TRANSPORTATION IMPROVEMENT PROGRAM
FOR
FISCAL YEARS 1976-1980

MARICOPA•ASSOCIATION•OF•GOVERNMENTS

Transportation & Planning Office

TRANSPORTATION IMPROVEMENT PROGRAM
FOR
FISCAL YEARS 1976-1980

JUNE, 1975

MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION AND PLANNING OFFICE
URBAN AREA OF MARICOPA COUNTY, ARIZONA

This report was prepared by the Maricopa Association of Governments Transportation and Planning Office in cooperation with and financed in part by the U. S. Department of Transportation - Federal Highway Administration and Urban Mass Transportation Administration on the 30th day of June, 1975.

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

SUSPENSE DATE_____

____DONALD_____ ____BOND_____
____OHSIEK_____ ____JOHNSON_____
____JOLLY_____ ____PENDERGAST_____
____GEHLE_____ ____SANCHO_____
____WARD_____ ____YOUNG_____
____MEYERS_____ ____TAYLOR_____
____FILE_____
____SUSPENSE FILE_____
****
____HIGHWAY_____
____RIGHT-OF-WAY_____
****
____REMARKS_____

FROM_____DATE_____

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CONCEPT OF IMPROVEMENT PROGRAMMING

The ultimate objective of the continuing transportation planning process is the development of an adequate transportation system. One of the primary tools to achieve this objective is the development of a long-range transportation plan. Such a plan must be continually revised and updated to meet the needs of a dynamic urban area.

The highway transportation plan for Maricopa County as shown on the following page has been accepted by the Maricopa Association of Governments Regional Council as the basis for the continuing process of transportation system planning and implementation. Each year the plan is reviewed by the Regional Council and any necessary revisions are incorporated.

For the transportation planning process to be truly effective, a direct link must be established between long-range planning and the decision-making activity which leads to implementation. To establish this link, improvement programming procedures were developed and approved by the MAG Regional Council and instituted in 1968 with the first Five-Year Major Street and Highway Improvement Program. These procedures are based on the following principles:

- *The review of individual projects should be accomplished within the framework of an overall transportation program for the urban area.*

- *To provide for coordination and continuity, five-year programs for the urban area should be developed and reviewed on an annual basis.*

- *To provide a total overview, five-year programs should include all proposed projects that require the expenditure of public funds regardless of whether or not Federal aid is anticipated.*

- *The annual development and review of five-year programs should be completed prior to the annual budgeting activities of individual jurisdictions.*

- *Individual budgeting matters should remain the prerogative of the individual jurisdictions.*

Accordingly, this Transportation Improvement Program which encompasses streets, highways and airports was prepared by the MAG Transportation and Planning Office in cooperation with the member agencies and it was approved by the MAG Regional Council. The Program is limited to the approximately 1,200 square miles of Maricopa County, which comprise the Greater Phoenix Metropolitan Area and its environs. This area is called the MAG Primary Planning Area.

HIGHWAY ELEMENT

OF

FY 1976-1980

TRANSPORTATION IMPROVEMENT PROGRAM

NUMBER	BASE	MAP
TP 2C - 6	DR. 2-75 BY CLM	DR. 6-30-75 BY CLM
	REV. ___ BY ___	REV. ___ BY ___

Exact Location Under Study
Durango Connection
Recommended By
MAG Regional Council

Under Study

I hereby certify that this Transportation System Plan for Maricopa County has been accepted by the Regional Council of the Maricopa Association of Governments as the basis for the continuing process of transportation system planning and implementation.

June 30, 1975

John J. DeBolske, Secretary

Scale of Miles
0 1 2 3 4 5

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office *
[illegible] WEST 2ND STREET
TEMPE, ARIZONA

TRANSPORTATION SYSTEM PLAN

LEGEND

- Transit Service Area
- Existing Freeway
- Freeway/Parkway/Expressway
- Committed Freeway
- Major Street

"This map was prepared by the Maricopa Association of Governments Transportation and Planning Office in cooperation with and financed in part by the U. S. Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration on the 30th day of June, 1975"

FINANCING STREETS AND HIGHWAYS

The critical element in any capital improvement program is the availability of funds. Street and highway improvements are certainly no exception. Road improvements are funded from three general sources: Federal aid, state and local taxes, and property owners. Each of these sources is briefly examined below.

Federal Aid

Money for Federal aid for highways comes from the 4¢-per-gallon Federal tax on gasoline and certain excise taxes on automotive products. This money is assigned to the Highway Trust Fund for transportation purpose uses. Federal aid for highways is made available to the 50 states, and through them, to the local governmental units based on a complex of Federal-aid road systems. The map on page 11 illustrates the approved Federal-aid System for the MAG Primary Planning Area.

The amount of money authorized each year for each System is determined by Congress and allocated to the State of Arizona using certain formulas which take into account Arizona's population, area and road mileage relative to that of other states. The State at its discretion is then permitted by the Federal Highway Administration to obligate a certain portion of the Federal aid to improvement projects. Allocations for fiscal year 1976 are shown in Table H-I.

The Interstate, Rural Primary, Urban Extensions of the Primary, and Priority Primary Systems are the sole responsibility of the State Department of Transportation; therefore, the Federal-aid funds for these systems are available only to the State.

The Rural Secondary System is comprised of mileage under either State or County jurisdiction. The State and the Counties each have a separate fund for their Federal-aid Secondary Roads. Equitable distribution to the counties of their 50% of Rural FA Secondary System funds is supervised by the Arizona Department of Transportation through its Local Government Coordination Group.

Inside designated urban areas the continuation of Rural Primary and Secondary routes may be funded with Urban Extension Funds. However, urban extensions of the secondary system are no longer being added to the Urban Extension category because after FY 1976, Urban Extension money can only be spent on Primary extensions.

Urban System Funds are the major source of Federal aid available to designated urban areas, including the Phoenix metropolitan area. In accordance with the 1973 Federal Highway Act, which requires "fair and equitable" treatment of incorporated municipalities of 200,000 or more,

the State earmarks Federal-aid Urban System funds for the Phoenix urbanized area. While the city of Phoenix is assured of its proportionate share based on population within its municipal boundaries, other cities within the urban area may share the remainder.

Under certain provisions up to 40 percent of the Federal-aid funds may be transferred between the Rural Primary and Secondary systems. The same percent transfer may be made between the two urban funds (Primary extensions and the Urban System). Additional Federal funds for specific purposes are available through other programs not discussed here.

State and Local Taxes

The primary source of state and local tax money available for road construction is derived from the state tax on motor fuels. Arizona collects eight cents for each gallon of motor fuel sold in the State. This as well as all other Arizona Highway User Revenue is divided as follows:

Agency	Percent
The Arizona Highway Patrol Fund	11
The State Highway Fund	57
The Counties	15
Incorporated Cities and Towns	17

The counties and cities often supplement the user revenue they receive with other tax money from the general fund and from bonds. The amount of such money which is used is determined solely by the individual governmental agency.

Another potential source of funds for street and highway improvements is through the Federal General Revenue Sharing program. This funding source began in Fiscal Year 1973, and is currently funded through Fiscal Year 1977. The restrictions on the use of General Revenue Sharing monies are relatively few, with the primary one being that they may not be used to match other Federal grants-in-aid.

Property Owners

The burden of the cost of road improvements is sometimes borne directly by the owners of the property abutting the roadways. On major arterials, their share is usually limited to donation of right-of-way. Some governmental units require property owners to pay for the sidewalks, the curbs and gutters, and even a portion of the street surface. This practice is usually limited to the cities, and policies vary widely.

Collector and local streets, on the other hand, are almost always built entirely by developers or property owners through improvement districts. Since government is involved only to the extent of setting standards and providing maintenance, these streets are not included in most improvement programs.

General Obligation Bonds are another source of funds for streets and highways. On April 29, 1975, the voters of Phoenix approved $37.5 million for capital improvements to streets.

FEDERAL-AID SYSTEMS

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office * 1004 WEST 52nd STREET TEMPE, ARIZONA

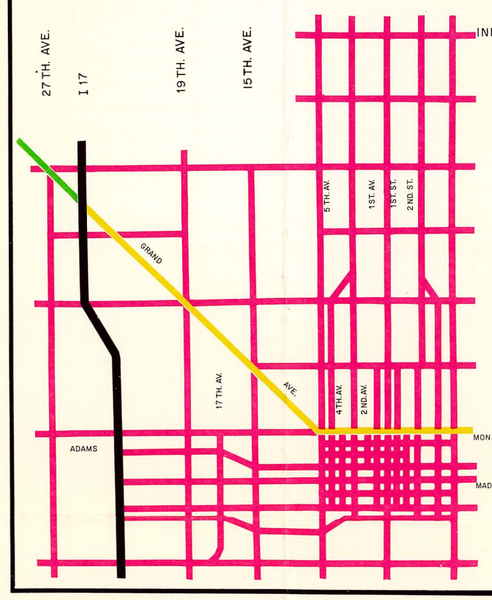
"This map was prepared by the Maricopa Association of Governments Transportation and Planning Office in cooperation with and financed in part by the U. S. Department of Transportation - Federal Highway Administration, on the 15th day of November, 1974."

Legend:

- PRIMARY PLANNING AREA
- URBAN BOUNDARY
- INTERSTATE
- PRIORITY PRIMARY
- PRIMARY and EXTENSIONS
- URBAN
- SECONDARY
- EXISTING STREETS

Scale of Miles: 0 1 2 3 4 5

PHOENIX



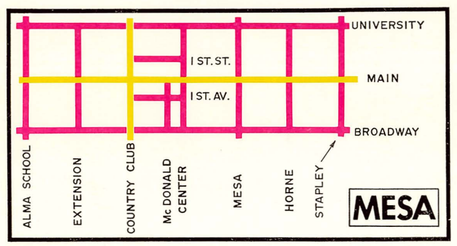


TABLE H-I

FEDERAL-AID ALLOCATIONS TO ARIZONA

Federal Aid System	Fiscal Year				
	1972	1973	1974	1975	1976
INTERSTATE	$72,912,000	$74,168,118	$51,015,899	$59,471,349	$58,864,498
RURAL PRIMARY	$ 8,400,517	$ 8,255,683	$ 9,214,024	$ 9,582,809	$10,849,875
PRIORITY PRIMARY			$ 1,236,356	$ 2,498,205	$ 3,710,909
RURAL SECONDARY	$ 2,675,140	$ 2,626,775	$ 2,642,257	$ 2,737,945	$ 3,051,528
COUNTY RURAL SECONDARY	$ 2,675,140	$ 2,626,776	$ 2,642,257	$ 2,737,946	$ 3,051,527
URBAN EXTENSIONS OF PRIMARY & SECONDARY	$ 2,530,637	$ 2,530,637	$ 2,628,233	$ 2,746,891	$ 2,718,862
URBAN SYSTEM	$ 949,037	$ 949,037	$ 6,810,647	$ 6,966,823	$ 6,985,279
TOPICS	$ 920,232	$ 920,232			
1/2% URBAN PLANNING			$ 214,750	$ 242,067	$ 246,325
TOTALS	$ 91,062,703	$91,077,258	$76,404,423	$86,984,035	$89,478,803

PROGRAMMED IMPROVEMENTS - FISCAL YEARS 1976-1980

The map on page 17 graphically depicts the locations of the improvements planned for the years 1976-1980. Three symbols are used to identify the project as being the responsibility of the Arizona Department of Transportation, Maricopa County, or a City or Town. The City or Town may be identified by the shaded area which represents the incorporated limits as of January 1, 1975.

Each project shown on the map is further identified by a letter indicating the Federal-aid System followed by the relative priority number of that project within its system and jurisdiction. For example, an RS1 on a solid green band indicates the highest priority Arizona Department of Transportation project on the Federal-aid Rural Secondary System. See the map legend for other abbreviations.

Table H-II shows a summary of the estimated cost of completing the programmed improvements for each governmental jurisdiction. The amounts shown in this table do not necessarily reflect estimated revenues.

The costs in Table H-II are further broken down by their expected revenue source. The Federal aid was calculated by taking 94.26 percent or 85.71 percent (the current matching ratio for Interstate and other Systems, respectively) of the estimated construction cost of all projects on which Federal aid is anticipated.

Special types of projects are authorized different Federal-aid matching ratios as follows:

Pavement Marking Research and Demonstration Programs	100%
Projects For High-hazard Locations	90%
Programs For Elimination of Roadside Obstacles	90%
Bridge Replacement	75%
Scenic Enhancement	75%
Rail-Highway Crossings	90%
Federal-aid Safer Roads Demonstration Program (projects not on a Federal-aid System)	90%

Table H-III includes all programmed improvements in the MAG Primary Planning Area for Fiscal Years 1976 through 1980. The projects are separated by jurisdiction starting with the Arizona Department of Transportation, followed by Maricopa County, and then the fifteen incorporated Cities listed alphabetically. The proposed projects are listed by priority by year within each Federal-aid System.

Projects which are not funded through the Federal-aid System are categorized as non-federal-aid projects even though they may be on a Federal-aid route or may be funded through the Federal General Revenue Sharing program whose funds are not earmarked for highway expenditures and are considered supplements to State and Local general funds.

The location and discription of the improvement is necessarily brief, but does include all of the basic elements to be associated with the project. The length of the project is given as accurately as current information permits.

All of the costs indicated are estimates supplied by the jurisdiction. Final costs may vary substantially. The construction cost indicated includes an estimate of the cost to plan and design the improvements; in most cases, this is apporximately three percent of the construction cost.

Funding plans are the prerogative of the individual jurisdictions; therefore, the compilation of the information in Table H-II and Table H-III reflects the individual jurisdiction submittals.

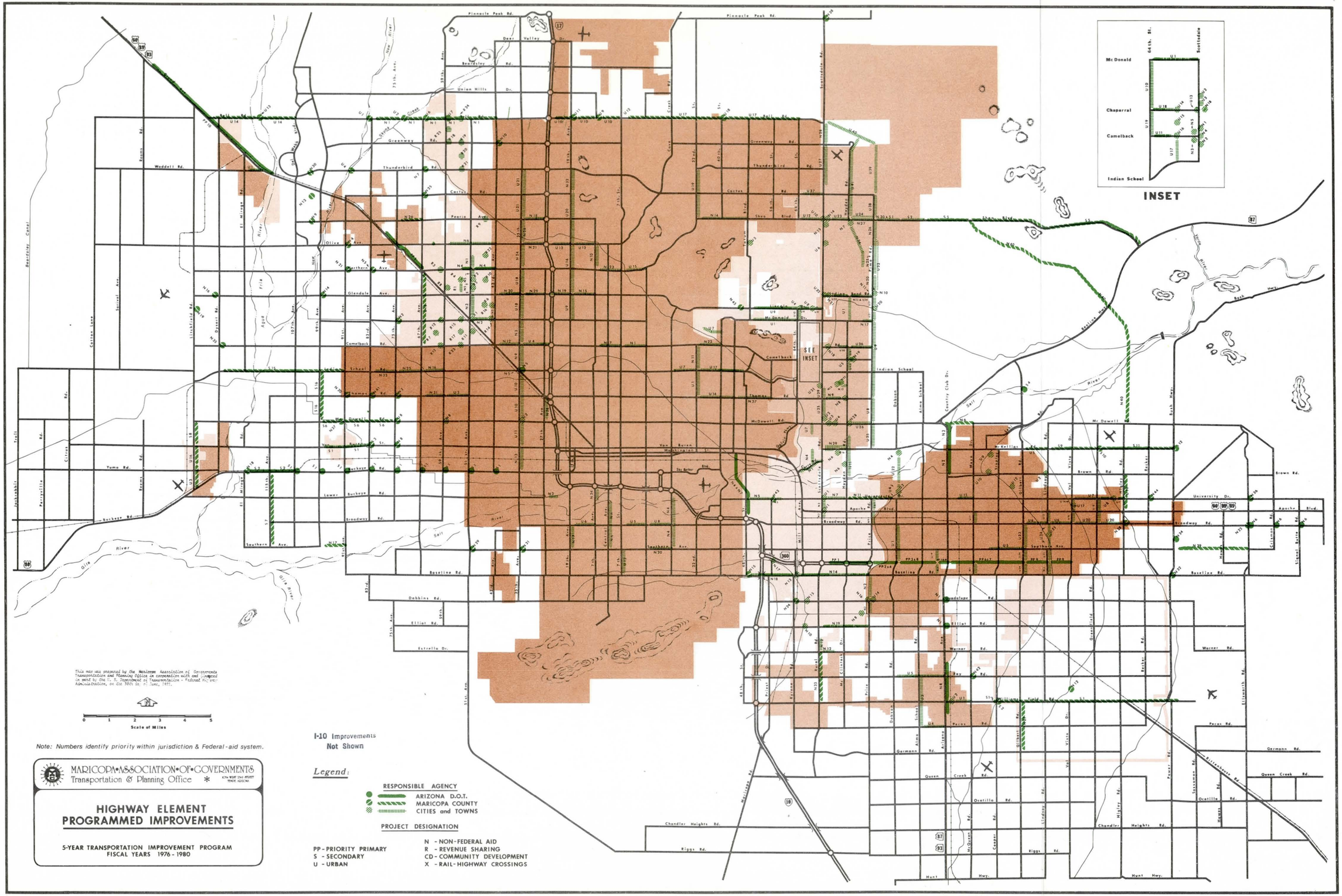
TABLE H-II

PROGRAM SUMMARY BY JURISDICTION*

Jurisdiction	Federal Aid	State and Local Funds		Total
		Local Matching	Non-Federal Aid**	
Arizona DOT	$ 236,367,870	$ 19,582,130	$11,800,000	$ 267,750,000
Maricopa County	14,205,151	2,368,354	3,458,150	20,031,655
Avondale	---	---	---	---
Chandler	2,172,426	362,314	---	2,534,740
El Mirage	428,550	71,450	---	500,000
Gilbert	---	---	---	---
Glendale	18,000	2,000	3,638,792	3,658,792
Goodyear	---	---	---	---
Mesa	7,006,793	1,168,207	816,000	8,991,000
Paradise Valley	1,559,065	259,935	---	1,819,000
Peoria	---	---	1,100,000	1,100,000
Phoenix	20,578,971	3,431,029	37,508,000	61,518,000
Scottsdale	9,418,329	1,570,271	3,003,000	13,991,600
Surprise	---	---	---	---
Tempe	459,406	76,594	5,617,000	6,153,000
Tolleson	857,100	142,900	---	1,000,000
Youngtown	---	---	---	---
TOTAL	$ 293,071,661	$ 29,035,184	$ 66,940,942	$ 389,047,787

*The amounts shown on this table do not necessarily reflect estimated revenues.

**Includes projects funded by General Revenue Sharing Funds.



This map was prepared by the Maricopa Association of Governments Transportation and Planning Office in cooperation with and financed in part by the U. S. Department of Transportation - Federal Highway Administration, as the 1976 to 1980 Transportation Improvement Program.

Scale of Miles: 0 1 2 3 4 5

Note: Numbers identify priority within jurisdiction & Federal-aid system.

I-10 Improvements Not Shown

Legend:

RESPONSIBLE AGENCY
- ARIZONA D.O.T.
- MARICOPA COUNTY
- CITIES and TOWNS

PROJECT DESIGNATION

PP - PRIORITY PRIMARY
S - SECONDARY
U - URBAN
N - NON-FEDERAL AID
R - REVENUE SHARING
CD - COMMUNITY DEVELOPMENT
X - RAIL-HIGHWAY CROSSINGS

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office

HIGHWAY ELEMENT PROGRAMMED IMPROVEMENTS

5-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 1976 - 1980

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
ARIZONA DEPARTMENT OF TRANSPORTATION - INTERSTATE								
FY 76								
1	I 10	PERRYVILLE RD	BULLARD RD	GRADE DRAIN & STRUCTURES	4.90			6,000,000
2	I 10	BULLARD RD	DYSART RD	GRADE DRAIN & STRUCTURES	2.90			8,700,000
3	I 17	CAMELBACK RD	ARIZONA CANAL	LANDSCAPING	--			600,000
4	I 17	BUCKEYE RD	ARIZONA CANAL	SAW CLEAN & SEAL JOINTS	--			350,000
5	I 17	JCT I 10	PEORIA AVE	FREEWAY SURVEILLANCE &CONTROL	--			230,000
FY 77								
6	I 10	PERRYVILLE RD	DYSART RD	BASE COURSE & PAVE	7.60			3,750,000
7	I 10	AGUA FRIA RV BR		BRIDGE & APPROACHES	0.20			2,300,000
8	I 10	AGUA FRIA RV BR	91ST AVE	GRADE DRAIN & STRUCTURES	4.50			15,600,000
9	I 10	91ST AVE	EAST	GRADE DRAIN & PAVE	8.50			11,000,000
10	I 10	40TH ST	BASELINE RD	LANDSCAPING	--			800,000
11	I 17	GREENWAY RD T I		TRAFFIC SIGNALS	--			110,000
FY 78								
12	I 10	AGUA FRIA RIVER	91ST AVE	BASE COURSE & PCC PAVE	4.50			4,770,000
13	I 10	91ST AVE	EAST	GRADE DRAIN STRS & PAVE	8.50			32,000,000
14	I 17	BUCKEYE RD	BELL RD	SIGNS & LIGHTING	16.00			2,180,000
FY 79								
15	I 10	91ST AVE	EAST	GRADE,DRAIN STRS & PAVE	8.50			47,400,000
16	I 17	JCT I 10	19TH AVE	LIGHTING & SAFETY	3.90			730,000
17	I 17	19TH AVE	BUCKEYE RD	LIGHTING	1.00			210,000
FY 80								
18	I 10	91ST AVE	EAST UNIT IV	GRADE DRAIN & STRUCTURES	8.50			34,300,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
ARIZONA DEPARTMENT OF TRANSPORTATION (CONT'D) - Interstate								
FY 80								
19	I 10	JCT I 17	SALT RIVER BR	LIGHTING	1.20			290,000
20	I 17	JCT I 10	16TH ST	LANDSCAPING	--			530,000
21	I 17	ENCANTO BLVD	THOMAS RD	WIDEN ROADWAY & STRUCTURES	0.70			6,600,000
22	I 510	BUCKEYE RD	VAN BUREN ST	GD, S & PCC PAVE	1.20			20,300,000
				ARIZONA DOT INTERSTATE TOTAL	82.60			198,750,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
ARIZONA DEPARTMENT OF TRANSPORTATION - PRIORITY PRIMARY								
FY 76								
1	SR 360	RURAL RD	PRICE RD	LANDSCAPE & IRRIGATION	1.90			1,000,000
2	SR 360	PRICE RD	DOBSON RD	GD-STR-PCC	1.70			7,000,000
FY 77								
3	SR 360	DOBSON RD	JCT SR 87	GD-STR-PCC	2.00			12,200,000
4	SR 360	PRICE RD	DOBSON RD	LANDSCAPE & IRRIGATION	1.00			400,000
5	US 60	PEORIA OP SECTION		GD-S-OP	2.30			3,400,000
FY 78								
6	SR 360	JCT SR 87	GILBERT RD UNIT I	GD-STR-PCC	1.50			7,000,000
FY 79								
7	SR 360	JCT SR 87	GILBERT RD UNIT 2	GD-STR-PCC	1.50			7,400,000
FY 80								
8	SR 360	DOBSON RD	SR 87 UNIT I	LANDSCAPE & IRRIGATION	1.00			400,000
9	SR 360	GILBERT RD	VAL VISTA RD	GD-S	2.00			10,000,000
10	US 60	BEARDSLEY RD	AGUA FRIA	GD-AC	7.80			6,300,000
				ARIZONA DOT PRIORITY PRIMARY TOTAL	22.70			55,100,000
SECONDARY								
FY 76								
1	US 80	CASHION	43RD AVE	CHAN & SIGNALS	--			1,000,000
FY 79								
2	US 80	123RD AVE	107TH AVE	GD-S	2.00			1,100,000
				ARIZONA DOT SECONDARY TOTAL	2.00			2,100,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
ARIZONA DEPARTMENT OF TRANSPORTATION (CONT'D) - NON-FEDERAL AID								
FY 76								
1	SR 87	ELLIOT & GUADALUPE RDS		CHAN & SIGNALS	--			500,000
2	SR 87	BROWN RD	MC KELLIPS RD	GD-AC	1.00			1,000,000
3	SR 87	SALT RIVER BRIDGE & APPROACHES		GD-STR-AC	1.00			1,500,000
4	SR 143	JCT I-10	WASHINGTON ST UNIT I	GD-S	1.80			1,900,000
5	US 60	GRAND AVE	SFRR OP	OP	--			1,000,000
6	US 60	ELLSWORTH, CRISMAN & SIGNAL BUTTE RDS		CHAN & SIGNALS	--			600,000
FY 77								
7	SR 143	JCT I-10	WASHINGTON ST UNIT 2	GD-AC	1.00			2,500,000
FY 78								
8	SR 87	DENVER ST	KNOX RD	GD-AC	2.00			2,800,000
				ARIZONA DOT NON-FEDERAL AID TOTAL	6.80			11,800,000
				ARIZONA DOT PROGRAMMED TOTAL	114.10			267,750,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - URBAN SYSTEM								
FY 76								
1	BELL RD	BRIDGE AT NEW RIVER		2 LANE REINFORCED CONCRETE WIDEN TO 74'	0.10	525,000	-0-	525,000
2	BELL RD	BRIDGE AT SKUNK CREEK		2 LANE REINFORCED CONCRETE WIDEN TO 74'	0.10	590,000	-0-	590,000
3	LITCHFIELD RD	SRPP	SAN XAVIER BLVD	4 LANE, 2 1/4", AC, 3/4" AC FINISH COURSE, 72', MEDIAN 16'	1.20	442,600	50,000	492,600
4	THUNDERBIRD RD	BRIDGE AT NEW RIVER		4 LANE REINFORCED CONCRETE 68'	0.50	445,000	5,000	450,000
5	MC KELLIPS RD	GILBERT RD	LINDSAY RD	4 LANE AC, 10' BST SHOULDERS 48'	1.00	200,000	5,000	205,000
FY 77								
6	BELL RD	AT 67TH AVE		SIGNALIZATION, STREET LIGHTING	0.10	12,000	-0-	12,000
7	BELL RD	AT 59TH AVE		SIGNALIZATION, STREET LIGHTING	0.10	18,000	-0-	18,000
8	MC DOWELL RD	AT 75TH AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	14,000	-0-	14,000
FY 78								
9	BELL RD	BRIDGE AT CAVE CREEK		4 LANE REINFORCED CONCRETE, 72', MEDIAN 16'	0.10	300,000	-0-	300,000
10	BELL RD	I-17	7TH ST	4 LANE DIVIDED AC, 72', MEDIAN 16'	3.00	600,000	-0-	600,000
11	BELL RD	AT 19TH AVE		SIGNALIZATION, STREET LIGHTING	0.10	18,000	-0-	18,000
12	BELL RD	AT 7TH ST		SIGNALIZATION, STREET LIGHTING	0.10	18,000	-0-	18,000
FY 79								
13	BELL RD	BRIDGE AT AGUA FRIA RIVER		2 LANE REINFORCED CONCRETE, WIDEN TO 74'	0.15	850,000	-0-	850,000
14	BELL RD	GRAND AVE	107TH AVE	2 LANE AC, 56', MEDIAN 16', 10' BST SHOULDERS	3.50	400,000	-0-	400,000
15	67TH AVE	CAMELBACK RD	GRAND AVE	4 LANE AC, CURB & GUTTER 68'	3.00	540,000	60,000	600,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - URBAN SYSTEM (CONT'D)								
16	LITCHFIELD RD	SAN XAVIER BLVD	VAN BUREN ST	4 LANE DIVIDED AC, 10' BST SHOULDERS, 72', MEDIAN 16'	0.70	225,000	10,000	235,000
FY 80								
17	BELL RD	7TH ST	64TH ST	4 LANE DIVIDED AC, 56', MEDIAN 16'	8.00	2,000,000	640,000	2,640,000
18	BELL RD	AT 40TH ST		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	10,000	1,000	11,000
19	HIGLEY RD	APACHE TRAIL	BROWN RD	GRADE, DRAIN, PAVE 48'	1.50	198,705	32,500	231,205
				MARICOPA COUNTY URBAN SYSTEM TOTAL	23.45	7,406,305	803,500	8,209.805
RURAL SECONDARY								
FY 76								
1	WMS FIELD RD	CHANDLER CL	WILLIAMS AFB	WIDEN ROADWAY TO 48', 10' SHOULDERS, INTERSECTIONS WIDENED TO 60', RELOCATION, CONSTRUCTION OF IRRIGATION STRUCTURES	7.50	1,875,000	125,000	2,000,000
2	WMS FIELD RD	BRIDGE AT CONSOLIDATED CANAL		4 LANE REINFORCED CONCRETE 68'	0.10	60,000	-0-	60,000
3	VAN BUREN ST	AT 83RD AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	13,000	-0-	13,000
FY 77								
4	GILBERT RD	BRIDGE AT SALT RIVER		4 LANE MULTIPLE METAL ARCH, 28'	0.50	350,000	-0-	350,000
5	SHEA BLVD	SCOTTSDALE CL	BEELINE HWY	2 LANE AC, 56', MEDIAN 16', 10' BST SHOULDERS	9.00	980,000	-0-	980,000
FY 78								
6	MC DOWELL RD	99TH AVE	75TH AVE	WIDEN EXISTING 28' TO 48', RE-LOCATION & CONSTRUCTION OF DRAINAGE & IRRIGATION STRUCTURES	3.00	560,000	25,000	585,000
7	115TH AVE	SOUTHERN AVE	U S 80	GRADE, DRAIN, PAVE 28' ROADWAY 10' EARTH SHOULDERS, PAVEMENT WIDENED TO 40' AT INTERSECTIONS	3.00	601,700	26,000	627,700
8	LITCHFIELD RD	VAN BUREN ST	MC DOWELL RD	4 LANE DIVIDED AC, 10' BST SHOULDERS, 72', MEDIAN 16'	1.00	240,000	12,000	252,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - RURAL SECONDARY (CONT'D)								
FY 79								
9	MC KELLIPS RD	LINDSAY RD	GREENFIELD RD	48' AC, BST SHOULDERS, WIDEN TO 60' AT MAJOR INTERSECTIONS	2.00	350,000	30,000	380,000
10	MC KELLIPS RD	GREENFIELD RD		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	14,000	-0-	14,000
11	MC KELLIPS RD	GREENFIELD RD	BUSH HWY	48' AC, BST SHOULDERS, WIDEN TO 60' AT MAJOR INTERSECTIONS	3.00	450,000	30,000	480,000
12	MC KELLIPS RD	AT BUSH HWY		SIGNALIZATION, STREET LIGHTING	0.10	8,000	-0-	8,000
FY 80								
13	CAREFREE HWY	BRIDGE AT SKUNK CREEK		2 LANE, 38' REINFORCED CONCRETE	0.30	345,000	-0-	345,000
14	CAREFREE HWY	BRIDGE AT CAVE CREEK		4 LANE REINFORCED CONCRETE 36'	0.20	310,000	-0-	310,000
15	INDIAN SCHOOL RD	DYSART RD	91ST AVE	4 LANE AC 10' BST SHOULDERS, 48'	5.00	1,500,000	60,000	1,560,000
16	99TH AVE	MC DOWELL RD	INDIAN SCHOOL RD	4 LANE AC, 10' BST SHOULDERS, 72' MEDIAN 16'	2.00	386,000	13,000	399,000
				MARICOPA COUNTY RURAL SECONDARY TOTAL	36.90	8,042,700	321,000	8,363,700
NON-FEDERAL AID								
FY 76								
1	BELL RD	83RD AVE	43RD AVE	2 LANE AC, BST SHOULDERS, 56' MEDIAN 16'	5.00	600,000	-0-	600,000
2	BETHANY HOME RD	AT 75TH AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	13,000	-0-	13,000
3	THOMAS RD	AT 75TH AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	13,000	-0-	13,000
4	OLIVE AVE	AT 91ST AVE		SIGNALIZATION, FLASHER STREET LIGHTING	0.10	4,000	-0-	4,000
5	NORTHERN AVE	AT 83RD AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	10,000	-0-	10,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - NON-FEDERAL AID (CONT'D)								
6	MC DOWELL RD	SR 87	MESA DR	4 LANE, AC, 48', 10' SHOULDERS	1.50	210,000	15,000	225,000
7	THUNDERBIRD RD	AT 67TH AVE		SIGNALIZATION, WIDEN	0.10	13,000	-0-	13,000
8	VAN BUREN ST	AT 75TH AVE		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	13,000	1,000	14,000
9	PEORIA AVE	AT 103RD AVE		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000
10	GREENWAY RD	AT 43RD AVE		SIGNALIZATION, STREET LIGHTING	0.10	11,000	-0-	11,000
FY 77								
11	UNIVERSITY DR	HAYDEN RD	TEMPE CANAL	PAVEMENT WIDENING, CURB & GUTTER & OVERLAY, 68'	1.80	180,000	-0-	180,000
12	VAL VISTA DR	BRIDGE AT EASTERN CANAL		4 LANE REINFORCED CONCRETE 68'	0.10	30,000	-0-	30,000
13	ALABAMA AVE	AT 103RD AVE		SIGNALIZATION, STREET LIGHTING	0.10	13,000	-0-	13,000
14	GLENDALE AVE	AT 99TH AVE		SIGNALIZATION, STREET LIGHTING	0.10	11,000	-0-	11,000
15	BASELINE RD	AT 48TH ST		SIGNALIZATION, STREET LIGHTING	0.10	4,000	-0-	4,000
16	GLENDALE AVE	AT LALOMAI		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000
17	SOUTHERN AVE	99TH AVE	91ST AVE	28' AC, 10' SHOULDERS	1.00	--	--	--
18	U S 80	AT EL MIRAGE RD		SIGNALIZATION, STREET LIGHTING	0.10	7,000	-0-	7,000
19	LITCHFIELD RD	AT LUKE AFB (S GATE)		SIGNALIZATION, STREET LIGHTING	0.10	12,000	-0-	12,000
20	THOMAS RD	AT 91ST AVE		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	14,000	1,000	15,000
21	NORTHERN AVE	AT 91ST AVE		SIGNALIZATION, STREET LIGHTING	0.10	14,000	1,000	15,000
FY 78								
22	PALO VERDE RD	BRIDGE AT RID CANAL		4 LANE REINFORCED CONCRETE 50'	0.10	30,000	-0-	30,000
23	BROADWAY RD	AT ELLSWORTH RD		SIGNALIZATION, STREET LIGHTING	0.10	11,000	-0-	11,000
24	GUADALUPE RD	AT KYRENE RD		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - NON-FEDERAL AID (CONT'D)								
25	CACTUS RD	AT 67TH AVE		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	13,000	-0-	13,000
26	PEORIA AVE	75TH AVE	67TH AVE	4 LANE AC, 48', 10' BST SHOULDERS	1.00	230,000	10,000	240,000
27	GILBERT RD	GERMANN RD	WMS FIELD RD	2 LANE AC, 28', 10' EARTH SHOULDERS	2.00	157,900	18,000	175,900
28	BROADWAY RD	AT HIGLEY RD		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000
29	SOUTHERN AVE	AT 51ST AVE		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000
30	103RD AVE	AT BOSWELL BLVD		SIGNALIZATION, STREET LIGHTING	0.10	9,000	-0-	9,000
31	SOUTHERN AVE	AT 35TH AVE		SIGNALIZATION, STREET LIGHTING	0.10	10,000	-0-	10,000
32	BASELINE RD	AT POWER RD		SIGNALIZATION, STREET LIGNTING, WIDEN	0.10	17,000	-0-	17,000
33	RURAL RD	WMS FIELD RD	WARNER RD	2 LANE AC, 28', 10' EARTH SHOULDERS	2.00	181,250	5,000	186.250
34	POWER RD	AT VIA ROSSMOOR		SIGNALIZATION, STREET LIGHTING	0.10	13,000	-0-	13,000
35	CAMELBACK RD	AT DYSART RD		SIGNALIZATION, STREET LIGHTING	0.10	12,000	-0-	12,000
36	UNIVERSITY DR	AT ELLSWORTH RD		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	13,000	1,000	14,000
37	MC DOWELL RD	AT 92ND ST		SIGNALIZATION, STREET LIGHTING	0.10	14,000	-0-	14,000
38	SCOTTSDALE RD	AT PINNACLE PEAK RD		SIGNALIZATION, STREET LIGHTING, WIDEN	0.10	13,000	-0-	13,000
39	SOUTHERN AVE	POWER RD	ELLSWORTH RD	2 LANE AC, 28', 10' BST SHOULDERS	3.00	275,000	20,000	295,000
FY 80								
40	HIGLEY RD	MC DOWELL RD	SHEA BLVD	4 LANE 48' AC, 10' BST SHOULDERS, WIDEN FROM MC DOWELL TO 2 MILES NORTH	12.50	1,100,000	-0-	1,100,000
41	THOMAS RD	AT 83RD AVE		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	9,000	1,000	10,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MARICOPA COUNTY - NON-FEDERAL AID (CONT'D)								
42	RAY RD	AT MC QUEEN RD		SIGNALIZATION, STREET LIGHTING WIDEN	0.10	12,000	-0-	12,000
43	UNIVERSITY DR	AT 56TH ST		SIGNALIZATION, STREET LIGHTING	0.10	13,000	-0-	13,000
44	UNIVERSITY DR	AT RECKER RD		SIGNALIZATION, STREET LIGHTING	0.10	12,000	-0-	12,000
45	LINCOLN DR	AT HILLSIDE DR		SIGNALIZATION, STREET LIGHTING	0.10	18,000	-0-	18,000
				MARICOPA COUNTY NON-FEDERAL AID TOTAL	33.40	3,385,150	73,000	3,458,150
				MARICOPA COUNTY PROGRAMMED TOTAL	93.75	18,834,155	1,197,500	20,031,655

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENTS	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
AVONDALE								
NO STREET IMPROVEMENTS ANTICIPATED								

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
CHANDLER - URBAN SYSTEM								
FY 76								
1	E WILLIAMS FLD. RD	S. R. 87	MCQUEEN RD	CURB, GUTTER, STORM DRAINAGE SURFACING	1.00	475,000	39,600	515,500
2	E WILLIAMS FLD. RD	At DELAWARE		SIGNALIZATION	N/A	12,600	-0-	12,600
FY 77								
3	ALMA SCHOOL RD	RAY RD	PECOS RD	CURB, GUTTER, SURFACING	2.00	792,000	2,640	794,640
FY 78								
4	PECOS RD	S. R. 87	ALMA SCHOOL RD	CURB, GUTTER, SURFACING	1.00	514,000	13,200	528,000
FY 79								
5	RAY RD	S. R. 87	DOBSON RD	CURB, GUTTER, SURFACING	2.00	684,000	-0-	684,000
				CHANDLER URBAN SYSTEM TOTAL	6.00	2,479,300	55,440	2,534,740
				CHANDLER PROGRAMMED TOTAL	6.00	2,479,300	55,440	2,534,740

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
EL MIRAGE								
URBAN SYSTEM								
FY 76								
1	WADDELL RD	EL MIRAGE RD	U.S. 60 & 89	GRADE, DRAIN, SURFACING, 64'	0.80	500,000	-0-	500,000
				EL MIRAGE URBAN SYSTEM TOTAL	0.80	500,000	-0-	500,000
				EL MIRAGE PROGRAMMED TOTAL	0.80	500,000	-0-	500,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
GILBERT								
NO STREET IMPROVEMENTS ANTICIPATED								

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
GLENDALE - RAILROAD-HIGHWAY CROSSINGS								
FY 76								
1	BETHANY HOME RD	51ST AVE		FLASHERS	N/A	20,000	-0-	20,000
				GLENDALE RAILROAD-HIGHWAY CROSSINGS TOTAL	0.00	20,000	-0-	20,000
REVENUE SHARING								
FY 76								
1	55TH AVE	GLENDALE AVE	ORANGEWOOD AVE	CURB, GUTTER, SIDEWALK & PAVING	0.50	126,792	12,000	138,792
2	51ST AVE	AT ORANGEWOOD AVE		TRAFFIC SIGNALS	N/A	26,000	-0-	26,000
3	61ST AVE	AT NORTHERN AVE		TRAFFIC SIGNALS	N/A	26,000	-0-	26,000
4	55TH AVE	AT ORANGEWOOOD		TRAFFIC SIGNALS	N/A	21,000	-0-	21,000
FY 77								
5	51ST AVE	AT MYRTLE AVE		TRAFFIC SIGNALS	N/A	31,000	-0-	31,000
6	47TH AVE	AT MARYLAND AVE		TRAFFIC SIGNALS	N/A	21,000	-0-	21,000
7	63RD AVE	AT MISSOURI AVE		TRAFFIC SIGNALS	N/A	10,000	-0-	10,000
8	59TH AVE	AT MYRTLE AVE		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
FY 78								
9	47TH AVE	AT PEORIA AVE		TRAFFIC SIGNALS	N/A	15,000	-0-	15,000
10	47TH AVE	AT ORANGEWOOD AVE		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
11	51ST AVE	AT MISSOURI AVE		TRAFFIC SIGNALS	N/A	41,000	-0-	41,000
12	61ST AVE	AT BETHANY HOME RD		TRAFFIC SIGNALS	N/A	21,000	-0-	21,000
13	61ST AVE	AT CAMELBACK RD		TRAFFIC SIGNALS	N/A	22,000	-0-	22,000
FY 79								
14	45TH AVE	AT BETHANY HOME RD		TRAFFIC SIGNALS	N/A	21,000	-0-	21,000
15	55TH AVE	AT BETHANY HOME RD		TRAFFIC SIGNALS	N/A	38,000	-0-	38,000
16	45TH AVE	AT MARYLAND AVE		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
17	55TH AVE	AT MISSOURI AVE		TRAFFIC SIGNALS	N/A	31,000	-0-	31,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
GLENDALE - REVENUE SHARING (CONT'D)								
18	59TH AVE	AT GREENWAY RD		TRAFFIC SIGNALS	N/A	27,000	-0-	27,000
19	55TH AVE	AT GREENWAY RD		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
FY 80								
20	55TH AVE	AT ACOMA		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
21	55TH AVE	AT THUNDERBIRD		TRAFFIC SIGNALS	N/A	26,000	-0-	26,000
22	47TH AVE	AT BUTLER		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
23	55TH AVE	AT CAMELBACK RD		TRAFFIC SIGNALS	N/A	37,000	-0-	37,000
24	55TH AVE	AT BELL RD		TRAFFIC SIGNALS	N/A	24,000	-0-	24,000
25	59TH AVE	AT PARADISE		TRAFFIC SIGNALS	N/A	16,000	-0-	16,000
				GLENDALE REVENUE SHARING TOTAL	0.50	676,792	12,000	688,792
NON-FEDERAL AID								
FY 76								
1	51ST AVE	600' S OF NORTHERN	BUTLER	FULL 68' WIDTH/SIGNALS	0.60	200,000	-0-	200,000
FY 77								
2	BETHANY HOME RD	51ST AVE	43RD AVE	FULL 68' WIDTH/SIGNALS	1.00	1,210,000	150,000	1,360,000
FY 78								
3	51ST AVE	BETHANY HOME RD	GLENDALE AVE	FULL 68' WIDTH/SIGNALS	1.00	230,000	40,000	270,000
FY 79								
4	NORTHERN AVE	55TH AVE	43RD AVE	FULL 68' WIDTH/SIGNALS	1.50	420,000	5,000	425,000
5	51ST AVE	GLENDALE AVE	NORTHERN AVE	FULL 68' WIDTH/SIGNALS	1.00	400,000	20,000	420,000
FY 80								
6	OLIVE AVE	59TH AVE	43RD AVE	FOUR LANE	1.00	275,000	-0-	275,000
				GLENDALE NON-FEDERAL AID TOTAL	6.10	2,735,000	215,000	2,950,000
				GLENDALE PROGRAMMED TOTAL	6.60	3,431,792	227,000	3,658,792

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
GOODYEAR								
NO STREET IMPROVEMENTS ANTICIPATED								

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MESA - URBAN SYSTEM								
FY 76								
1	S DOBSON RD	W BROADWAY AVE	FREEWAY	RECONSTRUCTION 88'	1.50	225,000	-0-	225,000
2	E BROWN RD	N 26TH ST	N LINDSAY RD	RECONSTRUCTION 68'	0.25	169,000	13,000	182,000
3	N DOBSON (BRIDGE)	TEMPE CANAL	N/A	NEW CONSTRUCTION	N/A	150,000	-0-	150,000
4	N DOBSON RD	W UNIVERSITY DR	W EIGHTH ST	NEW CONSTRUCTION 68'	0.50	74,000	11,000	85,000
5	E. SOUTHERN AVE	S HORNE	S GILBERT RD	RECONSTRUCTION 68' & TILE	1.50	2,002,000	51,000	2,053,000
FY 77								
6	E BROADWAY AVE	S GILBERT RD	S VAL VISTA DR	RECONSTRUCTION 68'	2.00	834,000	16,000	850,000
7	E UNIVERSITY DR	N VAL VISTA DR	N HIGLEY RD	RECONSTRUCTION 68'	2.00	590,000	12,000	602,000
8	UNIVERSITY (BRIDGE)	RWCD CANAL	N/A	RECONSTRUCTION 68'	N/A	150,000	-0-	150,000
9	HORNE (BRIDGE)	CONSOLIDATED CANAL	N/A	NEW CONSTRUCTION 48'	N/A	90,000	-0-	90,000
10	HORNE (BRIDGE)	E BRANCH CONSOLIDATED CANAL	N/A	NEW CONSTRUCTION 48'	N/A	80,000	-0-	80,000
11	S MESA DR	E FIRST ST	E BROADWAY AVE	RECONSTRUCTION 64' & 68'	0.67	264,000	-0-	264,000
12	E EIGHTH ST (BRIDGE)	CONSOLIDATED CANAL	N/A	NEW CONSTRUCTION	N/A	80,000	-0-	80,000
13	S LINDSAY RD	E MAIN ST	E BROADWAY AVE	RECONSTRUCTION 68'	0.50	123,000	8,000	131,000
14	W GUADALUPE (BRIDGE)	TEMPE CANAL	N/A	RECONSTRUCTION 68'	N/A	55,000	-0-	55,000
FY 78								
15	W UNIVERSITY	N ROBSON	N MESA DR	RECONSTRUCTION 68'	0.75	228,000	-0-	228,000
16	VAL VISTA DR	E UNIVERSITY DR	E BROADWAY AVE	RECONSTRUCTION 68'	1.00	269,000	16,000	285,000
17	VAL VISTA (BRIDGE)	EASTERN CANAL	N/A	RECONSTRUCTION 68'	N/A	65,000	-0-	65,000
18	GREENFIELD RD	E UNIVERSITY DR	E BROADWAY AVE	RECONSTRUCTION 68'	1.00	396,000	15,000	411,000
19	EXTENSION RD	W SOUTHERN AVE	FREEWAY	RECONSTRUCTION 64'	0.50	178,000	41,000	219,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
MESA - URBAN SYSTEM (CONT'D)								
FY 79								
20	E BROADWAY AVE	S VAL VISTA	S HIGLEY RD	RECONSTRUCTION 68'	2.00	964,000	21,000	985,000
21	LINDSAY RD	SOUTHERN AVE	FREEWAY	NEW CONSTRUCTION 28' NO CURBS	0.50	62,000	23,000	85,000
22	DOBSON RD	EIGHTH ST	URBAN BOUNDARY	NEW CONSTRUCTION 68' W/O CURBS	1.25	95,000	52,000	147,000
23	GILBERT RD	BROADWAY AVE	SOUTHERN AVE	RECONSTRUCTION 68'(E SIDE ONLY)	0.50	141,000	10,000	151,000
24	S GILBERT RD	E SOUTHERN AVE	E BASELINE RD	RECONSTRUCTION 68'	1.00	250,000	17,000	267,000
FY 80								
25	S LINDSAY RD	E BROADWAY AVE	E SOUTHERN AVE	NEW CONSTRUCTION 28' NO CURBS	1.00	156,000	69,000	225,000
26	S LINDSAY RD (BRIDGE)	CONSOLIDATED CANAL	N/A	NEW CONSTRUCTION	N/A	110,000	-0-	110,000
				MESA URBAN SYSTEM TOTAL	18.42	7,800,000	375,000	8,175,000
NON-FEDERAL AID								
FY 77								
1	S MESA DR	FREEWAY	E BASELINE RD	RECONSTRUCTION 68'	0.50	422,000	61,000	483,000
FY 78								
2	EXTENSION RD	FREEWAY	W BASELINE RD	RECONSTRUCTION 64'	0.50	178,000	41,000	219,000
FY 79								
3	LINDSAY RD	FREEWAY	BASELINE RD	NEW CONSTRUCTION 28' NO CURBS	0.50	62,000	23,000	85,000
4	DOBSON RD	URBAN BOUNDARY	MC KELLIPS RD	NEW CONSTRUCTION 68' W/O CURBS	0.25	18,000	11,000	29,000
				MESA NON-FEDERAL AID TOTAL	1.75	680,000	136,000	816,000
				MESA PROGRAMMED TOTAL	20.17	8,480,000	511,000	8,991,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
PARADISE VALLEY - URBAN SYSTEM								
FY 76								
1	MAC DONALD DR	50TH ST	71ST ST	RECONSTRUCT, DRAIN, WIDEN TO 28', SIGNALS AT INVERGORDON RD	2.65	474,000	-0-	474,000
FY 77								
2	SCOTTSDALE RD	W. VISTA DR	JACKRABBIT RD	WIDEN TO 105', RESURFACE, CURB, MEDIAN	0.25	65,000	25,000	90,000
3	SCOTTSDALE RD	N. OF ORANGE BLOSSOM	W. VISTA DR	WIDEN 1/2 ST TO 52.5', RESURFACE, CURB, MEDIAN	0.10	20,000	5,000	25,000
FY 78								
4	INVERGORDON RD	AT LINCOLN DR		REVISE SIGNALS, WIDEN INTERSECTION APPR	0.10	60,000	-0-	60,000
5	DOUBLETREE RCH RD	AT TATUM BLVD		SIGNALS, WIDEN DOUBLETREE APPR	0.10	.25,000	-0-	25,000
6	DOUBLETREE RCH RD	AT SCOTTSDALE RD		SIGNALS, WIDEN DOUBLETREE APPR	0.10	25,000	-0-	25,000
7	STANFORD DR	32ND ST	40TH ST	WIDEN, RESURFACE, DRAIN	1.00	50,000	-0-	50,000
FY 79								
8	LINCOLN DR	AT MOCKINGBIRD		REVISE SIG, WIDEN INTERS. APPR	0.10	60,000	-0-	60,000
9	LINCOLN DR	TATUM BLVD	71ST ST	GRADE, DRAIN, WIDEN TO 4 LANES, RESURFACE	2.75	750,000	100,000	850,000
FY 80								
10	INVERGORDON DR	CHAPARRAL RD	LINCOLN DR	WIDEN, RESURFACE, CURB	1.50	160,000	-0-	160,000
				PARADISE VALLEY URBAN SYSTEM TOTAL	8.65	1,689,000	130,000	1,819,000
				PARADISE VALLEY PROGRAMMED TOTAL	8.65	1,689,000	130,000	1,819,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
PEORIA - NON-FEDERAL AID								
FY 76								
1	83RD AVE	CACTUS RD	PEORIA AVE	RECONSTRUCTION 64'	1.00	275,000	-0-	275,000
FY 77								
2	PEORIA AVE	85TH AVE	91ST AVE	RECONSTRUCTION 64'	0.75	200,000	-0-	200,000
FY 78								
3	83RD AVE	GRAND AVE	OLIVE AVE	RECONSTRUCTION 64'	1.00	325,000	-0-	325,000
FY 79								
4	91ST AVE	PEORIA AVE	GRAND AVE	RECONSTRUCTION 64'	0.75	300,000	-0-	300,000
				PEORIA NON-FEDERAL AID TOTAL	3.50	1,100,000	-0-	1,100,000
				PEORIA PROGRAMMED TOTAL	3.50	1,100,000	-0-	1,100,000

TABLE H-111

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
PHOENIX - URBAN SYSTEM								
FY 76								
1	32ND ST	THOMAS RD	INDIAN SCHOOL RD	RECONSTRUCT 64'	1.00	738,000	40,000	778,000
2	35TH AVE	MC DOWELL RD INTERSECTION		RECONSTRUCT 64'	0.25	420,000	3,000	423,000
3	THOMAS RD	51ST AVE	59TH AVE	RECONSTRUCT 64'	1.00	810,000	60,000	870,000
4	CAMELBACK RD	BLACK CANYON	35TH AVE	RECONSTRUCT 64'	1.25	910,000	124,000	1,034,000
5	BROADWAY RD	7TH ST	16TH ST	RECONSTRUCT 64'	1.00	742,000	115,000	857,000
6	BROADWAY RD	7TH AVE	19TH AVE	RECONSTRUCT 64'	1.00	783,000	100,000	883,000
FY 77								
7	INDIAN SCHOOL RD	24TH ST	32ND ST	RECONSTRUCT 64'	1.00	763,000	60,000	823,000
8	BROADWAY RD	16TH ST	24TH ST	RECONSTRUCT 64'	1.00	738,000	111,000	849,000
9	19TH AVE	BETHANY HOME RD	GLENDALE AVE	RECONSTRUCT 64'	1.00	750,000	385,000	1,135,000
10	35TH AVE	MC DOWELL RD	INDIAN SCHOOL RD	RECONSTRUCT 64'	2.00	1,488,000	71,000	1,559,000
11	35TH AVE	VAN BUREN ST	MC DOWELL RD	RECONSTRUCT 64'	1.00	694,000	45,000	739,000
FY 78								
12	DUNLAP AVE	7TH AVE	BLACK CANYON	RECONSTRUCT 64'	2.00	1,600,000	105,000	1,705,000
13	7TH ST	BASELINE RD	SOUTHERN AVE	RECONSTRUCT 64'	1.00	738,000	43,000	781,000
14	THOMAS RD	32ND ST	44TH ST	RECONSTRUCT 64'	1.50	1,175,000	35,000	1,210,000
15	NORTHERN AVE	7TH ST	16TH ST	RECONSTRUCT 64'	1.00	922,000	10,000	932,000
FY 79								
16	19TH AVE	GLENDALE AVE	DUNLAP AVE	RECONSTRUCT 64'	2.00	1,480,000	75,000	1,555,000
17	INDIAN SCHOOL RD	32ND ST	48TH ST	RECONSTRUCT 64'	2.00	1,500,000	177,000	1,677,000
18	35TH AVE	BETHANY HOME RD	NORTHERN AVE	RECONSTRUCT 64'	2.00	1,500,000	175,000	1,675,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
PHOENIX - URBAN SYSTEM (CONT'D)								
FY 80								
19	32ND ST	SHEA BLVD	THUNDERBIRD RD	RECONSTRUCT 64'	2.00	1,492,000	12,000	1,504,000
20	19TH AVE	DUNLAP AVE	CACTUS RD	RECONSTRUCT 64'	2.00	1,469,000	65,000	1,534,000
21	35TH AVE	PEORIA AVE	THUNDERBIRD RD	RECONSTRUCT 64'	2.00	1,472,000	15,000	1,487,000
				PHOENIX URBAN SYSTEM TOTAL	29.00	22,184,000	1,826,000	24,010,000
NON-FEDERAL AID								
FY 76								
1	CAMELBACK RD	7TH ST	16TH ST	RECONSTRUCT 64'	1.00	761,000	200,000	961,000
2	LOWER BUCKEYE RD	23RD AVE	27TH AVE	GRADE, DRAIN, SURFACE 24'	0.50	170,000	10,000	180,000
3	35TH AVE	CAMELBACK RD	BETHANY HOME RD	RECONSTRUCT 64'	1.00	750,000	22,000	772,000
4	24TH ST	SOUTHERN AVE	MAGNOLIA ST	RECONSTRUCT 64'	2.00	1,367,000	15,000	1,382,000
FY 77								
5	INDIAN SCHOOL RD RAILROAD OVERPASS	AT GRAND AVE		CONSTRUCTION OF NEW BRIDGES AND APPROACHES	N/A	5,455,000	2,000,000	7,455,000
6	CENTRAL AVE	SOUTHERN AVE	TO SALT RIVER	RECONSTRUCTION	1.75	1,475,000	1,353,000	2,828,000
FY 78								
7	CAMELBACK RD	7TH AVE	7TH ST	RECONSTRUCT 64'	1.00	740,000	350,000	1,090,000
8	59TH AVE	MC DOWELL RD INTERSECTION		RECONSTRUCT 64'	0.25	240,000	6,000	246,000
9	35TH AVE	INDIAN SCHOOL RD	CAMELBACK RD	RECONSTRUCT 64'	1.00	650,000	20,000	670,000
10	7TH AVE	NORTHERN AVE	DUNLAP AVE	RECONSTRUCT 64'	1.00	760,000	30,000	790,000
11	32ND ST	INDIAN SCHOOL RD	CAMELBACK RD	RECONSTRUCT 64'	1.00	740,000	172,000	912,000
12	CAMELBACK RD	35TH AVE	43RD AVE	RECONSTRUCT 64'	1.00	781,000	122,000	903,000
13	35TH AVE	BUCKEYE RD	VAN BUREN ST	RECONSTRUCT 64'	1.00	700,000	45,000	745,000
14	SHEA BLVD	32ND ST	TATUM BLVD	RECONSTRUCTION	2.00	1,300,000	220,000	1,520,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
PHOENIX - NON-FEDERAL AID (CONT'D)								
15	GLENDALE AVE	7TH AVE	19TH AVE	RECONSTRUCT 64'	1.00	800,000	15,000	815,000
FY 79								
16	INDIAN SCHOOL RD	59TH AVE	67TH AVE	RECONSTRUCT 64'	1.00	780,000	-0-	780,000
17	19TH AVE	SOUTHERN AVE	BROADWAY RD	RECONSTRUCT 64'	1.00	770,000	8,000	778,000
18	PEORIA AVE	BLACK CANYON	35TH AVE	RECONSTRUCTION OF SPECIAL SECTION WITH ISLANDS - VARIES	1.00	810,000	-0-	810,000
19	GLENDALE AVE	19TH AVE	27TH AVE	RECONSTRUCT 64'	1.00	792,000	51,000	843,000
20	SOUTHERN AVE	16TH ST	24TH ST	RECONSTRUCT 64'	1.00	770,000	55,000	825,000
21	DUNLAP AVE	BLACK CANYON	35TH AVE	RECONSTRUCT 64'	1.00	780,000	275,000	1,055,000
22	CAMELBACK RD	32ND ST	40TH ST	RECONSTRUCTION	1.00	790,000	126,000	916,000
23	NORTHERN AVE	7TH AVE	7TH ST	RECONSTRUCT 64'	1.00	780,000	55,000	835,000
24	35TH AVE	NORTHERN AVE	DUNLAP AVE	RECONSTRUCT 64'	1.00	780,000	85,000	865,000
FY 80								
25	INDIAN SCHOOL RD	67TH AVE	75TH AVE	RECONSTRUCTION	1.00	770,000	200,000	970,000
26	35TH AVE	DUNLAP AVE	PEORIA AVE	RECONSTRUCTION	1.00	750,000	7,000	757,000
27	THOMAS RD	44TH ST	56TH ST	RECONSTRUCT 64'	1.50	1,000,000	82,000	1,082,000
28	27TH AVE	MC DOWELL RD	THOMAS RD	RECONSTRUCT 64'	1.00	770,000	79,000	849,000
29	GLENDALE AVE	27TH AVE	35TH AVE	RECONSTRUCT 68'	1.00	775,000	65,000	840,000
30	GLENDALE AVE	35TH AVE	43RD AVE	RECONSTRUCT 68'	1.00	775,000	65,000	840,000
31	THOMAS RD	59TH AVE	67TH AVE	RECONSTRUCT 64'	1.00	795,000	27,000	822,000
32	19TH AVE	CACTUS RD	THUNDERBIRD RD	RECONSTRUCT 64'	1.00	750,000	23,000	773,000
33	INDIAN SCHOOL RD	75TH AVE	83RD AVE	RECONSTRUCT 64'	1.00	780,000	55,000	835,000
34	7TH AVE	SALT RIVER	MARICOPA	RECONSTRUCT 64'	1.00	750,000	14,000	764,000
				PHOENIX NON-FEDERAL AID TOTAL	35.00	31,656,000	5,852,000	37,508,000
				PHOENIX PROGRAMMED TOTAL	64.00	53,840,000	7,678,000	61,518,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE - URBAN SYSTEM								
FY 76								
1	HAYDEN RD	MC DONALD DR	INDIAN BEND RD	CONSTRUCT 4 LANES, BIKEPATH & RECONSTRUCT SRP WELL SITE	1.00	585,000	120,000	705,000
2	SCOTTSDALE RD	MC DOWELL RD	PALM LANE	WIDEN EAST SIDE TO 3 LANES, SIDEWALK, CURB & GUTTER	0.25	50,000	50,000	100,000
3	MC DOWELL RD	SCOTTSDALE RD	74TH ST	WIDEN NORTH SIDE TO 3 LANES SIDEWALK, CURB & GUTTER	0.25	50,000	50,000	100,000
4	MC DOWELL RD	74TH ST	MILLER	WIDEN TO 6 LANES, MEDIANS, SIDEWALK, CURB & GUTTER	0.25	100,000	100,000	200,000
5	HAYDEN RD	AT CAMELBACK		WIDEN, CHANNELIZE & SIGNALIZE	0.10	10,000	-0-	10,000
6	HAYDEN RD	CAMELBACK RD	CHAPARRAL	CONSTRUCT TO 4 LANES, CURB, GUTTER & BIKEPATH	0.50	170,000	56,000	226,000
7	68TH ST	MC DOWELL RD	ROOSEVELT ST	RECONSTRUCT SURFACE	0.50	110,000	-0-	110,000
7A	MC DOWELL RD	64TH ST	70TH ST	WIDEN TO 6 LANES, MEDIAN, PEDESTRIAN UNDERPASS	0.75	350,000	-0-	350,000
FY 77								
8	PIMA RD	MC DOWELL RD	THOMAS RD	WIDEN TO 4 LANES	1.00	110,000	-0-	110,000
9	PIMA RD	THOMAS RD	MC DONALD RD	WIDEN TO 4 LANES, BIKEPATHS	3.00	550,000	-0-	550,000
10	SCOTTSDALE RD	AT SHEA BLVD		RECONSTRUCT & WIDEN INTERSECTION, CHANNELIZE, AND SIGNAL	0.25	170,000	56,000	226,000
11	CAMELBACK RD	64TH ST	68TH ST	WIDEN TO 6 LANES	0.50	160,000	90,000	250,000
12	SHEA BLVD	64TH ST	SCOTTSDALE RD	RECONSTRUCT TO 4 LANES, CURB, GUTTER, SIDEWALK, BIKEPATH	1.00	170,000	-0-	170,000
13	CHAPARRAL RD	SCOTTSDALE RD	70TH ST	WIDEN TO 4 LANES, CURB, GUTTER AND SIDEWALK	0.20	40,000	-0-	40,000
14	CHAPARRAL RD	70TH ST	68TH ST	WIDEN TO 4 LANES, CURB, GUTTER AND SIDEWALK	0.25	50,000	-0-	50,000
15	68TH ST	CHAPARRAL RD	HIGHLAND	WIDEN TO 4 LANES, CURB, GUTTER SIDEWALK, BIKEPATH (1/2 ST IN COUNTY)	0.25	50,000	-0-	50,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE - URBAN SYSTEM (CONT'D)								
16	68TH ST	HIGHLAND AVE	CAMELBACK RD	WIDEN TO 4 LANES, CURB, GUTTER, SIDEWALK, BIKEPATH	0.25	50,000	-0-	50,000
17	68TH ST	CAMELBACK RD	INDIAN SCHOOL RD	WIDEN TO 4 LANES, CURB, GUTTER AND SIDEWALK	0.25	50,000	-0-	50,000
18	CHAPARRAL RD	68TH ST	64TH ST	WIDEN TO 4 LANES, CURB, GUTTER AND BIKEPATH	0.50	150,000	-0-	150,000
19	64TH ST	CHAPARRAL RD	CAMELBACK RD	WIDEN TO 4 LANES, CURB, GUTTER AND BIKEPATH	0.50	150,000	-0-	150,000
FY 78								
20	PIMA RD	AT ARIZONA CANAL		WIDEN BRIDGE TO 4 LANES, EQUESTRIAN AND BIKEPATH UNDERPASS	0.10	90,000	-0-	90,000
21	PIMA RD	MC DONALD DR	INDIAN BEND RD	WIDEN TO 4 LANES, MEDIAN, BIKEPATH	1.25	200,000	5,600	205,600
22	PIMA RD	INDIAN BEND RD	1 MILE S OF SHEA BLVD	E HALF STREET CONSISTING OF 2 LANES, MEDIAN	2.00	200,000	-0-	200,000
23	SHEA BLVD	SCOTTSDALE RD	HAYDEN RD	RECONSTRUCT TO 4 LANES, MEDIAN, CURB, GUTTER, SIDEWALK AND BIKEPATH	1.00	170,000	-0-	170,000
24	SHEA BLVD	HAYDEN RD	PIMA RD	RECONSTRUCT TO 2 LANES N OF MEDIAN, CURB, GUTTER, SIDEWALK	1.00	85,000	-0-	85,000
25	SCOTTSDALE RD	THOMAS RD	PALM LANE	WIDEN TO 6 LANES, MEDIAN, CURB, GUTTER AND SIDEWALK	0.75	325,000	200,000	525,000
26	MC DOWELL RD	HAYDEN RD	PIMA RD	WIDEN TO 6 LANES, MEDIAN, CURB, GUTTER AND SIDEWALK	1.00	510,000	155,000	665,000
27	SCOTTSDALE RD	GREENWAY RD	LARKSPUR DR	WIDEN WEST SIDE OF HALF ST TO 2 LANES, CURB AND GUTTER	1.75	200,000	-0-	200,000
28	SCOTTSDALE RD	BELL RD	GREENWAY RD	WIDEN TO 4 LANES, CURB, GUTTER AND BIKEPATH	1.00	200,000	-0-	200,000
29	SCOTTSDALE RD	OSBORN RD	THOMAS RD	WIDEN TO 6 LANES, MEDIAN, SIDEWALK, CURB AND GUTTER	0.50	200,000	200,000	400,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE - URBAN SYSTEM (CONT'D)								
FY 79								
30	CHAPARRAL RD	MILLER RD	HAYDEN RD	RECONSTRUCT TO 4 LANES, CURB, GUTTER AND SIDEWALK	0.50	100,000	-0-	100,000
31	OSBORN RD	SCOTTSDALE RD	70TH ST	WIDEN TO 4 LANES, CURB AND GUTTER	0.25	75,000	500,000	575,000
32	INDIAN BEND RD	600' E OF SCOTTSDALE RD	BRIDGE AT INDIAN BEND WASH	RECONSTRUCT TO 4 LANES, CURB, GUTTER AND BIKEPATH	0.28	50,000	-0-	50,000
33	INDIAN BEND RD	BRIDGE AT INDIAN BEND WASH	HAYDEN RD	RECONSTRUCT TO 4 LANES, CURB, GUTTER AND BIKEPATH	0.23	50,000	-0-	50,000
34	INDIAN BEND RD	HAYDEN RD	PIMA RD	CONSTRUCT S HALF OF STREET TO 2 LANES, CURB, GUTTER AND BIKEPATH	1.00	100,000	-0-	100,000
35	PIMA RD	MC DOWELL RD	MC KELLIPS RD	CONSTRUCT TO 4 LANES, MEDIAN	1.00	200,000	-0-	200,000
FY 80								
36	CHAPARRAL RD	HAYDEN RD	PIMA RD	RECONSTRUCT TO 4 LANES	1.00	300,000	-0-	300,000
37	CACTUS RD	64TH ST	SCOTTSDALE RD	RECONSTRUCT TO 4 LANES, CURB, GUTTER, SIDEWALK AND BIKEPATH	1.00	100,000	-0-	100,000
38	PIMA RD	SHEA BLVD	CACTUS RD	RECONSTRUCT TO 4 LANES, CURB, GUTTER, SIDEWALK, MEDIAN AND BIKEPATH	1.00	300,000	-0-	300,000
39	PIMA RD	CACTUS RD	BELL RD	CONSTRUCT TO 4 LANES, CURB, GUTTER, MEDIAN AND BIKEPATH	3.00	900,000	-0-	900,000
40	BELL RD	SCOTTSDALE RD	PIMA RD	CONSTRUCT TO 4 LANES, CURB, GUTTER, MEDIAN AND BIKEPATH	2.00	600,000	-0-	600,000
41	HAYDEN RD	SHEA BLVD	BELL RD	CONSTRUCT TO 4 LANES, CURB AND GUTTER	4.00	800,000	-0-	800,000
42	HAYDEN RD	INDIAN SCHOOL RD	CAMELBACK RD	CONSTRUCT TO 4 LANES, CURB, GUTTER AND BIKEPATH	0.50	170,000	56,000	226,000
				SCOTTSDALE URBAN SYSTEM TOTAL	37.66	9,050,000	1,638,600	10,688,600

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE (CONT'D) -	SECONDARY							
FY 79								
1	SHEA BLVD	PIMA RD	96TH ST	RECONSTRUCT N SIDE OF HALF OF STREET TO 4 LANES, MEDIAN, CURB, GUTTER AND SIDEWALK	1.00	100,000	-0-	100,000
2	SHEA BLVD	96TH ST	104TH ST	RECONSTRUCT TO 4 LANES, MEDIAN, CURB, GUTTER, SIDEWALK, BIKE-PATH	1.00	200,000	-0-	200,000
			SCOTTSDALE	SECONDARY TOTAL	2.00	300,000	-0-	300,000
NON-FEDERAL AID								
FY 76								
1	SCOTTSDALE RD	HIGHLAND AVE	900' N	WIDEN 3 LANES ON W SIDE, CONSTRUCT CURB, GUTTER AND SIDEWALK	0.17	25,000	-0-	25,000
2	SCOTTSDALE RD	ARIZONA CANAL	650' S	WIDEN W SIDE OF BRIDGE TO 3 LANES AND WIDEN W HALF OF STREET TO 3 LANES, CURB, GUTTER AND SIDEWALK	0.10	80,000	-0-	80,000
3	CAMELBACK RD	150' W OF SCOTTSDALE RD	600' W OF SCOTTSDALE RD	WIDEN S SIDE OF HALF STREET TO 3 LANES, CURB, GUTTER AND SIDEWALK	0.09	9,000	-0-	9,000
4	SCOTTSDALE RD	CAMELBACK RD	ARIZONA CANAL	WIDEN W HALF OF STREET TO 3 LANES, CURB, GUTTER AND SIDEWALK	0.02	Developer	-0-	--
5	CAMELBACK RD	SCOTTSDALE RD	150' W	WIDEN S SIDE OF HALF STREET, CURB, GUTTER AND SIDEWALK	0.02	Developer	-0-	--
6	MILLER RD	MARIGOLD LANE	MC KELLIPS RD	WIDEN E SIDE, CURB, GUTTER AND SIDEWALK	0.15	25,000	-0-	25,000
7	HAYDEN RD	SHEA BLVD	1320' S	CONSTRUCT 2 LANES, CURB, GUTTER AND SIDEWALK, ETC.	0.25	Developer	-0-	--
8	THOMAS RD	78TH ST	HAYDEN RD	RECONSTRUCT TO 4 LANES, BRIDGE	0.50	1,000,000	-0-	1,000,000
9	THOMAS RD	SCOTTSDALE RD	78TH ST	RECONSTRUCT 4 LANES, STORM DRAINAGE	0.75	250,000	-0-	250,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENTS	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE NON-FEDERAL AID (CONT'D)								
10	PIMA RD	1310' N OF INDIAN BEND RD	VIA DE VENTURA	2 LANES W SIDE OF MEDIAN, MEDIAN AND BIKEPATH	0.75	Developer	-0-	--
11	PIMA RD	INDIAN BEND RD	1320' N OF INDIAN BEND RD	2 LANES W SIDE OF MEDIAN, MEDIAN AND BIKEPATH	0.25	Developer	-0-	--
12	OSBORN RD	MILLER RD	HAYDEN RD	RECONSTRUCT TO 4 LANES	0.50	Developer	-0-	--
13	OSBORN RD	HINTON AVE	MILLER RD	WIDEN TO 4 LANES	0.13	9,000	-0-	9,000
14	SHEA BLVD	SCOTTSDALE RD	650' E	WIDEN S HALF OF STREET TO 3 LANES, CURB, GUTTER AND BIKEPATH	0.12	Developer	-0-	--
15	SCOTTSDALE	SHEA BLVD	1300' S	WIDEN E HALF OF STREET TO 3 LANES, CURB, GUTTER AND BIKEPATH	0.25	Developer	-0-	--
16	MC KELLIPS RD	MILLER RD	HAYDEN RD	CONSTRUCT BRIDGE AND ROAD TO 4 LANES	0.50	620,000	-0-	620,000
17	MC DONALD DR	GRANITE REEF RD	PIMA RD	RECONSTRUCT INTERSECTION AT 86TH ST AND RESTRIPE	0.50	500,000	-0-	500,000
FY 77								
18	CHAPARRAL RD	SCOTTSDALE RD	73RD ST	WIDEN TO 4 LANES AND RECONSTRUCT SURFACE	0.50	90,000	-0-	90,000
19	CAMELBACK RD	HAYDEN RD	82ND ST	RECONSTRUCT TO 2 LANES	0.25	45,000	-0-	45,000
20	PIMA RD	INDIAN BEND RD	VIA DE VENTURA	CONSTRUCT W HALF, CONSISTING OF 2 LANES AND BIKEPATH	1.00	Developer	-0-	--
21	INDIAN BEND RD	AT INDIAN BEND WASH		CONSTRUCT BRIDGE	0.20	250,000	-0-	250,000
22	MILLER RD	SECOND ST	OSBORN RD	WIDEN TO 4 LANES	0.25	10,000	-0-	10,000
23	INDIAN BEND RD	HAYDEN RD	1320' W OF PIMA RD	WIDEN N HALF OF STREET TO 2 LANES, CURB, GUTTER AND SIDEWALK	0.75	Developer	-0-	--
24	HAYDEN RD	SHEA BLVD	VIA DE VENTURA	4 LANES, MEDIAN, SIDEWALKS, CURB, GUTTER, ETC.	2.00	Developer	-0-	--

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SCOTTSDALE - NON-FEDERAL AID (CONT'D)								
FY 78								
25	PIMA RD	VIA DE VENTURA	1 MILE S OF SHEA	2 LANES ON THE W SIDE OF MEDIAN AND BIKEPATH	1.00	Developer	-0-	--
26	PIMA RD	1 MILE S OF SHEA BLVD	SHEA BLVD	4 LANES, MEDIANS, DRAINAGE STRUCTURE, PEDESTRIAN UNDERPASS AND BIKEPATH	1.00	Developer	-0-	--
27	SHEA BLVD	HAYDEN RD	PIMA RD	2 LANES S OF MEDIAN, MEDIAN, CURB, GUTTER AND BIKEPATH	1.00	Developer	-0-	--
28	MC DOWELL RD	1000' W OF HAYDEN RD	3000' W OF HAYDEN RD	WIDEN S HALF OF STREET TO 3 LANES	0.20	10,000	-0-	10,000
FY 79								
29	MC KELLIPS RD	SCOTTSDALE RD	HAYDEN RD	RECONSTRUCT N SIDE TO 2 LANES, CURB, GUTTER AND SIDEWALK	1.00	80,000	-0-	80,000
30	SHEA BLVD	PIMA RD	96TH ST	RECONSTRUCT S SIDE OF HALF STREET TO 4 LANES, MEDIAN, CURB, GUTTER AND BIKEPATH	1.00	Developer	-0-	--
				SCOTTSDALE NON-FEDERAL AID TOTAL	15.20	3,003,000	-0-	3,003,000
				SCOTTSDALE PROGRAMMED TOTAL	54.86	12,353,000	1,638,600	13,991,600

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
SURPRISE								
NO STREET IMPROVEMENTS ANTICIPATED								

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
TEMPE - NON-FEDERAL AID								
FY 76								
1	CURRY RD	MILL AVE	SCOTTSDALE RD	REALIGN, GRADE, DRAIN, SURFACE 68' WITH 14' RAISED MEDIAN	1.00	750,000	80,000	830,000
2	PRICE RD	WESTERN CANAL	BASELINE RD	CANAL TO GUADALUPE - 68' GUADALUPE TO BASELINE - 34' (EAST HALF)	1.50	492,000	-0-	492,000
FY 77								
3	RURAL RD	VISTA DEL CERRO	UNIVERSITY DR	WIDEN TO 68'	0.85	448,000	100,000	548,000
4	COLLEGE AVE	PRINCESS DR	MC KELLIPS RD	GRADE, DRAIN, SURFACE 48'	0.80	250,000	-0-	250,000
5	UNIVERSITY DR	48TH ST	HARDY DR	WIDEN TO 68'	1.50	854,000	-0-	854,000
6	PRINCESS DR	INDIAN BEND WASH	HAYDEN RD	WIDEN TO 64'	0.20	75,000	-0-	75,000
7	UNIVERSITY DR	RURAL RD	MC CLINTOCK DR	REMOVE MOUNTABLE MEDIAN, WIDEN TO 68'	1.00	88,000	-0-	88,000
8	COUNTRY CLUB DR	AT WESTERN CANAL		BRIDGE 48'	--	85,000	-0-	85,000
9	PRICE RD	BROADWAY RD	APACHE BLVD	GRADE, DRAIN, SURFACE 68'	0.50	200,000	-0-	200,000
10	ELLIOT RD	AT WESTERN CANAL		BRIDGE 84'	--	105,000	-0-	105,000
11	SCOTTSDALE RD	SALT RIVER BRIDGE	CONTINENTAL DR	WIDEN TO 72' WITH 16' RAISED MEDIAN	1.75	675,000	-0-	675,000
FY 78								
12	WARNER RD (N 1/2) RURAL RD (E 1/2)	STANLEY PL WARNER RD	RURAL RD CARVER RD	GRADE, DRAIN, SURFACE 34' HALF STREET	0.50	200,000	-0-	200,000
13	BASELINE RD	AT WESTERN CANAL		WIDEN BRIDGE TO 84'	--	70,000	-0-	70,000
14	BASELINE RD	KYRENE RD	PRICE RD	CONSTRUCT 16' RAISED MEDIAN	3.00	330,000	-0-	330,000
FY 79								
15	GUADALUPE RD	AT WESTERN CANAL		68' BRIDGE	--	125,000	-0-	125,000
16	GUADALUPE RD	AT TEMPE CANAL		68' BRIDGE	--	125,000	-0-	125,000
17	PRIEST DR	AT WESTERN CANAL		68' BRIDGE	--	125,000	-0-	125,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
TEMPE - NON-FEDERAL AID (CONT'D)								
FY 80								
18	BASELINE RD	48TH ST	KYRENE RD	16' RAISED MEDIAN	2.00	220,000	-0-	220,000
19	ELLIOT RD	RURAL RD	PRICE RD	16' RAISED MEDIAN	2.00	220,000	-0-	220,000
				TEMPE NON-FEDERAL AID TOTAL	16.60	5,437,000	180,000	5,617,000
URBAN SYSTEM								
FY 76								
1	RURAL RD	INTERSECTIONS AT APACHE AND UNIVERSITY		RIGHT TURN LANES	--	161,000	200,000	361,000
				TEMPE URBAN SYSTEM TOTAL	--	161,000	200,000	361,000
COMMUNITY DEVELOPMENT								
FY 76								
1	PRICE RD	APACHE BLVD	UNIVERSITY DR	RECONSTRUCT, WIDEN TO 68'	0.50	175,000	-0-	175,000
				TEMPE COMMUNITY DEVELOPMENT TOTAL	0.50	175,000	-0-	175,000
				TEMPE PROGRAMMED TOTAL	17.10	5,773,000	380,000	6,153,000

TABLE H-III

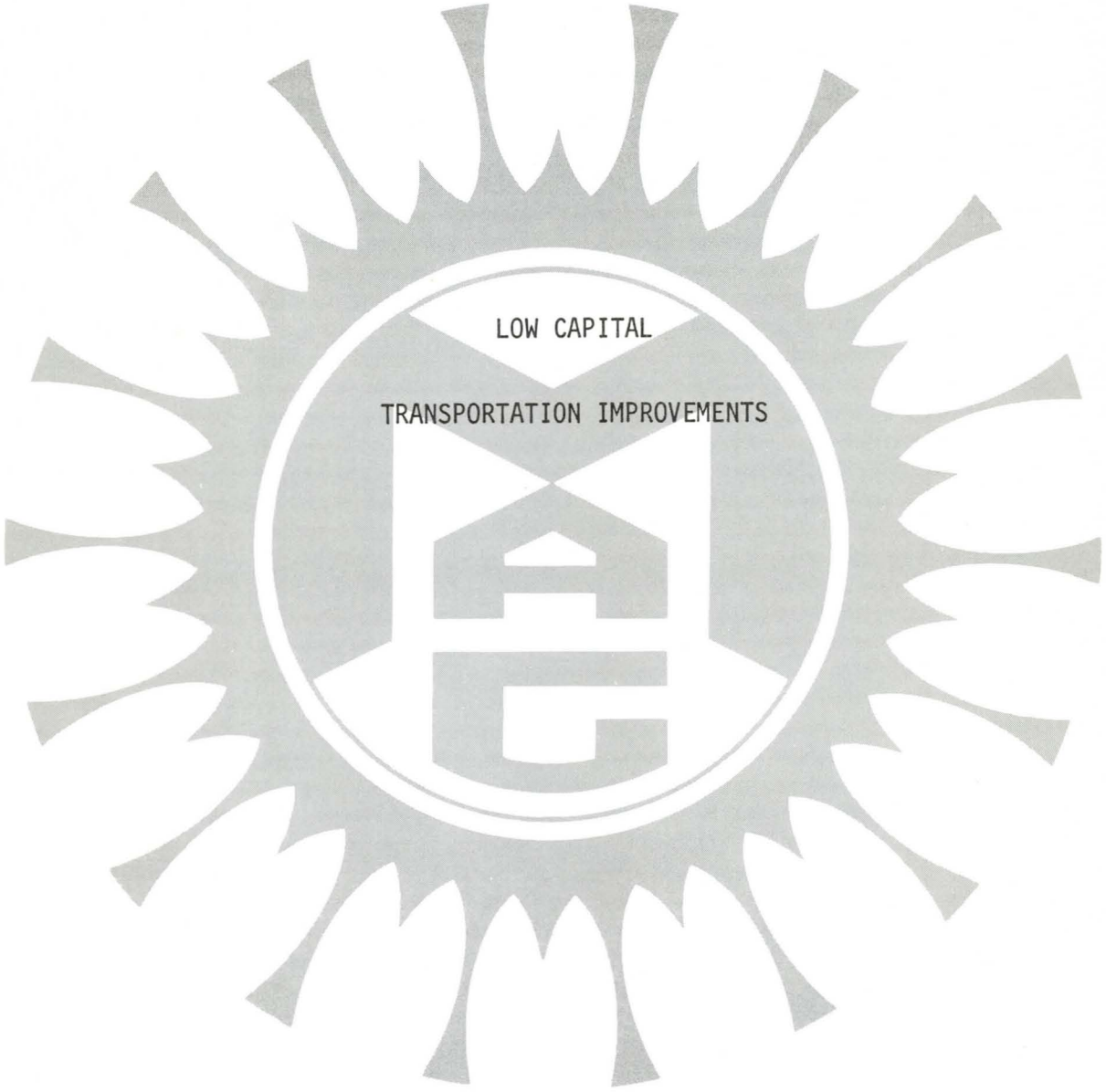
PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
TOLLESON - SECONDARY								
FY 76								
1	VAN BUREN ST	83RD AVE	99TH AVE	GRADE, DRAIN, SURFACE	2.00	1,000,000	-0-	1,000,000
				TOLLESON SECONDARY TOTAL	2.00	1,000,000	-0-	1,000,000
				TOLLESON PROGRAMMED TOTAL	2.00	1,000,000	-0-	1,000,000

TABLE H-III

PROGRAMMED IMPROVEMENTS

PRIORITY	ROAD NAME	FROM	TO	TYPE OF IMPROVEMENT	PROJECT LENGTH (MILES)	ESTIMATED COST (DOLLARS) CONSTRUCTION	RIGHT-OF-WAY	TOTAL
YOUNGTOWN								
NO STREET IMPROVEMENTS ANTICIPATED								



LOW CAPITAL

TRANSPORTATION IMPROVEMENTS

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

The dominant feature of urban transportation development over recent decades has been the continuous rapid growth in demand for urban transportation services which has frequently outstripped growth in the nation's transportation supply. As a result congestion too often clogs the nation's urban highways, airports, and even certain rail transit facilities. Delay and crowding accompanies many peak hour trips while the environmental impacts of prevailing patterns of transportation useage has only served to further degrade the quality of urban life.

Historically the most frequent response to increases in transportation demand has been development of new capital intensive facilities such as highways, rail facilities, and airports. This response to transportation congestion and delay is characterized chiefly by high cost and slow implementation attributable to the extensive amounts of time required to fund, plan, and actually build such facilities. Too often as a result such facilities are completed long after they are needed and, when finally opened, demand may well overwhelm capacity with crowding and congestion soon reoccurring. The impetus to reinitiate the capital facility cycle thus begins anew. Finally it should be noted, there has been a not insignificant amount of Congressional support for capital intensive approaches in the form of legislation, making technical assistance and Federal funds available to local governments for capital facility planning and construction.

In recent years, however, a re-examination of transportation planning and urban priorities has raised serious questions about such traditional responses. The cost of such facilities has accelerated significantly, often to the point where development costs may exceed benefits. The resulting neighborhood and environmental disruption has generated substantial public concern and occasionally, active resistance. Thus, due to these and other reasons, serious questions have been raised about the wisdom and effectiveness of conventional capital and land intensive solutions directed principally to meeting apparently insatiable rush hour demands.

The following pages indicate by Jurisdiction the results of a survey of a variety of techniques for improving the utilization of the existing investment in transportation capital facilities. Such techniques are considered to be low cost alternatives designed to:

1. Reduce travel time for users of existing capital facilities.

2. Increase volumes of people carried by existing facilities.

Thus these results indicate techniques to increase the effective processing efficiency of existing facilities.

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

ARIZONA DEPARTMENT OF TRANSPORTATION

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvement		
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools	Yes	Yes
9.	Freeway Metering, Monitoring, and Control Systems	Yes	Yes
10.	Free or Heavily Subsidized Transit		
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services		
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* 8. Organized Commuter Car Pools - Participation in Project Pool-It

9. Freeway Metering - Five ramps metered on I 17

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

MARICOPA COUNTY

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements	Yes	Yes
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Carpools	Existing	
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit		
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements	Yes	
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services		
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

*See following page for description of items which are planned for implementation.

MARICOPA COUNTY LOW CAPITAL TRANSPORTATION IMPROVEMENTS

Item 5 - Highway Traffic Engineering Systems Improvements

For fiscal year 1975-76 the County is planning the installation of approximately 12 signalized intersections at an estimated cost of $20,000 per intersection. For the remaining fiscal years until 1980, the County is planning approximately eight new signalized intersections per year at an average cost of $30,000 per intersection. The County can plan on six channelization projects per year through 1980 at an approximate cost of $4,000 each. The location of these improvements will be determined as signal warrants are met, or as problems involving channelization solutions are brought to their attention.

Item 8 - Organized Commuter Carpools

The County's existing carpool program presumably has the indirect result of encouraging use of alternative travel modes. This carpool program is presently in existence and is planned on being continued indefinitely. A truck route was considered in the City of Tolleson at their request. The proposal was rejected because of impracticalities in determining acceptable truck by-pass routes.

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

CHANDLER

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements		
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools		
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit		
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements	Yes	Yes
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services		
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* Coordinate Airport access to be in agreement with Master Plan now being formulated. Cost $20,000

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

EL MIRAGE

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT
1.	Exclusive Bus Lanes on Urban Arterials (Exisitng Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements	Yes	
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools		
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit		
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services		
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

GLENDALE

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvement		
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools	Yes	Yes
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit	Yes	Yes
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services	Yes	Yes
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* See following page for description of items which are planned for implementation.

GLENDALE LOW CAPITAL TRANSPORTATION IMPROVEMENTS

Item 8 - Organized Commuter Car and Bus Pools

The City of Glendale has had a small on going program of matching up city employees who wish to form carpools. We have a mapboard and request forms which are updated as the need arises. The City has also had preliminary conversations with Valley Forward's carpool program and will participate with them as need and resources allow.

Item 10 - Subsidized Transit

During the 1975-76 fiscal year, The Glendale City Council will be considering entering into a contract with The City of Phoenix for some transit service. The first possibility is paying for line number 34 into Glendale and expanding that route north through Glendale at a later date. As budget allows and need arises, possible extensions will be considered through fiscal year 1980.

Item 18 - Demand Actuated Bus Service

A Dial-A-Ride mini bus system for use on a pilot basis will be placed into operation approximately May 30, 1975 in the City of Glendale, Arizona. The demonstration program will last six months and be concentrated in a seven square mile area encompassing the "inner city", downtown and major shopping areas.

The Dial-A-Ride system will use three specially designed vans seating approximately fourteen people which will be radio dispatched.

The system is being initiated to answer Glendale's local transportation problem which is very serious for the elderly, the disabled and those who cannot afford their own transportation. It will have a variety of secondary advantages. Among them, the system would give the police "eyes and ears" in many parts of the community by reason of the two-way radio system.

Exact costs are still to be determined; however, the pilot program is estimated to cost $70,000 - $80,000. Fares will be prorated based on age and possibly income criteria with the basic rate structure being 50¢ per ride per person. The vans will operate five days a week, twelve hours a day.

This program is a transportation experiment as well as a social service experiment. If it is found to be a successful program based on the measurement tools established, it will be brought to the City Council for consideration of expansion each year until the entire 25 square miles of Glendale are serviced by the Dial-A-Ride Program.

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

MESA

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements	Yes	
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools		
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit	Yes	Yes
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)		
17.	The Rail Bus		
18.	Demand Actuated Bus Services		
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* See TRANSIT section of TIP

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

PHOENIX

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)	Yes	
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)	Yes	
3.	Exclusive Busways on Specially Constructed Rights-of-Way	Yes	Yes
4.	Work Scheduling Changes	Yes	
5.	Highway Traffic Engineering Systems Improvement	Yes	Yes
6.	Paved Railroad Rights-of-Way	Yes	
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools		
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit	Yes	Yes
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements	Yes	Yes
13.	Automation of Bus Scheduling	Yes	
14.	Economic Penalties and/or Incentives	Yes	Yes
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)	Yes	
17.	The Rail Bus		
18.	Demand Actuated Bus Services	Yes	Yes
19.	Bus Traffic Signal Preference Systems	Yes	
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* See following page for description of items which are planned for implementation.

Item 3 - Exclusive Busways on Specially Constructed Rights-of-Way

A two lane busway in the Moreland Corridor (19th Avenue to 44th Street) has been recommended by the Moreland Corridor AdHoc Advisory Committee. Further extension to the west with eventual connection to Interstate 10 was one of the alternatives contained in the "Interstate 10 Transportation Corridor Alternative Study" prepared by Gruen Associates, Inc., February, 1975. This report also contained alternatives regarding median busways on I-10, Maricopa Freeway and the Black Canyon Freeway.

Item 5 - Highway Traffic Engineering Systems Improvements

The Traffic Engineering Department has an on-going program of parking removal, traffic channelization and bottleneck removal program to aid in the safe, efficient smooth flow of traffic. Department personnel constantly monitor the traffic signal system to provide the most efficient signal timing possible. Currently, we are well along in implementing the Central Corridor Computerized Signal System. This is a fully computerized traffic control system that will control some 268 signalized intersections in the heart of our City in the densest traffic corridors. The system is expected to be completely operational by mid-June 1975. This is a joint project between the Federal Government, Arizona Department of Transportation and the City of Phoenix with a total project cost of approximately 1.4 million dollars.

Item 10 - Free or Heavily Subsidized Transit

The present fare structure of 35¢ for the base zone with corresponding reductions for youth, students, elderly and handicapped, results in substantial operating and capital support for transit.

Item 12 - Airport Access Improvement

In November of 1973 the City of Phoenix opened a new access road to serve traffic destined to and from the Airport from the east, via 40th Street. This has given a great deal of relief to the single access that existed before this time from 24th Street. Airport expansion is now underway and a modern roadway system including the HoHoKam Expressway is proposed for both the east and west accesses that will provide superior ground transportation service to our Airport through the year 2010.

Item 14 - Economic Penalties and/or Incentives

Free parking is provided "close in" for carpools with three or more persons riding.

Item 18 - Demand Actuated Bus Services

A "dial-a-ride" bus service is intended for the Paradise Valley area in fiscal year 1977-78. This should cover an initial 15 square mile area and operating costs should approximate $200,000 per year.

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

SCOTTSDALE

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements	Yes	
6.	Paved Railroad Rights-of-Way		
7.	High Capacity Transit Buses		
8.	Organized Commuter Car and Bus Pools	Yes	
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit	Yes	
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)	Yes	
17.	The Rail Bus		
18.	Demand Actuated Bus Services	Yes	
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

TABLE H-IV

LOW CAPITAL TRANSPORTATION IMPROVEMENTS

TEMPE

ITEM	IMPROVEMENTS	CONSIDERED	PLAN TO IMPLEMENT*
1.	Exclusive Bus Lanes on Urban Arterials (Existing Facilities)		
2.	Exclusive Reserved Lanes on Freeways for Mass Transit (Existing Facilities)		
3.	Exclusive Busways on Specially Constructed Rights-of-Way		
4.	Work Scheduling Changes		
5.	Highway Traffic Engineering Systems Improvements	Yes	Yes **
6.	Paved Railroad Rights-of-Way	Yes	
7.	High Capacity Transit Buses	Yes	
8.	Organized Commuter Car and Bus Pools		
9.	Freeway Metering, Monitoring, and Control Systems		
10.	Free or Heavily Subsidized Transit	Yes	Yes
11.	Line Haul Feeder Systems		
12.	Airport Access Improvements		
13.	Automation of Bus Scheduling		
14.	Economic Penalties and/or Incentives		
15.	Urban Goods Movement Improvements		
16.	Para Transit (Jitney's, Taxis, and Limousines)	Yes	
17.	The Rail Bus	Yes	
18.	Demand Actuated Bus Services	Yes	
19.	Bus Traffic Signal Preference Systems		
20.	Auto Driver Aids and Direction Systems		
21.	The Minicar		
22.	Other (Describe)		

* See TRANSIT Section of TIP

** Signal Feasibility Study, $40,000

AIRPORT ELEMENT

OF

FY 1976-1980

TRANSPORTATION IMPROVEMENT PROGRAM

FINANCING AIRPORT IMPROVEMENTS

Developing a sound financial program is a vital element in the process of development of the Municipal Airport. Proper planning, design, and feasibility studies are efforts spent in vain unless an adequate financing program can be established to accomplish the required improvements. The primary responsibility for financing the development rests with the City as the sponsor, although there are many ways that airport development can be accomplished.

Funds for capital improvements may come from a number of sources and may be used singly or in combination to accomplish development of the airport.

FAA funding for airport development is available for land acquisition, construction, alteration, fire fighting, and crash rescue vehicles and facilities, etc., as well as for establishing and improving air navigation facilities. Publicly-owned airports are eligible for such aid provided the proposed project is included in the National Airport System Plan.

The Arizona Department of Transportation also provides funding for airport development. The primary areas of assistance are for runways, taxiways, aprons, lighting, and other aircraft operational areas.

Maricopa County could also provide assistance directly through contributions from the general fund or other sources available on the county level. This would be an appropriate source of funds since the county benefits greatly from the operation of a major aviation facility within the county boundaries.

The City can provide assistance to the airport either directly or through a district, authority, or non-profit corporation. Direct assistance may be made from a general fund or through the issuance of revenue bonds or general obligation bonds.

An Airport District or Authority could be created that would enable the issuance of revenue bonds. These bonds are supported solely by the revenues generated by the project. In the case of a marginal project, the possibility of selling revenue bonds publicly is small.

A non-profit corporation could lease a portion of the airport, then construct the required facilities and lease the entire improvement back to the city for a fixed period of years, calculated to recoup the investment plus interest. Rates will be high but no initial capital is required for this form of financing.

General fund financing is a possibility; however, airports frequently do not rate high on the priority list for such funds when competing with other public enterprises and activities. This type of funding would be issued directly from the City and any possible county funding as well.

General obligation bonds are a form of city and county funding similar to municipal obligations for schools, fire and police facilities, and water and sanitary systems.

Because of the demands on the treasury and competition for funds, many municipalities are very cautious towards issuance of such bonds for airport improvements. Financing by this method would dilute the city's financing base and reduce its borrowing margin for other projects. Interest rates are relatively low for this type of financing. Funds for repayment can come from any public source.

Revenue bonds are sold with repayment based on income from anticipated revenues resulting from the completion of a specific project. Voter approval may not be required but adequate earning capability of the project must be convincingly demonstrated. Earning power of the project must go first toward retirement of the bonds, and future financing capability may be inhibited while bond debt is outstanding. Interest rates are usually somewhat higher than for G.O. bonds. Revenue bonds would be an excellent form of financing for such facilities as tee-hangars and tee-shelters.

Private funds are sometimes available for airport construction or the construction of specific airport facilities. This is so when investors believe that in financing certain facilities they have a reasonable chance of capital recovery. Interest rates are relatively high for the use of private capital. This may be an advantageous source of funds for the corporate aircraft hangar area.

Taxes may be levied directly to finance an airport or some of its facilities.

Aircraft owners and airport tenants may, in the future, pay personal property taxes on aircraft and possessory interest taxes on facilities leased on the airport. In such an event, these tax funds should be earmarked specifically for airport uses.

Any revenues derived from airport operations should be dedicated to airport uses. Any reserves beyond direct operating expenses may be utilized for capital expenditures.

All of the methods cited might be used in combination to achieve the needed financing for airport development and operation. It appears that the most practical method will be to request federal and state aid to the extent permitted, to use airport revenues where possible, and then to arrange for the remaining portions from combinations of other sources.

TABLE A-I

PROGRAM SUMMARY

	FY 76	FY 77	FY 78	FY 79	FY 80
Chandler Municipal Airport	$ 72,000	$ 288,000	$ 200,000	$ 300,000	$ -0-
Falcon Field	2,375,000	370,000	255,000	1,050,000	260,000
Glendale Airhaven	-0-	1,004,000	250,000	-0-	-0-
Phoenix Sky Harbor Int. Airport	52,649,026	10,792,375	6,236,537	3,303,750	2,750,000
Phoenix Deer Valley Municipal Airport	420,000	761,300	162,800	1,326,300	155,200
Phoenix-Litchfield Municipal Airport	35,296	299,114	297,932	221,751	200,000
Scottsdale Municipal Airport	90,830	94,750	383,000	112,500	112,500
TOTALS	$55,642,152	$13,609,539	$7,785,269	$6,314,301	$3,477,700

TABLE A-II

PROGRAMMED IMPROVEMENTS

CHANDLER MUNICIPAL AIRPORT

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Install U.G. Fuel System	22,000	None
	Water System, Well & Distribution	50,000	State & Federal
FY 77	Pave Entrance Road	20,000	State & Federal
	Runway Extension 590' x 75'	37,000	State & Federal
	New Apron 175' x 350'	51,000	State & Federal
	Taxi-Way Lighting	180,000	State & Federal
FY 78	Terminal Building	200,000	State & Federal
FY 79	Land Acquisition	300,000	State & Federal

TABLE A-II

PROGRAMMED IMPROVEMENTS

FALCON FIELD

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Covered Tiedowns	50,000	None
	T-Hangars	185,000	None
	Perimeter Fence	50,000	None
	Taxiways	38,000	None
	Rehab Hangar	300,000	None
	Land	1,752,000	Federal
FY 77	T-Hangars	75,000	None
	Exit Taxiways	100,000	None
	Jet Fuel System	50,000	None
	Industrial Park Roads	55,000	None
	Access Road Improvements	90,000	None
FY 78	Covered Tiedowns	55,000	None
	T-Hangars	80,000	None
	Industrial Park Roads	45,000	None
	Relocate Buildings	75,000	None
FY 79	Parking Apron	150,000	Federal
	Parallel Runway	900,000	Federal
FY 80	Covered Tiedowns	60,000	None
	T-Hangars	200,000	None

TABLE A-II

PROGRAMMED IMPROVEMENTS

GLENDALE AIRHAVEN

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 77	Runway, Taxiway and associated lighting	1,000,000	State & Federal
	Tiedowns	4,000	State & Federal
FY 78	Terminal Bldg. with parking	250,000	State

TABLE A-II

PROGRAMMED IMPROVEMENTS

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Construction Management	504,000	None
	Land Acquisition	4,000,000	Federal
	New Passenger Terminal	36,334,166	None
	Sky Harbor Blvd. West	2,672,960	Federal
	Roadway Graphics	400,000	Federal
	Utilities Extension	510,400	None
	Fuel Storage	275,000	None
	Relocate Radar Antenna	150,000	None
	Remote Parking	105,500	None
	C/F/R Vehicles	150,000	Federal
	Revise East Sky Harbor Blvd.	3,407,000	Federal
	Remodel International Wing	250,000	None
	North Runway Extension	3,465,000	Federal
	West Wing Parking Lot Expansion	250,000	None
	Service Road	25,000	None
	Development Studies	150,000	Federal
FY 77	Construction Management	504,000	None
	Land Acquisition	4,000,000	Federal
	Roadway Graphics	393,650	Federal
	Utilities Extension	255,200	None
	A/C Parking Aprons	3,912,425	Federal
	Remote Parking	91,200	None
	Landscaping	532,500	Federal
	C/F/R Vehicles	200,000	Federal
	Service Roads	258,500	Federal
	T-Hangar Relocation	64,900	Federal
	General Aviation Hangar	140,000	None
	Taxiway and Runway Improvements	440,000	Federal
FY 78	Construction Management	296,067	None
	Land Acquisition	2,000,000	Federal
	Utilities Extension	255,200	None
	General Aviation Hangar	1,346,100	None
	Revise East Wing Terminal	1,705,170	None
	Furnishings New Terminal	400,000	None

TABLE A-II

PROGRAMMED IMPROVEMENTS

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (cont.)

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 78	Taxiway and Runway Improvements	234,000	Federal
FY 79	Land Acquisition	2,000,000	Federal
	Remove West Wing	332,750	None
	Revise West Sky Harbor Blvd.	250,000	None
	Furnishings-East Wing	721,000	None
FY 80	Land Acquisition	2,000,000	Federal
	Taxiway and Runway Improvements	750,000	Federal

TABLE A-II

PROGRAMMED IMPROVEMENTS

PHOENIX DEER VALLEY MUNICIPAL AIRPORT

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Perimeter Road	120,000	Federal
	Water Lines	18,500	None
	Underground Electric Facilities	10,500	None
	Sanitary Sewer	17,500	None
	Storm Drains	69,000	Federal
	Security Fencing	34,500	Federal
	Self-service Fueling and Wash Island	100,000	None
	Paving Aprons and Taxiways	50,000	Federal
FY 77	Hangar Area Paving	50,000	Federal
	T-Hangar Construction	448,800	None
	Executive Hangar	262,500	None
FY 78	Auto Parking Lots	94,600	None
	Access Roads	68,200	State
FY 79	Hangar Area Paving	50,000	Federal
	T-Hangar Construction	448,800	None
	Executive Hangar	262,500	None
	A/C Tie-Down Apron	565,000	Federal
FY 80	North Taxiway Paving	155,200	Federal

TABLE A-II

PROGRAMMED IMPROVEMENTS

PHOENIX-LITCHFIELD MUNICIPAL AIRPORT

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Land Acquisition	25,296	None
	Security Fencing	10,000	Federal
FY 77	Land Acquisition	24,114	None
	T-Hangars	200,000	None
	Access Roads	75,000	State
FY 78	Land Acquisition	22,932	None
	Tie-Down and Hangar Paving	275,000	Federal
FY 79	Land Acquisition	21,751	None
	T-Hangars	200,000	None
FY 80	Runway Overlay	200,000	Federal

TABLE A-II

PROGRAMMED IMPROVEMENTS

SCOTTSDALE MUNICIPAL AIRPORT

FISCAL YEAR	TYPE OF IMPROVEMENT	ESTIMATED COST (dollars)	GRANT AID
FY 76	Visual Approach Slope Indicators	28,000	State & Federal
	Runway End Identifier Lights	29,000	State & Federal
	3/8" runway slurry seal	17,200	State
	3/8" ramp slurry seal	16,630	State
FY 77	Vehicle Parking, 100 spaces includes road extension curbing, lights	73,500	State
	Utility extensions	21,250	State
FY 78	Aircraft parking apron extension for 100 Tie-downs includes drainage, lighting	358,000	State & Federal
	Entrance divider, gate and relocate fence	25,000	State
FY 79	Localizer	100,000	State & Federal
	Marker beacon	12,500	State & Federal
FY 80	VOR	112,500	State & Federal

TRANSIT ELEMENT

OF

FY 1976-1980

TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT IMPROVEMENTS

The following is a summary report of the transit portion of the Transportation Improvement Program for the Phoenix Metropolitan Region (the full report is bound separately).

The goal of this transit program is to make transit a viable alternative to the private auto by increasing the attractiveness and coverage area of the public transit system. The historical trend of transit in the Phoenix area is similar to other cities. A steady decline in ridership has resulted in fare increases and a deterioration in service. This cycle continued until March, 1971, when the Arizona Corporation Commission granted permission to the private operator to discontinue service. At that time, the City Council of the City of Phoenix expressed its intent to continue public transportation without interruption and negotiated a management service contract with the American Transit Corporation.

The Phoenix Transit System provides service to Phoenix and part of Scottsdale and Glendale. This service is provided over 584 two-way route miles on 32 routes. Ridership averages approximately 18,000 per day. Sun Valley Bus Lines, Safeway Suburban State Lines, Continental Trailways, Greyhound, and Arizona Bus Lines provide some service to areas not covered by the Phoenix Transit System.

The jurisdictional plans for transit during the next five fiscal years are as follows:

GLENDALE: Proposed to expand the existing dial-a-ride system to cover more area and extend local route #34 northward to Greenway Road in FY 1976 and to further expand the dial-a-ride service and institute express runs in FY 1977-1980.

MESA: Proposed to initiate service along University Drive, Broadway Road, and Southern Avenue in the denser portion of the city and extend service along Apache Trail in FY 1976 and to expand local service at about 5% to 10% per year in FY 1977-1980.

PHOENIX: Proposed a massive upgrading of frequency of service consisting primarily of 30 minute headways and some route re-orientation of routes to give more crosstown service at increased frequency in FY 1977-1980.

SCOTTSDALE: Proposed rerouting of present service and expanded coverage in FY 1976 with gradual development of local service in FY 1977-1980.

TEMPE: Proposed service along Broadway Road and Southern Avenue and service to Arizona State University along the route previously served by the "Bug Line", and to institute express service to the Phoenix CBD in FY 1976; and to increase the local service gradually in FY 1977-1980.

FY 1976 TRANSIT PROGRAM

The map on page 87 depicts the routes as designed for the FY 1976 Transit Program. These routes consist of 849 route miles of service (an increase of 37%).

An additional express route between the City of Tempe and the downtown Phoenix area will be added utilizing existing freeways. Dial-a-ride service will be expanded in the City of Glendale. The cities of Tempe and Mesa will, for the first time, have local service in much of their more populated areas. Routes will be expanded in Scottsdale and demand responsive service initiated. Service frequencies are to be upgraded throughout the system.

In order to meet these increased service requirements, an additional 75 buses are scheduled to be purchased. Two-way radios are to be purchased and installed on buses to improve efficiency, security, and safety. Park-and-ride lots and waiting stations, passenger shelters, and additional benches at bus stops are provided for. A new off-street terminal is currently under construction in downtown Phoenix.

It is estimated that the improvements listed will attract an average daily patronage of approximately 31,000, an increase of 72% from the present 18,000, and serve a total of 54% of the population and 63% of the employment in the study area.

NUMBER	BASE	MAP
TP 2C - 3	DR. 2-75 BY CAL	DR. 3-75 BY R.G.
	REV. ____ BY ____	REV. 4-76 BY EA.

INSET

SEE INSET

0 1 2 3 4 5
Scale of Miles

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office *

TRANSIT IMPROVEMENT PROGRAM FY 1976 - 1980

PROPOSED FY 1975-1976 TRANSIT ROUTES

LEGEND

- LOCAL SERVICE
- EXPRESS SERVICE
- DIAL-A-RIDE/DEMAND RESPONSIVE SERVICE

THIS MAP WAS PREPARED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS IN COOPERATION WITH AND FINANCED IN PART BY THE U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION AND URBAN MASS TRANSPORTATION ADMINISTRATION, ON THE FIRST DAY OF MAY, 1975.

NUMBER	BASE	MAP
TP 2C-4	DR. 2-76 BY CLW	DR. 3-76 BY JC
	REV. ____ BY ____	REV. 4-76 BY RA

0 1 2 3 4 5
Scale of Miles

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office *
826 WEST 2ND STREET
TEMPE, ARIZONA

TRANSIT IMPROVEMENT PROGRAM
F.Y. 1976-1980

PROPOSED FY 1976-80 TRANSIT PROGRAM

THIS MAP WAS PREPARED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS IN COOPERATION WITH AND FINANCED IN PART BY THE U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION AND URBAN MASS TRANSPORTATION ADMINISTRATION, ON THE FIRST DAY OF MAY, 1975.

LEGEND

- LOCAL SERVICE
- EXPRESS SERVICE
- DIAL-A-RIDE/DEMAND RESPONSIVE SERVICE
- REMOTE PARKING (FINANCED)
- REMOTE PARKING (PRIVATE LOT)

TRANSIT MANAGEMENT

In the development of this plan, the management options given serious consideration were:

1. Ownership, management and operation by the City of Phoenix
2. Ownership by the City of Phoenix with a private company managing and operating the system
3. Ownership by the City of Phoenix and a private company with a management service contract
4. Joint Powers agreement
5. Non-profit corporation
6. Transit authority

The Phoenix Transit System, which currently provides the bulk of the transit services in the valley, is under a management service contract between the City of Phoenix and the American Transit Corporation. Under this arrangement, the policy direction regarding routes, schedules, headways, types of service, and fares within the City of Phoenix rests with the Phoenix City Council.

Arrangements are being made whereby the Phoenix Transit System will provide a unified transit system which serves the entire metropolitan area.

The City of Phoenix would contract with the other cities and jurisdictions on an individual basis and elected policy bodies of each city or the County would determine the transit service such as routes, schedules, fares, headways, and types of service within their political jurisdictions in coordination with the regional system plans. At this time, it is anticipated that only the City of Phoenix would directly participate in capital acquisitions before fiscal year 1978 unless other political jurisdictions desire to secure special or additional equipment.

In this way, each jurisdiction would have full control over transit service within its boundary and be coordinated with the regional system. The basic mileage rate charged each city or the County would be the same as established annually in the management service contract between the Company and the City of Phoenix less the passenger revenue collected within each city. This, of course, means each city shares in the losses incurred in the transit operation. This results in a equitable financial burden on a per mile basis within each political jurisdiction based on its desired level of service.

This accomplishes a harmonious regional transit system which provides the necessary transit services, and at the same time each political subdivision retains its share of the total control and operation of the system. It also eliminates the need for the creation of a separate unit of government to provide transit services with all the inherent problems such an approach would have.

Glendale's "Dial-a-Ride" service, which is in the initial phase of start-up, will be operated by Yellow Cab under a management contract with the City of Glendale.

TRANSIT FINANCING

The City of Phoenix started providing financial support and policy direction to the Phoenix Transit System in March 1971, on the premise that public transportation was a vital service to the population and should be provided.

The City of Phoenix's commitment to this premise is evidenced by the $4,000,000+ spent on transit by the City during these 52 months. The following table depicts the assistance given public transit by the City of Phoenix.

PUBLIC TRANSIT SUPPORT FY 1971-1975

FISCAL YEAR	OPERATING SUPPORT	ADMINISTRATIVE SUPPORT	CAPITAL SUPPORT	TOTAL
1971[1]	$ 38,000	$ ---	$ ---	$ 38,000
1972	181,471	---	---	181,471
1973	376,147	34,401	960,334[2]	1,370,882
1974	692,190	49,462	---	741,652
1975	829,700	51,098	1,080,974[3]	1,961,772
TOTAL	$2,117,508	$ 134,961	$2,041,308	$4,293,777

A total of $8,267,870 in Federal grants and local matching funds for capital expansion have been or are currently being spent. These grants, and the use to which they were put are listed as follows:

CAPITAL GRANTS

DATE	USE	CITY	FEDERAL	TOTAL
1/30/73	55 buses, 115 fare boxes, 10 shelters	$ 960,334	$1,902,666	$2,863,000
12/5/74	48 buses, 70 shelters, communications, equip., spare parts, downtown terminal	1,080,974	4,323,896	5,404,870
	TOTAL	$2,041,308	$6,226,562	$8,267,870

To date, even though Phoenix Transit System routes extend into the cities of Scottsdale and Glendale, no financial support has been given by these cities. Joint powers agreements are presently being negotiated to allow these cities, as well as others to participate in financial support of transit. Current state law permits County participation in financial support of transit. There is no State support for transit at this time.

[1]March 1 to June 30, 1971

[2]Local match of $2,863,000 UMTA Grant

[3]Local match of $5,404,870 UMTA Grant

The Urban Mass Transportation Act of 1964 (PL 88-365) provided for a program of grants to assist public agencies in providing capital facilities and equipment for use in public transportation service in urban areas. Commonly referred to as "Section 3" grants, these grants are available for the purchase of buses and other rolling stock, major facilities such as terminals and maintenance facilities, and the like. Current amendments to the Act provide that grants of up to 80% of the total eligible cost can be provided. The only limitation is that no more than 12½% of the total amount appropriated by Congress for that year may be used in any one state. Funding levels vary from year to year as determined by Congress. The authorization for FY 1976-1978 is $6,950,000,000. There is no formula to break this amount down to specific urban areas.

The National Mass Transportation Assistance Act of 1974 (PL 93-503) further modified the 1964 act by providing a source of grants to offset transit operating deficits or capital purchases at the discretion of local officials. The act provides that up to 50% of the operating deficit may be funded by grants. "Section 5" money may also be used for capital purchases at 80% Federal money. Monies appropriated under this act are apportioned to urban areas based on a population density and land area formula.

The Federal Aid Highway Act of 1973 (PL 93-87), for the first time, allowed for the diversion of Highway Trust funds for use in urban mass transit projects. It provided that a state could trade funds from unwanted large urban area Interstate segments for an equal amount of Federal mass transit aid from general funds. The matching ratio of these funds to local funds would be 80%-20%. Since these funds are appropriated on a periodic basis, they cannot be projected for the period of this program. Allocations to Arizona for FY 1976 total $58,864,498. This same act provided that "urban system" funds can be used for mass transit. Of the $6,985,279 allocated to the State of Arizona, $4,386,007 have been assigned to the Phoenix area. As of February 10, 1975, $2,343,275 of this latter amount have not been committed to specific projects. Again, there is no indication that these funds will be released for transit use.

Presently, the State of Arizona makes no provision for funding mass transit projects.

All financial support for transit, other than Federal grants, is supplied by local jurisdictions. Local source of these funds comes from general funds and bond issues. At this time, it is anticipated that local funds will be sufficient to cover the local portion of the program.

Progress is underway whereby the Phoenix Transit System is in a position to offer such valley-wide services. Further, in a bond election held April 29, 1975, the City of Phoenix voters approved a $5.7 million bond issue to provide the necessary local match for a $30.6 million major capital improvement program. This capital improvement program will go far to provide rolling stock and support facilities for further development of a regional public transportation system based on the 1980 Transit Plan for the Phoenix Urban Area.

The total cost of this five-year program is estimated to be $68,675,004. Table T-1 lists the costs by funding source. The majority of the local matching funds will come from the jurisdictions' general fund and from bond issues. Table T-11 details the uses to which the capital funds will be put.

TABLE T-I PROGRAM COSTS BY FUNDING SOURCE

CAPITAL FUNDING	FY 1976	FY 1977	FY 1978	FY 1979	FY 1980
Sec. 5 carry over	$ 1,406,640	$ ---	$ ---	$ ---	$ ---
Sec. 5 funds this year	2,761,067	3,589,386	4,279,653	4,693,813	4,969,921
Total Sec. 5 available	$ 4,167,707	$ 3,589,386	$ 4,279,653	$ 4,693,813	$ 4,969,921
Less Funds applied for operating	1,410,342	2,180,000	3,490,766	4,693,813	4,969,921
Sec. 5 funds for capital	$ 2,757,365	$ 1,409,386	$ 788,887	$ ---	$ ---
Sec. 3 funds	3,321,691	9,894,694	384,073	4,372,560	219,600
Total Federal Funds	$ 6,079,056	$11,304,080	$ 6,172,960	$ 4,372,560	$ 219,600
Phoenix local match	$ 1,497,364	$ 2,080,000	$ 1,320,000	$ 820,000	$ ---
Glendale local match	7,400	16,070	17,240	18,140	19,900
Scottsdale local match	15,000	730,000	6,000	35,000	35,000
* Other local match	---	---	200,000	220,000	---
Total Local Funds	$ 1,519,764	$ 2,826,020	$ 1,543,240	$ 1,092,140	$ 54,900
Total Capital Support	$ 7,958,820	$14,130,100	$ 7,716,200	$ 5,465,700	$ 274,500
Total Program Cost	$10,419,504	$18,490,100	$14,172,200	$14,309,700	$11,283,500

* Negotiations presently underway to determine the jurisdiction(s) responsible

TABLE T-II

PROGRAMMED IMPROVEMENTS

PROJECT NO.	DESCRIPTION	JURISDICTION	COST
FY 1976			
150	2 way Radio for Shop Foreman	Phoenix	$ 6,000
151	2 Vans for demand-responsive	Glendale	37,000
152	Retrofit Power Steering	Phoenix	75,000
153	75 Transit buses	Phoenix	5,650,000
154	75 Fare boxes	Phoenix	133,000
155	75 Transit two-way radios	Phoenix	200,000
156A	Park and Ride Waiting Stations	Phoenix	110,000
157	46 Passenger Waiting Shelters	Phoenix	186,000
158A	Maintenance Facility	Phoenix	1,100,000
159	Supervisory vehicles	Phoenix	17,820
160	Tow Truck	Phoenix	9,000
161	3 Vehicles for demand-responsive	Scottsdale	75,000
		FY 1976 TOTAL	$7,598,820
FY 1977			
156B	Park and Ride Waiting Stations	Phoenix	$ 420,000
158B	Maintenance Facility	Phoenix	2,900,000
250	4 Vans for demand-responsive	Glendale	80,100
251	75 Transit Buses	Phoenix	6,000,000
252	75 Fare Boxes	Phoenix	143,000
253	75 Transit two-way Radios	Phoenix	220,000
254	47 Passenger Waiting Stations	Phoenix	190,000
255	Supervisory Vehicles	Phoenix	9,000
256	92 Bus Stop Benches	Phoenix	11,000
257	200 Bus Stop Signs	Phoenix	7,000
258	Automated Coin processing equip.	Phoenix	500,000
259	3 Trolleys/Guideway	Scottsdale	3,500,000
260	3 Vehicles for demand-responsive	Scottsdale	75,000
261	3 Vehicles for Feeder System	Scottsdale	75,000
		FY 1977 TOTAL	$14,130,100

PROJECT NO.	DESCRIPTION	JURISDICTION	COST
FY 1978			
156C	Park and Ride Waiting Stations	Phoenix	$ 430,000
158C	Maintenance Facility	Phoenix	600,000
351	4 Vans for demand-responsive	Glendale	86,200
352	60 Transit Buses	Phoenix	5,400,000
353	60 Fare Boxes	Phoenix	141,000
354	60 Transit two-way Radios	Phoenix	195,000
355	53 Passenger Waiting Stations	Phoenix	215,000
356	260 Bus Stop Signs	Phoenix	9,000
357	Supervisory vehicles	Phoenix	10,000
358	Parking and fueling Facility	Phoenix	600,000
359	Vehicle for Handicapped	Scottsdale	30,000
		FY 1978 TOTAL	$7,716,200
FY 1979			
156D	Park and Ride Waiting Stations	Phoenix	$ 330,000
451	4 Vans for demand-responsive	Glendale	90,700
452	50 Transit Buses	Phoenix	4,450,000
453	59 Fare Boxes	Phoenix	110,000
454	64 Transit two-way Radios	Phoenix	170,000
455	24 Waiting Stations	Phoenix	95,000
456	208 Bus Stop Benches	Phoenix	25,000
457	290 Bus Stop Signs	Phoenix	10,000
458	Supervisory vehicles	Phoenix	10,000
459	7 Vehicles for demand-responsive	Scottsdale	175,000
		FY 1979 TOTAL	$5,465,700
FY 1980			
551	4 Vans for demand-responsive	Glendale	$ 99,500
552	7 Vehicles for demand-responsive	Scottsdale	175,000
		FY 1980 TOTAL	$ 274,500
		GRAND TOTAL PROGRAMMED	$35,179,500

NUMBER	BASE	MAP
TP 2C-7	DR. 2-76 BY CM	DR. 4-30-76 BY JM
	REV. BY	REV. BY

Exact Location Under Study
Durango Connection
Recommended By
MAG Regional Council

Under Study

I hereby certify that this Transportation System Plan for Maricopa County has been accepted by the Regional Council of the Maricopa Association of Governments as the basis for the continuing process of transportation system planning and implementation.

June 30, 1975

John J. DeBoer, Secretary

0 1 2 3 4 5
Scale of Miles

MARICOPA•ASSOCIATION•OF•GOVERNMENTS
Transportation & Planning Office *

TRANSPORTATION SYSTEM PLAN

WITH DETAILED TRANSIT

"This map was prepared by the Maricopa Association of Governments Transportation and Planning Office in cooperation with and financed in part by the U. S. Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration on the 30th day of June, 1975"

LEGEND

- Existing Freeway
- Freeway/Parkway/Expressway
- Committed Freeway
- Major Street
- Local Service
- Express Service
- Dial-A-Ride/Demand Responsive Service
- People Mover
- Remote Parking