3.558 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd                 | ACI-SFN-10-03-B      |                          | RARF      | PRE-DES    | 2008        |       | 0.050 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd                 |                      |                          | RARF      | DES        | 2008        |       | 0.599 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd                 |                      |                          | RARF      | ROW        | 2008        |       | 0.584 |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L Frontage Rd: Pima Rd/ Princess Dr to Hayden Rd                 |                      |                          | RARF      | CONST      | 2009        |       |       | 4.490 |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
|  |                      |                          | RARF      | SAVINGS    | 2009        |       |       | 9.645 |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |
| SR-101L South Frontage Roads: Hayden to Pima                           | ACI-SFS-10-03        | 13.174                   |           |            |             |       |       |       |      |       |       |        |        |      |       |      |      |      |      |      |      |      |      |      |       |  |

| RTP Project  | RTP Code             | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase      | FY for Work | A/D/E | FY08  | FY09  | FY10   | FY11   | FY12  | FY13   | FY14   | FY15   | FY16  | FY17  | FY18  | FY19  | FY20  | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 |
|--|----------------------|--------------------------|-----------|-----------------|-------------|-------|-------|-------|--------|--------|-------|--------|--------|--------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
|  |                      |                          | RARF      | PRE-DES         | 2008        |       | 0.127 |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | DES             | 2008        |       | 0.578 |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | ROW             | 2009        |       |       | 5.663 |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | CONST           | 2010        |       |       |       | 4.045  |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | SAVINGS         | 2010        |       |       |       | 2.762  |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Miller Rd/SR-101L Underpass  | ACI-MLR-10-03        | 13.290                   |           |                 |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | STP-MAG   | DES             | 2018        |       |       |       |        |        |       |        |        |        |       |       | 1.329 |       |       |      |      |      |      |      |      |
|  |                      |                          | STP-MAG   | ROW             | 2019        |       |       |       |        |        |       |        |        |        |       |       |       | 3.260 |       |      |      |      |      |      |      |
|  |                      |                          | STP-MAG   | CONST           | 2020        |       |       |       |        |        |       |        |        |        |       |       |       |       | 8.701 |      |      |      |      |      |      |
| Pima Rd: Happy Valley Rd to Dynamite Blvd  | ACI-PMA-20-03        | 22.535                   |           |                 |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | DES             | 2016        |       |       |       |        |        |       |        |        |        | 2.342 |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | ROW             | 2017        |       |       |       |        |        |       |        |        |        |       | 4.938 |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | CONST           | 2018        |       |       |       |        |        |       |        |        |        |       |       | 7.627 | 7.627 |       |      |      |      |      |      |      |
| <b>Pima Rd: Thompson Peak Parkway to Happy Valley &amp; Dynamite to Cave Creek</b> | <b>ACI-PMA-10-03</b> | <b>79.046</b>            |           |                 |             | A     |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Thompson Peak Parkway to Pinnacle Peak                                    | ACI-PMA-10-03-A      |                          | RARF      | DES             | 2006        | A     |       |       |        | 0.652  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Thompson Peak Parkway to Pinnacle Peak                                    |                      |                          | RARF      | ROW             | 2006        | A     |       |       |        | 1.810  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Thompson Peak Parkway to Pinnacle Peak                                    |                      |                          | RARF      | CONST           | 2008        | A     |       |       |        | 10.497 |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd/Happy Valley Intersection Improvement                                      | ACI-PMA-10-03-B      |                          |           | CONST           | 2007        | A     |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Pinnacle Peak to Happy Valley Rd  | ACI-PMA-10-03-C      |                          | RARF      | DES             | 2011        |       |       |       |        | 0.652  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Pinnacle Peak to Happy Valley Rd  |                      |                          | RARF      | ROW             | 2012        |       |       |       |        |        | 2.534 |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Pinnacle Peak to Happy Valley Rd  |                      |                          | RARF      | CONST           | 2013        |       |       |       |        |        |       | 5.792  |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Dynamite Blvd to Stagecoach Rd  | ACI-PMA-10-03-D      |                          | RARF      | DES             | 2011        |       |       |       |        | 2.172  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Dynamite Blvd to Stagecoach Rd  |                      |                          | RARF      | ROW             | 2012        |       |       |       |        |        | 3.620 |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: Dynamite Blvd to Stagecoach Rd  |                      |                          | RARF      | CONST           | 2013-2014   |       |       |       |        |        |       | 13.755 | 13.755 |        |       |       |       |       |       |      |      |      |      |      |      |
| CAREFREE; Pima Rd: Stagecoach Rd to Cave Creek                                     | ACI-PMA-10-03-E      |                          | RARF      | CONST           | 2014        |       |       |       |        |        |       |        | 5.171  |        |       |       |       |       |       |      |      |      |      |      |      |
| Project Savings  |                      |                          | RARF      | Project Savings | 2014&2015   |       |       |       |        |        |       |        | 6.735  | 11.904 |       |       |       |       |       |      |      |      |      |      |      |
| Pima Rd: McKellips to Via Linda  | ACI-PMA-30-03        | 29.122                   |           |                 |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          |           | Pre-DES         | 2008        |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | DES             | 2009        |       |       | 1.955 |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | ROW             | 2009        |       |       | 3.439 |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | RARF      | CONST           | 2010/11     |       |       |       | 12.452 | 11.277 |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Scottsdale Airport Runway Tunnel   | ACI-SAT-10-03        | 66.680                   |           |                 |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          | STP-MAG   | CONST           |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
|  |                      |                          |           |                 |             |       |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| <b>Scottsdale Rd: Thompson Peak Pkwy to Happy Valley Rd</b>                        | <b>ACI-SCT-10-03</b> | <b>12.712</b>            |           |                 |             | A     |       |       |        |        |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak                                 | ACI-SCT-10-03-A      |                          | RARF      | PRE DES         | 2007        | A     |       |       |        | 0.362  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak                                 |                      |                          | RARF      | DES             | 2009        | A     |       |       |        | 0.688  |       |        |        |        |       |       |       |       |       |      |      |      |      |      |      |

| RTP Project  | RTP Code        | Remn. Reg. Budget 2007\$ | Fund Type | Work Phase    | FY for Work | A/D/E | FY08   | FY09   | FY10   | FY11    | FY12   | FY13    | FY14    | FY15   | FY16   | FY17    | FY18    | FY19   | FY20   | FY21     | FY22   | FY23    | FY24   | FY25   | FY26 |
|--|-----------------|--------------------------|-----------|---------------|-------------|-------|--------|--------|--------|---------|--------|---------|---------|--------|--------|---------|---------|--------|--------|----------|--------|---------|--------|--------|------|
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak |                 |                          | RARF      | ROW           | 2010        | A     |        |        |        | 2.715   |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Scottsdale Rd: Thompson Peak Pkwy to Pinnacle Peak |                 |                          | RARF      | CONST         | 2010        | A     |        |        |        | 7.239   |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Scottsdale Rd: Pinnacle Peak to Happy Valley       | ACI-SCT-10-03-B |                          | RARF      | DES           | 2013        |       |        |        |        |         |        | 1.708   |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Scottsdale Rd: Pinnacle Peak to Happy Valley       |                 |                          | RARF      | ROW           | 2014        |       |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Scottsdale Rd: Pinnacle Peak to Happy Valley       |                 |                          | RARF      | CONST         | 2015        |       |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Scottsdale Rd: Happy Valley Rd to Carefree Hwy     | ACI-SCT-20-03   | 27.042                   |           |               |             |       |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | DES           | 2016        |       |        |        |        |         |        |         |         |        | 3.116  |         |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | ROW           | 2017        |       |        |        |        |         |        |         |         |        |        | 5.632   |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | CONST         | 2018/2019   |       |        |        |        |         |        |         |         |        |        |         | 7.483   | 10.811 |        |          |        |         |        |        |      |
| <b>Shea Blvd: SR-101L to SR-87</b>                 | ACI-SHA-20-03   | 22.073                   |           |               |             | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 90th St                               | ACI-SHA-20-03-A |                          | RARF      | DES           | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 90th St                               |                 |                          | RARF      | CONST         | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 92nd St                               | ACI-SHA-20-03-B |                          | RARF      | DES           | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 92nd St                               |                 |                          | RARF      | CONST         | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 96nd St                               | ACI-SHA-20-03-C |                          | RARF      | DES           | 2004        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 96nd St                               |                 |                          | RARF      | ROW           | 2003        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 96nd St                               |                 |                          | RARF      | CONST         | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at Via Linda St                          | ACI-SHA-20-03-D |                          | RARF      | DES           | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at Via Linda St                          |                 |                          | RARF      | CONST         | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 124th St                              | ACI-SHA-20-03-E |                          | RARF      | DES           | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 124th St                              |                 |                          | RARF      | CONST         | 2006        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 134th St                              | ACI-SHA-20-03-F |                          | RARF      | DES           | 2007        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd at 134th St                              |                 |                          | RARF      | CONST         | 2007        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd - SR-101L to 96th St, ITS Improvements   | ACI-SHA-20-03-G |                          | RARF      | DES           | 2007        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Shea Blvd - SR-101L to 96th St, ITS Improvements   |                 |                          | RARF      | CONST         | 2008        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Regional Reimbursement for the advanced project    |                 |                          | RARF      | Reimbursement |             |       |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| Union Hills: Hayden to Pima                        | ACI-UNH-10-03   | 12.943                   |           |               |             | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | DES           | 2019        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | ROW           | 2020        | A     |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
|  |                 |                          | RARF      | CONST         | 2021        |       |        |        |        |         |        |         |         |        |        |         |         |        |        |          |        |         |        |        |      |
| ITS Program  | AOP-ITS-10-03   | 57.782                   | CMAQ      |               |             |       | 5.559  | 5.441  | 5.467  | 5.494   | 5.521  | 5.548   | 5.575   | 5.601  | 5.628  | 5.656   | 2.294   |        |        |          |        |         |        |        |      |
|  |                 |                          |           |               | TOTAL       |       | 74.829 | 73.171 | 94.144 | 127.185 | 93.448 | 127.384 | 101.951 | 75.393 | 88.593 | 112.015 | 100.657 | 76.616 | 62.939 | 109.3968 | 99.905 | 92.2112 | 79.093 | 81.534 | 0    |

**PROGRAM TOTAL: 1670.465**

**ITS: 57.782**

**ARTERIAL STREETS: 1612.688**

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

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

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

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

|                                     | FY 08        | FY 09        | FY 10        | FY 11        | FY 12        | FY 13        | FY 14        | FY 15         | FY 16         | FY 17         | FY 18         | FY 19         | FY 20         | FY 21         | FY 22         | FY 23         | FY 24         | FY 25         | FY 26         | FY 27         | FY 28         | Total           |                 |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|-----------------|
| Arizona Avenue Arterial BRT         |              |              |              | 0.71         | 0.71         | 0.71         | 0.71         | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71          | 0.71            | 12.80           |
| Buckeye Express                     |              |              |              |              |              |              |              | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30          | 0.30            | 4.22            |
| Superstition Freeway Connector      |              |              |              |              | 0.12         | 0.12         | 0.12         | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12          | 0.12            | 2.12            |
| Grand Avenue Limited                |              |              |              |              |              | 0.88         | 0.88         | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88          | 0.88            | 14.02           |
| Pima Express                        |              |              |              |              |              | 0.40         | 0.40         | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40          | 0.40            | 6.39            |
| Peoria Express                      |              |              |              |              |              | 0.41         | 0.41         | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41          | 0.41            | 6.11            |
| Scottsdale/Rural Arterial BRT       |              |              |              |              |              |              | 1.56         | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56          | 1.56            | 23.46           |
| S. Central Express                  |              |              |              |              |              |              |              | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63          | 0.63            | 8.89            |
| Black Canyon Freeway Connector      |              |              |              |              |              |              |              |               | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37          | 0.37            | 4.87            |
| Deer Valley Express                 | 1.21         | 1.21         | 1.57         | 1.57         | 1.57         | 1.57         | 1.57         | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57          | 1.57            | 32.30           |
| South Central Avenue Arterial BRT   |              |              |              |              |              |              |              |               | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67          | 0.67            | 8.69            |
| Ahwatukee Connector                 |              |              |              |              |              |              |              |               |               | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17          | 0.17            | 1.99            |
| Anthem Express                      |              |              |              |              |              |              |              |               |               |               | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43            | 4.71            |
| Santan Express                      |              |              |              |              |              |              |              |               |               |               | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27          | 1.27            | 13.93           |
| Red Mountain Freeway Connector      |              |              |              |              |              |              |              |               |               |               |               | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43            | 4.34            |
| Superstition Springs Express        |              |              |              |              |              |              |              |               |               |               |               | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90          | 0.90            | 8.99            |
| Avondale Express                    |              |              |              |              |              |              |              |               |               |               |               |               | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43            | 3.86            |
| North I-17 Express                  |              |              |              |              |              |              |              |               |               |               |               |               |               |               | 0.48          | 0.48          | 0.48          | 0.48          | 0.48          | 0.48          | 0.48          | 0.48            | 3.39            |
| Loop 303 Express                    |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43          | 0.43            | 2.58            |
| SR 51 Express                       | 0.82         | 0.82         | 0.82         | 0.82         | 0.82         | 0.82         | 0.82         | 0.82          | 0.82          | 0.82          | 0.82          | 0.82          | 0.82          | 0.82          | 1.00          | 1.00          | 1.00          | 1.00          | 1.00          | 1.00          | 1.00          | 1.00            | 18.44           |
| Ahwatukee Express                   | 1.03         | 1.03         | 1.03         | 1.03         | 1.03         | 1.03         | 1.03         | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03          | 1.03            | 21.53           |
| Chandler Boulevard Arterial BRT     |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               | 1.25          | 1.25          | 1.25          | 1.25          | 1.25          | 1.25          | 1.25            | 6.27            |
| <b>Total BRT/Express</b>            | <b>4.62</b>  | <b>7.52</b>  | <b>7.88</b>  | <b>8.94</b>  | <b>9.07</b>  | <b>10.34</b> | <b>12.31</b> | <b>13.25</b>  | <b>14.29</b>  | <b>14.46</b>  | <b>16.15</b>  | <b>17.49</b>  | <b>17.92</b>  | <b>17.92</b>  | <b>18.58</b>  | <b>19.01</b>  | <b>20.26</b>  | <b>20.26</b>  | <b>20.26</b>  | <b>20.26</b>  | <b>20.26</b>  | <b>20.26</b>    | <b>311.06</b>   |
| <b>Other Operating</b>              |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               |                 |                 |
| ADA Complementary Paratransit       | 4.20         | 5.77         | 6.59         | 6.95         | 8.07         | 9.90         | 11.39        | 13.12         | 13.57         | 13.61         | 13.67         | 14.77         | 15.92         | 16.50         | 16.91         | 17.37         | 17.80         | 17.81         | 17.81         | 17.81         | 17.81         | 17.81           | 277.33          |
| Regional Customer Services          | 6.94         | 6.94         | 6.94         | 6.94         | 6.94         | 6.94         | 6.94         | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94          | 6.94            | 145.71          |
| RPTA Planning and Administration    | 5.52         | 5.52         | 5.52         | 5.52         | 5.52         | 5.52         | 5.52         | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52          | 5.52            | 115.82          |
| Safety and Security Programs        | 1.32         | 1.73         | 1.95         | 2.02         | 2.28         | 2.70         | 3.09         | 3.56          | 3.73          | 3.74          | 3.78          | 4.21          | 4.68          | 5.04          | 5.16          | 5.30          | 5.49          | 5.49          | 5.49          | 5.49          | 5.49          | 5.49            | 81.77           |
| <b>Total Other Operating</b>        | <b>17.97</b> | <b>19.95</b> | <b>20.99</b> | <b>21.43</b> | <b>22.80</b> | <b>25.06</b> | <b>26.93</b> | <b>29.13</b>  | <b>29.75</b>  | <b>29.80</b>  | <b>29.90</b>  | <b>31.43</b>  | <b>33.06</b>  | <b>33.99</b>  | <b>34.53</b>  | <b>35.12</b>  | <b>35.75</b>  | <b>35.75</b>  | <b>35.75</b>  | <b>35.75</b>  | <b>35.75</b>  | <b>35.75</b>    | <b>620.62</b>   |
| <b>Operating Contingency</b>        | <b>1.32</b>  | <b>1.73</b>  | <b>1.95</b>  | <b>2.02</b>  | <b>2.28</b>  | <b>2.70</b>  | <b>3.09</b>  | <b>3.56</b>   | <b>3.73</b>   | <b>3.74</b>   | <b>3.78</b>   | <b>4.21</b>   | <b>4.68</b>   | <b>5.04</b>   | <b>5.16</b>   | <b>5.30</b>   | <b>5.49</b>   | <b>5.49</b>   | <b>5.49</b>   | <b>5.49</b>   | <b>5.49</b>   | <b>5.49</b>     | <b>81.77</b>    |
| <b>Total Bus Operating Projects</b> | <b>45.88</b> | <b>56.53</b> | <b>62.17</b> | <b>64.13</b> | <b>70.81</b> | <b>82.06</b> | <b>92.00</b> | <b>104.14</b> | <b>108.24</b> | <b>108.46</b> | <b>109.54</b> | <b>120.08</b> | <b>131.58</b> | <b>139.96</b> | <b>143.16</b> | <b>146.62</b> | <b>151.35</b> | <b>151.35</b> | <b>151.35</b> | <b>151.35</b> | <b>151.35</b> | <b>151.35</b>   | <b>2,342.10</b> |
| <b>Bus Capital Projects</b>         |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               |                 |                 |
| <b>Fleet Acquisition</b>            |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               |                 |                 |
| Buses                               | 61.45        | 64.75        | 26.78        | 66.28        | 49.90        | 45.75        | 58.25        | 17.50         | 60.48         | 8.28          | 33.95         | 60.30         | 69.60         | 68.15         | 28.10         | 64.05         | 54.95         | 44.05         | 22.55         | 40.14         | 42.15         | 987.39          |                 |
| Rural Buses                         |              |              |              | 0.23         | 0.55         |              |              |               | 0.23          | 0.55          |               |               |               | 0.23          | 0.55          |               |               |               | 0.23          | 0.55          |               | 3.12            |                 |
| Paratransit Buses                   | 5.23         | 5.46         | 4.99         | 4.21         | 5.38         | 4.76         | 5.46         | 4.68          | 4.76          | 5.07          | 5.30          | 5.07          | 5.07          | 4.37          | 5.46          | 4.91          | 5.46          | 4.68          | 1.09          | 4.03          | 3.77          | 99.21           |                 |
| Commuter Vanpools                   | 1.65         | 2.10         | 2.10         | 2.10         | 2.10         | 2.10         | 2.10         | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10          | 2.10            | 43.65           |
| <b>Total Fleet Acquisition</b>      | <b>68.33</b> | <b>72.31</b> | <b>33.87</b> | <b>72.82</b> | <b>57.93</b> | <b>52.61</b> | <b>65.81</b> | <b>24.28</b>  | <b>67.57</b>  | <b>15.99</b>  | <b>41.35</b>  | <b>67.47</b>  | <b>76.77</b>  | <b>74.85</b>  | <b>36.21</b>  | <b>71.06</b>  | <b>62.51</b>  | <b>50.83</b>  | <b>25.98</b>  | <b>46.81</b>  | <b>48.02</b>  | <b>1,133.37</b> |                 |
| <b>Park and Rides</b>               |              |              |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               |                 |                 |
| East Buckeye                        |              | 0.09         | 1.70         | 2.58         |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Price/202                           | 1.79         | 2.58         |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Val Vista/202                       |              |              |              |              |              |              |              |               | 0.09          | 1.70          | 2.58          |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Glendale Grand                      |              |              |              | 0.09         | 1.70         | 2.58         |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Country Club                        |              | 0.09         | 1.70         | 2.58         |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Peoria Grand                        |              |              |              | 0.09         | 1.70         | 2.58         |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Laveen/59th Ave                     |              |              |              |              |              |              | 0.09         | 1.70          | 2.58          |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Elliot/I-10                         |              |              |              |              |              |              |              |               | 0.09          | 1.70          | 2.58          |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Camelback/101                       |              |              |              |              |              | 0.09         | 1.70         | 2.58          |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Happy Valley-I-17                   | 1.70         | 2.58         |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.28            |                 |
| Cactus                              | 1.79         | 2.58         |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Grand/Surprise                      | 4.37         |              |              |              |              |              |              |               |               |               |               |               |               |               |               |               |               |               |               |               |               | 4.37            |                 |
| Loop 303                            |              |              |              |              |              |              |              |               |               |               |               |               |               | 0.09          | 1.70          | 2.58          |               |               |               |               |               | 4.37            |                 |
| <b>Total Park and Rides</b>         | <b>9.66</b>  | <b>7.91</b>  | <b>3.41</b>  | <b>5.33</b>  | <b>3.41</b>  | <b>5.24</b>  | <b>1.79</b>  | <b>4.37</b>   | <b>4.37</b>   | <b>4.28</b>   | <b>2.58</b>   |               |               | <b>0.09</b>   | <b>1.70</b>   | <b>2.58</b>   |               |               |               |               |               | <b>56.71</b>    |                 |

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

|  | FY 08         | FY 09         | FY 10        | FY 11         | FY 12        | FY 13         | FY 14         | FY 15        | FY 16        | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | FY 27        | FY 28        | Total           |       |
|--|---------------|---------------|--------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|-------|
| <b>Transit Centers</b>                       |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Chandler Mall 4-bay                          | 1.85          |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| Downtown Chandler 4-bay                      | 0.04          | 0.70          | 1.12         |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| Glendale/Grand 4-bay                         |               |               |              | 0.04          | 0.70         | 1.12          |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| Bell-101 6-bay                               |               |               |              |               |              |               |               |              |              | 0.06         | 1.04         | 1.57         |              |              |              |              |              |              |              |              |              | 2.67            |       |
| Mesa Downtown 6-bay                          | 0.06          | 1.04          | 1.57         |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 2.67            |       |
| Peoria 4-bay                                 |               |               |              |               |              | 0.04          | 0.70          | 1.12         |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| 19thAveCamelback 6-bay                       | 1.10          | 1.57          |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 2.67            |       |
| 44th Cactus 6-bay                            |               |               |              |               |              | 0.06          | 1.04          | 1.57         |              |              |              |              |              |              |              |              |              |              |              |              |              | 2.67            |       |
| Central Station Rehab                        |               |               | 0.13         |               |              | 0.83          | 5.42          |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 6.38            |       |
| Metrocenter TC Rehab                         |               | 0.13          | 0.38         | 5.87          |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 6.38            |       |
| Scottsdale 4-bay                             |               |               |              |               |              | 0.04          | 0.70          | 1.12         |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| South Tempe 4-bay                            | 0.73          | 1.12          |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 1.85            |       |
| College/ASU Expansion/Rehab                  |               |               |              |               |              |               |               |              | 0.13         | 0.38         | 0.45         | 5.42         |              |              |              |              |              |              |              |              |              | 6.38            |       |
| <b>Total Transit Centers</b>                 | <b>3.79</b>   | <b>4.55</b>   | <b>3.20</b>  | <b>5.90</b>   | <b>0.70</b>  | <b>2.08</b>   | <b>7.85</b>   | <b>3.81</b>  | <b>0.13</b>  | <b>0.44</b>  | <b>1.49</b>  | <b>6.98</b>  |              |              |              |              |              |              |              |              |              | <b>40.92</b>    |       |
| <b>Operations and Maintenance Facilities</b> |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Paratransit EVDAR                            |               |               |              |               |              |               |               |              |              | 0.64         | 8.57         |              |              |              |              |              |              |              |              |              |              | 9.21            |       |
| Rehab - Mesa                                 |               |               |              |               |              |               | 0.75          | 8.69         |              |              |              |              |              |              |              |              |              |              |              |              |              | 9.45            |       |
| Phoenix                                      | 12.14         | 14.23         |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 26.37           |       |
| Phoenix Heavy                                |               |               |              | 0.58          |              | 31.88         | 13.91         |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 46.37           |       |
| Rehab Phx-South                              |               |               |              |               |              |               | 0.75          | 8.69         |              |              |              |              |              |              |              |              |              |              |              |              |              | 9.45            |       |
| Paratransit Phoenix                          |               |               |              |               | 0.64         | 8.57          |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 9.21            |       |
| Tempe  | 12.14         | 14.23         |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 26.37           |       |
| Fixed Route (New)                            |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              | 2.32         | 23.48        | 20.58        |              |              | 46.37           |       |
| Rural Facility                               |               |               |              |               |              |               |               |              |              | 0.05         | 0.75         |              |              |              |              |              |              |              |              |              |              | 0.80            |       |
| Vanpool                                      |               |               |              |               |              |               |               |              |              |              | 0.37         | 0.58         | 4.46         |              |              |              |              |              |              |              |              | 5.41            |       |
| <b>Total O &amp; M Facilities</b>            | <b>24.29</b>  | <b>28.46</b>  |              | <b>0.58</b>   | <b>0.64</b>  | <b>40.45</b>  | <b>15.42</b>  | <b>17.39</b> |              | <b>0.68</b>  | <b>9.70</b>  | <b>0.58</b>  | <b>4.46</b>  |              |              |              | <b>2.32</b>  | <b>23.48</b> | <b>20.58</b> |              |              | <b>189.01</b>   |       |
| <b>BRT Right-of-Way Improvements</b>         |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Main Street                                  | 7.26          | 7.26          |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 14.52           |       |
| Arizona Avenue                               |               |               | 10.15        | 10.15         |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 20.30           |       |
| Scottsdale/Rural Roads                       |               |               |              |               |              | 15.65         | 15.65         |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 31.29           |       |
| South Central Avenue                         |               |               |              |               |              |               | 8.02          | 8.02         |              |              |              |              |              |              |              |              |              |              |              |              |              | 16.05           |       |
| Chandler Boulevard                           |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              | 12.54        | 12.54        |              |              |              |              | 25.08           |       |
| <b>Total BRT ROW</b>                         | <b>7.26</b>   | <b>7.26</b>   | <b>10.15</b> | <b>10.15</b>  |              | <b>15.65</b>  | <b>23.67</b>  | <b>8.02</b>  |              |              |              |              |              |              |              | <b>12.54</b> | <b>12.54</b> |              |              |              |              | <b>107.23</b>   |       |
| <b>Other Capital Improvements</b>            |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Bus Stop Amenities                           | 1.18          | 0.80          | 0.80         | 0.80          | 0.80         | 0.80          | 0.80          | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80         | 0.80            | 17.22 |
| Bus Pullouts                                 | 1.07          | 0.73          | 0.73         | 0.73          | 0.73         | 0.73          | 0.73          | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73         | 0.73            | 15.63 |
| ITS/VMS                                      | 1.18          | 0.53          | 1.13         |               | 0.58         | 0.70          | 0.94          | 0.77         | 0.89         | 0.94         | 0.92         | 1.97         | 3.42         | 14.54        | 5.25         | 0.19         | 2.46         | 3.11         | 4.68         | 2.97         | 2.57         | 49.74           |       |
| <b>Total Other Capital</b>                   | <b>3.43</b>   | <b>2.06</b>   | <b>2.66</b>  | <b>1.53</b>   | <b>2.11</b>  | <b>2.23</b>   | <b>2.47</b>   | <b>2.30</b>  | <b>2.42</b>  | <b>2.47</b>  | <b>2.45</b>  | <b>3.50</b>  | <b>4.95</b>  | <b>16.07</b> | <b>6.78</b>  | <b>1.72</b>  | <b>3.99</b>  | <b>4.64</b>  | <b>6.21</b>  | <b>4.50</b>  | <b>4.10</b>  | <b>82.59</b>    |       |
| <b>Contingency for Capital Projects</b>      | <b>12.92</b>  | <b>13.58</b>  | <b>5.41</b>  | <b>8.34</b>   | <b>4.18</b>  | <b>15.66</b>  | <b>13.39</b>  | <b>8.28</b>  | <b>4.63</b>  | <b>2.23</b>  | <b>5.17</b>  | <b>5.29</b>  | <b>5.21</b>  | <b>4.79</b>  | <b>2.72</b>  | <b>6.89</b>  | <b>6.53</b>  | <b>7.70</b>  | <b>5.57</b>  | <b>2.57</b>  | <b>2.61</b>  | <b>143.66</b>   |       |
| <b>Total Bus Capital Projects</b>            | <b>129.68</b> | <b>136.13</b> | <b>58.69</b> | <b>104.65</b> | <b>68.95</b> | <b>133.92</b> | <b>130.41</b> | <b>68.45</b> | <b>79.11</b> | <b>26.09</b> | <b>62.73</b> | <b>83.83</b> | <b>91.39</b> | <b>95.81</b> | <b>47.41</b> | <b>94.79</b> | <b>87.88</b> | <b>86.64</b> | <b>58.33</b> | <b>53.88</b> | <b>54.73</b> | <b>1,753.50</b> |       |
| <b>Light Rail Transit Capital Projects</b>   |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| <b>Systemwide Support</b>                    |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Regional Reimbursements for MOS              | 47.08         | 48.33         | 43.09        | 30.88         |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 169.38          |       |
| System Plan and Design                       |               |               |              |               | 8.88         | 8.63          |               |              |              |              |              |              |              |              |              |              | 28.70        | 28.70        | 33.18        |              |              | 108.09          |       |
| Systemwide Infrastructure                    |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 7.25            |       |
| Utility Reimbursements                       | 7.25          |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 7.25            |       |
| <b>Total Systemwide Support</b>              | <b>54.32</b>  | <b>48.33</b>  | <b>43.09</b> | <b>39.76</b>  | <b>8.63</b>  |               |               |              |              |              |              |              |              |              |              |              | <b>28.70</b> | <b>28.70</b> | <b>33.18</b> |              |              | <b>284.71</b>   |       |
| <b>LRT Extensions</b>                        |               |               |              |               |              |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              |                 |       |
| Northwest Link - Phase 1                     | 31.28         | 81.53         | 68.82        | 47.49         | 17.50        |               |               |              |              |              |              |              |              |              |              |              |              |              |              |              |              | 246.62          |       |
| Northwest Link - Phase 2                     |               |               |              | 1.23          | 5.02         | 6.38          | 10.61         | 14.31        | 39.04        | 36.76        | 18.74        |              |              |              |              |              |              |              |              |              |              | 132.09          |       |
| Central Mesa                                 | 1.52          | 3.24          | 4.59         | 7.07          | 9.16         | 7.49          | 78.18         | 60.83        |              |              |              |              |              |              |              |              |              |              |              |              |              | 172.09          |       |
| Tempe South                                  | 1.15          | 1.72          | 4.48         | 5.51          | 7.92         | 33.64         | 54.42         | 27.21        |              |              |              |              |              |              |              |              |              |              |              |              |              | 136.04          |       |
| Glendale                                     |               | 0.92          | 1.72         | 6.08          | 10.56        | 17.22         | 34.55         | 80.88        | 113.65       | 78.81        |              |              |              |              |              |              |              |              |              |              |              | 344.40          |       |

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

|                                   | FY 08         | FY 09         | FY 10         | FY 11         | FY 12         | FY 13         | FY 14         | FY 15         | FY 16         | FY 17         | FY 18         | FY 19         | FY 20         | FY 21         | FY 22         | FY 23         | FY 24         | FY 25         | FY 26         | FY 27         | FY 28         | Total           |
|-----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|
| I-10 West                         |               |               |               | 1.06          | 1.87          | 11.88         | 22.16         | 38.92         | 68.42         | 155.24        | 225.78        | 186.55        | 45.81         |               |               |               |               |               |               |               |               | 757.68          |
| NE Phoenix                        |               |               |               |               |               |               |               |               | 1.21          | 2.01          | 13.43         | 25.26         | 39.84         | 57.46         | 37.48         | 205.38        | 247.28        | 197.23        |               |               |               | 826.56          |
| <b>Total LRT Extensions</b>       | <b>33.95</b>  | <b>87.41</b>  | <b>79.61</b>  | <b>68.45</b>  | <b>52.03</b>  | <b>76.61</b>  | <b>199.92</b> | <b>222.14</b> | <b>222.32</b> | <b>272.82</b> | <b>257.95</b> | <b>211.81</b> | <b>85.64</b>  | <b>57.46</b>  | <b>37.48</b>  | <b>205.38</b> | <b>247.28</b> | <b>197.23</b> |               |               |               | <b>2,615.48</b> |
| <b>Total LRT Capital Projects</b> | <b>88.27</b>  | <b>135.75</b> | <b>122.70</b> | <b>108.21</b> | <b>60.66</b>  | <b>76.61</b>  | <b>199.92</b> | <b>222.14</b> | <b>222.32</b> | <b>272.82</b> | <b>257.95</b> | <b>211.81</b> | <b>85.64</b>  | <b>57.46</b>  | <b>37.48</b>  | <b>205.38</b> | <b>275.98</b> | <b>225.93</b> | <b>33.18</b>  |               |               | <b>2,900.19</b> |
| <b>Total TLCF Expenditures</b>    | <b>263.83</b> | <b>328.40</b> | <b>243.56</b> | <b>276.99</b> | <b>200.43</b> | <b>292.59</b> | <b>422.32</b> | <b>394.73</b> | <b>409.67</b> | <b>407.37</b> | <b>430.22</b> | <b>415.72</b> | <b>308.62</b> | <b>293.23</b> | <b>228.05</b> | <b>446.79</b> | <b>515.21</b> | <b>463.92</b> | <b>242.86</b> | <b>205.23</b> | <b>206.08</b> | <b>6,995.80</b> |

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

- Funding adjustments (see Chapter 7) were implemented to reflect changes in the development schedule of the LRT Northwest Extension, which will be implemented in two phases instead of a single project. It is anticipated that the RPTA will consider this change in May 2007.