



Transportation Technical Advisory Committee (TTAC) Meeting Agenda

DATE: June 30, 2022
TIME: 10:00 a.m.
LOCATION: ZOOM Webinar - <https://us02web.zoom.us/j/85467908660?pwd=LAVjQUUq39b4rBsQgtCHf2NeBu3Krf.1>
ID NO: 854 6790 8660
PASSWORD: 548376
CALL-IN #: 1 (877) 853-5257 (If no mic on device)

I. Call to Order – Chair Larry Halberstadt

II. Pledge of Allegiance

III. Roll Call

IV. Introductions & Title VI Notice

V. Approval of Minutes – (May 12, 2022)

P – F – T

VI. Call to the Public (Members of the public may speak on any item not listed on the agenda. Items presented during the Call to the Public portion of the Agenda cannot be acted on by the TTAC. Individual TTAC members may ask questions of the public but are prohibited by the Open Meeting Law from discussing or considering the item among themselves until the item is officially placed on the agenda. Individuals are limited to a two-minute presentation. For the sake of efficiency, the Chair may eliminate the Call to the Public portion of any agenda.)

VII. Standing Reports

A. Member Jurisdictions	All	Info.
B. Multi-Modal Planning Division, ADOT	Will Randolph	Info.
C. Local Public Agency, ADOT	LPA Staff	Info.
D. District, Engineers, ADOT	District Engineers	Info.
E. CAG Transportation Planning Update	Travis Ashbaugh	Info.

VIII. Old Business

A. STBGP Application – Revision/Process Proposal	Travis Ashbaugh	P – F – T
B. Transportation Improvement Program Amendment(s)	Travis Ashbaugh	P – F – T

IX. New Business

A. RTAC Legislative Project List	Travis Ashbaugh	Discussion
B. Round Table	All	Info.
C. Future Agenda Items	All	Discussion

X. Scheduling of Next Meetings – Tentatively

Thursday, July 14, 2022 – 10:00 AM

Zoom Webinar

(Webinar info will be posted approximately one week prior to meeting date)

Thursday, August 11, 2022 – 10:00 AM

Zoom Webinar

(Webinar info will be posted approximately one week prior to meeting date)

XI. Adjournment

Approved by
(Andrea Robles, CAG Executive Director)

DATE: May 12, 2022

TIME: 10:00 a.m.

LOCATION: Via ZOOM Webinar

MEMBERS PRESENT:

Larry Halberstadt - *Chair*
(Payson)

Nina Arredondo
(Pinal County)

Lana Clark
(Superior)

Sylvia Kerlock
(Winkelman)

Will Randolph
(ADOT - MPD)

MEMBERS ABSENT:

Tim Grier
(Star Valley)

Sandra Shade
(Ak-Chin Indian Community)

VACANT
(Hayden)

Tara Chief
(White Mountain Apache Tribe)

Rick Powers
(Globe)

Amanda Kenney
(Kearny)

John Schempff
(Mammoth)

Thomas Goodman
(Gila County)

Barney Bigman
(San Carlos Apache Tribe)

Micah Gaudet
(Miami)

GUESTS PRESENT:

Jeff Minefee
(ADOT SE District)

Rebecca Mayher
(ADOT LTAP)

CAG Staff:

Travis Ashbaugh
(Transportation Planning Manager)

I. Call to Order

Chair Halberstadt called the meeting to order at 10:04 AM.

II. Pledge of Allegiance

Chair Halberstadt led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Five (5) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made individually on the Webinar. Mr. Ashbaugh read a statement of where and how to file a complaint regarding Title VI violations.

V. Approval Of Minutes – (April 21, 2022)

Ms. Arredondo made the motion to approve the April 21, 2022 minutes as presented. Ms. Kerlock seconded the motion. The motion passed unanimously.

VI. Call to the Public

No one answered the call to the public.

VII. Standing Reports

A. Member Jurisdictions

Gila County

Mr. Ashbaugh reported on one (1) item on behalf of Gila County:

1. The **“Golden Hill Road”** construction (**Project # GIL 22-01C**) and the **“Main Street”** construction (**Project # GIL 09-01T**) may need to be amended pending a solution from a previous meeting held with ADOT staff, Gila County staff, and CAG staff. There may be a slight possibility that an emergency TIP Amendment may need to be made to move the funds to next fiscal year.

Payson

Chair Halberstadt reported on one (1) item:

1. Town staff is continuing to complete the design plans for the **“Granite Dells Road”** project (**Project # PAY 19-01D**).

No other agencies present had updates.

B. Multi-Modal Planning Division, ADOT

Mr. Randolph reported on eight (8) items:

1. **ADOT FY23-FY27 Tentative Five-Year Transportation Facilities Construction Program:** ADOT has released its tentative FY23-FY27 Five-Year Transportation Facilities Construction Program for public review and comment that started on March 17, 2022 with the comment period ending June 2, 2022. The State Transportation Board will consider formal action on the Five-Year Program at its June 17, 2022 board meeting. The Tentative FY23-FY27 Five-Year Transportation Facilities Construction Program can be viewed at <https://azdot.gov/planning/transportation-programming/tentative-five-year-rogram>

The public can provide comments on the tentative Five-Year Program in the following ways:

- Attend the virtual public hearings of the State Transportation Board on May 20, 2022 at 9:00 AM. Meeting information can be found at <http://aztransportationboard.gov>.
- Complete an online comment form at <https://www.surveymonkey.com/r/ADOTFiveYearSurvey>.
- Email: fiveyearconstructionprogram@azdot.gov.
- Call the bilingual phone line at 1-855-712-8530
- Mail ADOT at: Attn: Courtney King, c/o ADOT Communications, 1655 W. Jackson, Room 179, MD 126F, Phoenix, AZ 85007

2. **The HSIP Call for Projects for FY25-FY26 Program Years:** The Call was released on February 28, 2022. There are changes in this year’s application process. One is the mandatory review of all applications prior to final submission. The review is required for the final application to be accepted.
 - Draft applications are due for review May 31, 2022.
 - TSS/LPA/PMG consolidated comments sent to applicants June 30, 2022
 - Final applications due to ADOT TSS on August 2, 2022.

3. **If pursuing MEGA, INFRA, Rural, or the National Scenic Byways Program (NSBP):** Please visit www.azdot.gov/grant for guidance on any grant support. If a local agency requests a letter of support,

they need to submit the online form with 30-day's notice and coordinate grant applications with local interests as ADOT is working on its own applications.

- MEGA, INFRA, and RURAL are due May 23, 2022
- NSBP deadline has been extended until June 20, 2022

4. **Annual FHWA Title VI Training:** Please save the date for the ADOT Civil Rights Office's Annual FHWA Title VI Training.

- Participation in person: Training will be held on Wednesday, June 1, 2022 from 8:00 am to 12:00 pm at the Human Resources Development Center (HRDC): 1130 North 22nd Ave, Phoenix, AZ 85009
- Participate Virtually: A virtual session will be held on Thursday, June 2, 2022 from 1:00 pm to 5:00 pm. The meeting link is currently being developed and further details will be sent in the next coming weeks.
- Attendance is mandatory for all Title VI coordinators. However, it is only required to attend one of the two sessions. Coordinators are encouraged to invite all those within their agency that support in fulfilling the agency's Title VI responsibilities.

5. **Reconnecting Communities Pilot (RCP) Discretionary Grant Program:** The U.S. Department of Transportation (DOT) will be hosting a webinar for potential applicants on Thursday, May 19, 2022 from 1:30 pm to 2:30 pm EDT. Registration information will be provided to CAG for distribution.

6. **Long Rang Transportation Plan:** The Notice to Proceed for the selected consultant is anticipated for mid-to-late May 2022.

7. **Statewide Rest Area Study:** Data collection efforts are almost complete, only the additional traffic counts remain. Our team is working with the Traffic Monitoring Group to potentially conduct the additional traffic counts in house. The Draft Working Paper for Task 2 was submitted for TAC review and comment. Task 3: Forecasting Future Conditions and Identifying Deficiencies can begin while the last of the data collection effort is conducted.

8. **Electric Vehicle Infrastructure Plan:** ADOT staff is currently finalizing a stakeholder list. Internal meetings are taking place and the consultant has been selected. A potential stakeholder meeting is expected to occur in June 2022.

C. **Local Public Agency, ADOT**
No updates were provided.

D. **District, Engineers, ADOT**

Mr. Minefee from the Southeast District reported on eleven (11) items:

1. **Tonto Creek Bridge (Project # GIL 22-02C / TRACTS # SS718):** Advertised on April 29, 2022.
2. **Golden Hill/Main Street Sidewalks (Project # GIL 22-01C / GIL 09-01T / TRACTS # T0090):** Set to advertise on June 24, 2022.
3. **El Camino Viejo Queen Creek Bridge Replacement (TRACTS # T0254):** Set to advertise on August 19, 2022.
4. **Pinal Creek Bridge Replacement (TRACTS # T0281):** Has been moved to FY24 due to funding.

5. **US 60 Queen Creek Bridge Replacement (TRACTS # H8566):** Currently in Stage III Design and is set to advertise in early 2023.
6. **Waterfall Canyon Bridge (TRACTS # F0315):** Currently in Design and set to advertise in 2023. This project is expected to coincide with the Queen Creek Bridge to have less of an impact to the traveling public.
7. **US 60 Sand Tanks Wash Bridge Scour/Overlay (TRACTS # F0386):** Set to advertise on July 22, 2022.
8. **US 60 Copper Springs to Miami Cape Seal (TRACTS # F0418):** Advertised on March 30, 2022.
9. **US 60 Pavement Life Extension Mill & Friction Course Replacement (TRACTS # F0452):** Set to advertise on May 30, 2022.
10. **US 60 Radonovich to Cherry Ave (TRACTS # F0352):** HSIP lighting project that was advertised on April 25, 2022.
11. **SR 88, AZ Federal Land Access Project (FLAP):** The all-weather surface project from Roosevelt Dam to Apache Lake Marina is beginning to pick up speed and will be administered by the Central Federal Lands (CFL).

E. CAG Transportation Planning Update

Mr. Ashbaugh reported on three (3) items:

1. **CAG FY23-FY27 Traffic Count Program:** Continuing to develop the list of traffic count locations in preparation for the Request for Proposal (RFP) that will be advertised late summer 2022. Originally, it was believed that there was only going to be approximately 400 segments that CAG was responsible and required to count. However, after the ADOT presentations that were provided in the previous CAG TTAC meeting, a review began to seek other possible segments that appear to have not made the original list. Some on the list were identified to be outside the responsibility of CAG, such as state facilities, but it is estimated that an additional 50-75 counts may be added to the overall list. The current budget within the TIP should be able to absorb the additional counts. Other local agencies may also request additional traffic count locations to be added to the overall list to be included with the six-year cycle.
2. **HB2396 regarding the Rural Transportation Advocacy Council (RTAC) Projects:** In August 2022, CAG prioritized projects that was introduced in the current Legislative Session. As of today, those projects appear to still be alive for consideration. As stated in previous meetings, the Appropriations Committee Chair did not support the bill due to the large number of local projects as she only wanted to support state facility projects. However, Senate President Senator Karen Fann's interest appears to be with keeping the original bill due to the much lower price tag and the ideas behind it. The final outcome is not expected to be known until the end of June 2022.
3. **Arizona Rural Transportation Summit:** CAG/Sun Corridor MPO is once again hosting the AZRTS on September 14-15, 2022 at Harrah's Ak-Chin Casino. The previous year the Summit was held to 100-150 attendees and was by invitation only. However, it appears that many individuals are starting to return back to conferences at more normal levels pre pandemic. This year's Summit is expected to keep a cap on attendance but at a higher number, approximately 250-300 individuals. Members of the COGs' and MPOs' technical advisory committees will be included in this year's invitation to the summit.

VIII. New Business

A. LTAP Funding Allocation in TIP

Mr. Ashbaugh introduced Ms. Mayher with ADOT to provide a background of what the Local Technical Assistance Program (LTAP) is about. He also stated that he had invited her to provide this information so that the Committee is well informed before making a possible decision in continuing the funding levels currently listed within the CAG TIP or if there should be some form of adjustments based on incoming information regarding the TIP that may trigger numerous adjustments.

Ms. Mayher made a presentation on how the program is structured and funded. She stated that member agencies who belong to a COG or MPO who contributes funds towards the program can attend trainings for free. She provided a high level of information of the popular courses offered through the program and provided regional stats for the CAG Region (166 participants within 19 courses in 2021). The participation could also be broken down by each agency and can be requested if necessary.

Chair Halberstadt stated that the Town of Payson does use the program regularly. Mr. Ashbaugh stated that he understands that Pinal County uses it heavily as well as Gila County staff.

B. Transportation Improvement Program Amendment(s)

Mr. Ashbaugh extended the conversation from the previous agenda item into the discussion of the TIP agenda item as they relate to one another. He stated that changes in the TIP allocation have already taken affect due to the appropriated funding levels handed down through Infrastructure Investment and Jobs Act (IIJA) that resulted in a loss of \$766 a year. He stated that doesn't sound like much but since the CAG TIP is programmed for every penny, this will cause an unbalanced TIP and will require some readjustments. Mr. Ashbaugh also stated that ADOT has informed the COGs/MPOs that the "Obligated Authority" percentage will increase, which in return will lower the available allocated amount of STBGP funds. ADOT is still working on a schedule of what that will look like, but these adjustments will need to be made as well.

Mr. Ashbaugh also stated that CAG's allocation may decrease again once the results of the 2020 Census are applied within the ADOT population-based formulas. The CAG Transportation Planning Boundary in which the allocation is based on is very rural and not growing as other parts of the State.

Mr. Ashbaugh proposed the question whether if the Committee wanted to consider looking at the LTAP funding levels to see if that could be used to fill the expected funding shortfalls coming our way. Chair Halberstadt stated that it does appear that the LTAP is being utilized well by our region. Ms. Arredondo also stated that she would not like to see the funding reduced since Pinal County does use it heavily to train their staff. She asked if there was a formula of how the LTAP funds are used by agency participation. Mr. Ashbaugh responded that he understands it is a first come first served basis and that previous conversations with Ms. Mayher indicated that CAG benefits more than what we have contributed. He stated that he is hesitant even considering reducing the amount due to the benefits outweighing the costs.

After much discussion, a consensus was to keep the current level of \$10,000 of STBGP funds from the CAG TIP for the LTAP program.

Mr. Ashbaugh also brought up that the cost estimates of the projects currently in the TIP may need to be reevaluated. He stated it needs to be determined if those costs match the reality of what is occurring, and he

suspects that they don't. By reevaluating the costs, those who have projects may reconsider having it within the TIP altogether.

C. STBGP Application – Revision/Process Proposal

Chair Halberstadt stated that this item was discussed in detail in the previous meeting and will not be discussed in detail any further than necessary. He stated that the item was tabled to allow more members to have the opportunity to be present for the vote. Discussions regarding the application occurred. Mr. Ashbaugh asked if the memo that was provided with the application, laying out the process and guidelines, be memorialized within the actual application and be brought back to the Committee in July 2022. All agreed that since there was no rush to have this approved, that would be ideal. No action took place as a result of this conversation.

D. Round Table

No discussion took place.

E. Future Agenda Items

Mr. Ashbaugh stated the current items for the next meeting in July would include memorializing the memo of the process and guidelines for the STBGP application, into the application, and possible TIP amendments, pending the Obligatory Authority adjusted amounts.

IX. Scheduling of Next Meetings

Chair Halberstadt stated the next scheduled meeting is for July 14, 2022. The suggestion was to have the next meeting as an in-person meeting if possible, as there was the intention to have at least one within the year. He also stated that there will be no June 2022 meeting.

X. Adjournment

Chair Halberstadt adjourned the meeting at 11:21 AM.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) APPLICATION

GENERAL PROJECT INFORMATION							
SPONSORING AGENCY:				DATE SUBMITTED:			
CONTACT NAME:				TITLE:			
EMAIL ADDRESS:				PHONE #:			
<input type="checkbox"/> ROADWAY IMPROVEMENT	Roadway Name:						
	Starting Location:						
	Ending Location:						
	Length (to the 0.1 of a mile):						
	# of Lanes (Before & After):			Before:		After:	
<input type="checkbox"/> INTERSECTION IMPROVEMENT	Roadway Name "A":						
	Roadway Name "B":						
<input type="checkbox"/> BRIDGE IMPROVEMENT	<input type="checkbox"/> Restoration/Operational			Bridge Sufficiency Rating (LINK to ADOT NBI Table)			
	<input type="checkbox"/> Replacement			Structurally Deficient?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
	<input type="checkbox"/> Widening			Functionally Obsolete?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> OTHER	Description of project type:						
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):							
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS):					DATE OF AADT COUNT:		

COST ESTIMATE & PROJECT PROGRAMMING

☐ **DESIGN**

FY Program Year:

Funding Source Request:

☐ STBGP

☐ HURF Exchange

Other Non-Local Funding Sources to be Utilized:

☐ _____

Total Cost Estimate:

Federal Share (STBGP or HURF Exchange):

Minimum Required Local Match (STBGP = 5.7%):

NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.

☐ **CONSTRUCTION**

FY Program Year:

Funding Source Request:

☐ STBGP

☐ HURF Exchange

Other Non-Local Funding Sources to be Utilized:

☐ _____

Total Cost Estimate:

Federal Share (STBGP or HURF Exchange):

Minimum Required Local Match (STBGP = 5.7%):

NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.

- If Utilizing **STBGP** dollars, ATTACH a completed ["ADOT Cost Estimate Tool"](#) document for your estimate.
- If Utilizing **HURF Exchange** dollars, ATTACH a completed ["HURF Exchange Scoping, Cost and Schedule"](#) document for your estimate. In the event that the proposed project within this application is considered ineligible or is not awarded with HURF Exchange dollars and would still like to be considered for STBGP funds, please fill out the "ADOT Cost Estimate Tool" document in addition to the "HURF Exchange Scoping, Cost and Schedule" document.

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 minimum font)*.

PROJECT NEED:

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT WORK DESCRIPTION:

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		<input type="checkbox"/> YES	<input type="checkbox"/> NO
	<input type="checkbox"/>	Regional Transportation Plan (RTP)	<input type="checkbox"/>	Pre-Scoping Studies
	<input type="checkbox"/>	Road Safety Assessment (RSA)	<input type="checkbox"/>	Comprehensive Economic Development Strategy (CEDS)
	<input type="checkbox"/>	Capital Improvement Program (CIP)	<input type="checkbox"/>	Local Comprehensive Plan / General Plan
	<input type="checkbox"/>	Local Transportation Plan	<input type="checkbox"/>	Other #1: _____
	<input type="checkbox"/>	Other #2: _____	<input type="checkbox"/>	Other #3: _____
COMMUNITY TRANSPORTATION BENEFITS	<p>Does the project provide multi-modal improvements?</p> <p>Yes or No and Why?</p>			
	<p>Does the project provide Community Investments and/or Economic Development benefits?</p> <p>Yes or No and Why?</p>			
SAFETY COUNTERMEASURES <i>(For Potential Use of HSIP funds)</i>	<p>Can you provide crash data, including fatalities over the last five (5) years?</p> <p>Yes or No? <i>(Cite Source of Crash Data)</i></p>			
	<p>Does the project primarily include any of the 44 safety countermeasures listed on the next page?</p> <p>FHWA safety countermeasures</p> <p>Yes or No?</p>			

SAFETY COUNTERMEASURE		Y or N
1. "Stop Ahead" pavement markings		
2. "Vehicles Entering When Flashing" (VEWF) system (advance post mounted signs on major and loops on minor)		
3. 12-inch signal heads all faces all directions		
4. Actuated advance warning dilemma zone protection system		
5. 3-inch yellow retroreflective sheeting to signal backplates		
6. Advance street name signs		
7. All red clearance interval new or existing signals		
8. All-way stop control (with flashing beacons)		
9. All-way stop control (without flashing beacons)		
10. Composite shoulders (5 feet minimum) on rural two lane roads		
11. 3-lane roadways with center turn lane		
12. Flashing lights and sound signals at Railroad grade crossings		
13. Gates with signs at railroad at grade crossings		
14. Improve 2-lane roadway to 4-lane divided roadway		
15. Improvements that include reducing 11 feet lanes to 9 feet		
16. Install shoulder rumble strips		
17. Install centerline rumble strips		
18. Install wide edgelines (6-inch min)		
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)		
20. Install dynamic signal warning flashers		
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems		
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections		
23. Install ICWS for 2-lane at 2-lane intersections		
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers		
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major		
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major		
27. Modern roundabout where a signalized intersection exists		
28. Roundabout at a high-speed 3 or 4 leg rural intersection		
29. Modify zero or negative left-turn lane offset to create positive offset		
30. New left-turn lanes with positive offset		
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)		
32. Pedestrian Hybrid Beacon (PHB or HAWK)		
33. Position offset left-turn lanes on both major road approaches		
34. Protected only left-turn signal equipment		
35. Protected-permissive left-turn signal equipment		
36. Raised median		
37. Right-turn lane geometry with increased line of sight		
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)		
39. Urban 2-lane road with TWLTL		
40. Safety edge treatment on rural highways		
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection		
42. Single- or multi-lane roundabout at existing signalized intersection		
43. 2-way stop control at uncontrolled neighborhood intersections		
44. Wet-reflective pavement markings		

OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation - Optional)

ENVIRONMENTAL	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p>Yes or No and Why?</p> <p><i>(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)</i></p>	
RIGHT-OF-WAY (ROW)	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)</i></p>	
DEVELOPMENT ACTIVITY	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	
UTILITIES	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	
DRAINAGE	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	

LEVEL OF SERVICE (LOS):	Current:		After:	
<p>Level of Service "A" = Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.</p> <p>Level of Service "B" = Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.</p> <p>Level of Service "C" = Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.</p> <p>Level of Service "D" = High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.</p> <p>Level of Service "E" = Unstable flow at or near capacity levels with poor levels of comfort and convenience.</p> <p>Level of Service "F" = Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.</p>				

RANKING CRITERIA

(To be completed by TTAC members after Submittals are due)

CRITERIA		DEFINITIONS	POSSIBLE POINTS	SCORE
Cost Estimate & Project Programming	The intended purpose is to achieve that a sensible and reasonable cost estimate was provided in relation to the project need and work within an appropriate time being requested, within the available funding. A complete and reasonable cost estimate using the “ADOT Cost Estimate Tool” document or “HURF Exchange Scoping, Cost and Schedule” document.	HIGH – (15 pts) = Provides a justifiable and reasonable cost estimate. MED – (10 pts) = Moderate justification of the cost estimate. LOW – (5 pts) = Low justification of the cost estimate. NONE – (0pts) = No justification of the cost estimate.	15	
Project Need	The intended purpose is to achieve a clear and concise justification why CAG TTAC members should consider this project to be one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option.	HIGH – (30 pts) = Provides a clear and concise justification of the need. MED – (20 pts) = Moderate justification of the need. LOW – (10 pts) = Low justification of the need. NONE – (0pts) = Little, ambiguous, or no clear and concise justification of the need.	30	
Project Work Description	The intended purpose is to achieve a thorough description, that explains and describes the work to be performed, existing and/or proposed conditions, and benefits when compared to the overall cost estimate.	HIGH – (10 pts) = Provides a clear and concise description of the project. MED – (7 pts) = Moderate description of the project. LOW – (3 pts) = Minimal description of the project. NONE – (0pts) = Little, ambiguous, or no clear description of the project.	10	
Project Inclusion in Previous Plans	The intended purpose is to achieve accountability and implementation while incorporating performance measures of previous plans and studies.	HIGH – (3 pts) = Identified within a Regional Plan, and/or had a Pre-Scoping Study completed, and/or identified within five (5) or more plans total. MED – (2 pts) = Identified within two (2) to four (4) plans total. LOW – (1 pts) = Identified within one (1) plan total. NONE – (0pts) = Not Identified within any plans.	3	
Community Transportation Benefits	The intended purpose is to ascertain maximum socioeconomic benefits across all transportation modes catering to all income levels (total of 10 pts possible).			
	(a) Multi-modalism: Project improves accessibility, mobility, and connectivity for multiple modes such as pedestrians, bicyclists, transit and freight.	5		
	(b) Economic Development: Project provides accessibility and connectivity to/from employment centers and residential areas as zoned/approved in General Plans or through community investments.	5		

RANKING CRITERIA			
CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
Safety	The goal is to significantly reduce traffic crash fatalities, and/or improve emergency / evacuation routes.	10	
	HIGH (10 pts) = Projects which eliminate or drastically reduce an identified safety problem which is causing fatalities, severe injuries or high level of minor injuries and/or property damage. Project addresses either an intersection or a corridor that is on the current list of high crash locations or if the project is identified under the CAG Strategic Transportation Safety Plan.		
	MED (7 pts) = Projects which eliminate or reduce an identified safety problem which is causing a moderate amount of minor injuries and/or property damage. Project addresses security risks for transportation infrastructure on arterial network.		
	LOW (3 pts) = Projects which eliminate or reduce an identified safety problem which is causing some amount of minor injuries and/or property damage or addresses a potential future safety problem.		
	NONE (0 pts) = None		
Other Considerations	Projects that have less hurdles to encounter tend to allow the opportunity for a project to have less complications. Therefore, cost estimates would be, in comparison, more accurate and provide the best opportunity for a project to not have to request additional funds (total of 17 pts possible).		
	(a) Environmental: Level of potential environmental impacts or challenges of the project appearing to be problematic that may cause concern for project completion and not addressed in application.	3	
	(b) Right-of-Way (ROW): Level of potential ROW issues associated with the project and not addressed in application.	3	
	(c) Development Activity: Level of planned or ongoing development activity that could potentially impact the proposed project (positive or negative) and not addressed in application.	3	
	(d) Utilities: Level of potential utility issues/concerns that may require relocation by the applicant that is not addressed in the application.	3	
	(e) Drainage: Level of potential drainage issues and/or proposed improvements associated with the project and is not addressed in the application.	3	
	(f) Level of Service (LOS): Is there a level of improvement in the LOS? 2 pts = Two or more LOS change 1 pt = One LOS change 0 pts = No LOS change	2	
Completeness of Application	Have all applicable portions of the application, including the application form and required attachments been submitted?	5	
	MAXIMUM SCORE:	100	



Central Arizona Governments Surface Transportation Block Grant Program Application Process

The intent of the following process is to provide the structure to guide the CAG Surface Transportation Block Grant Program (STBGP) application for when a Call-for-Projects is announced to program STBGP funds within the CAG Transportation Improvement Program (TIP).

Call-for-Projects Process

1. Call-for-Projects will only be announced should there be available funding that would allow for a potential new project within the next five (5) fiscal years, or when deemed necessary.
2. Competitive in nature for all eligible members to apply within the same notice.
3. Pre-Scoping opportunities would be available as the primary purpose of a Call-for-Projects to allow smaller communities to receive help on cost estimates and assistance in completing sections of the application that they may need assistance on.
4. For non-pre-scoping opportunities, request to have the larger communities to offer assistance for the smaller communities will be made, in completing an application or review.
5. A timeframe will be built in for an optional Pre-Review of the application and/or cost estimates prior to the due date. The drafted application would be submitted to CAG for a pre-review in which the application may be rerouted to another member agency not submitting a project, for comments.
6. If requesting funds for Design, you must ask for Construction too.
7. Any modifications and increases of an awarded project would need to be justified.
8. As a Committee, an applicant cannot score their own project(s).
9. After all score sheets are submitted, the average of the raw scores will be calculated. Two additional alternative averages will also be provided:
 - i. Throwing out the highest and lowest overall scores
 - ii. Throwing out the highest and lowest scores of each category.
10. If all project submitted cannot be funded within a given Call-for-Projects notice, those not awarded would have to reapply in a future Call-for-Project notice.

Presentation Criteria

1. Purpose of presentation is to allow Committee members who did not provide ranking sheets to understand the projects and allow them an opportunity to vote on the project selection rankings that are being reported.
2. A presentation is required at the specified TTAC meeting and **must** be present in-person or virtually to be considered for award.
3. PowerPoint presentation is preferred but is optional.
4. Permitted time for presentation is up to 15 minutes maximum with an additional five (5) minutes for questions and answers.
5. Presentation order will be done by random selection.
6. Presentation should mirror application. No new information should be included. Exceptions may be warranted but would need to be approved by TTAC Chair with reasonable notice.



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on April 27, 2022

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds	
FY 2017																		
GIL 18-01D	T009001D	GILA COUNTY	DESIGN	GOLDEN HILL RD - (NEW SIDEWALK)	US 60	MAIN ST INTERSECTION	1.00	N/A	N/A	URBAN COLLECTOR / URBAN MINOR ARTERIAL	STBGP	\$125,000.00	N/A	N/A	\$7,555.67	\$132,555.67	(\$125,000.00)	
FY 2019																		
PAY 19-01D	T0211 01D	PAYSON	DESIGN	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR / MINOR ARTERIAL	STBGP	\$0.00	\$180,000.00	\$200,000.00	\$0.00	\$380,000.00	(\$200,000.00)	
FY 2021																		
GIL 18-01D	T009001D	GILA COUNTY	DESIGN	GOLDEN HILL RD - (NEW SIDEWALK) - ADDITIONAL FUNDS - (SEE FY17)	US 60	MAIN ST INTERSECTION	1.00	N/A	N/A	URBAN COLLECTOR / URBAN MINOR ARTERIAL	STBGP	\$10,260.35	N/A	N/A	\$620.19	\$10,880.54	(\$10,260.35)	
												\$20,260.35	\$0.00	\$0.00	\$1,224.64	\$21,484.99	\$0.00	
FY 2022																		
FY 2022 APPORTIONMENT											STBGP						\$506,526.00	
FY 2022 OBLIGATION AUTHORITY AMOUNT - ESTIMATE											STBGP						(\$32,207.15)	
TRANSPORTATIN ENHANCEMENT PROGRAM FUNDS FROM "MAIN ST" PROJECT (GIL 09-01T/SL692) TRANSFER TO "GOLDEN HILL RD" PROJECT (GIL 22-01C/T009001C)											STBGP						\$176,091.00	
REPAYMENT OUT - (CAG TO ADOT) - (GOLDEN HILL ROAD) - In FY21											STBGP						(\$300,000.00)	
LOAN IN from FY21 - (CAG TO ADOT) - (GRANITE DELLS RD)											STBGP						\$417,160.00	
LOAN IN - to FY21 (ADOT TO CAG) - (REPROGRAMMED TO CAG 22-03P)											STBGP						\$30,497.13	
LOAN IN - to FY21 (ADOT TO CAG) - (GOLDEN HILL RD GIL 22-01C)											STBGP						\$1,036,292.22	
LOAN IN - to FY21 (ADOT TO CAG) - (MAIN ST GIL 09-01T)											STBGP						\$137,788.00	
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - Regional Traffic Counts for FY 2023											STBGP						(\$50,000.00)	
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - To cover FY 2023 Projects											STBGP						(\$13,943.15)	
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - Granite Dells Rd (PAY 21-01C) in FY23											STBGP						(\$417,160.00)	
LOAN OUT - (CAG TO ADOT) - (IN PROCESSING) - To cover FY 2024 Projects											STBGP						(\$100,375.70)	
CAG 22-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)	
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR / MINOR ARTERIAL	STBGP	\$0.00	\$375,444.00	\$417,160.00	\$0.00	\$417,160.00	\$417,160.00	
CAG 22-03P		CAG	N/A	CAG/ADOT FY22 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$30,497.13	N/A	N/A	\$1,843.41	\$32,340.54	(\$30,497.13)	
GIL 09-01T	SL692	GILA COUNTY / GLOBE	CONSTRUCTION	MAIN ST - (NEW PEDESTRIAN SIDEWALKS) - ADDITIONAL FUNDS - (See- "Transportation Enhancement Program" Section)	US 60	GOLDEN HILL RD	FY 17					\$137,788.00	N/A	N/A	\$8,328.65	\$146,116.65	(\$137,788.00)	
GIL 22-01C	T009001C	GILA COUNTY	CONSTRUCTION	GOLDEN HILL RD - (NEW SIDEWALK)	US 60	MAIN ST INTERSECTION					URBAN MINOR ARTERIAL/COLLECTOR	STBGP	\$1,350,171.22	N/A	N/A	\$108,011.42	\$1,458,182.64	(\$1,350,171.22)
												\$1,390,668.35	\$0.00	\$0.00	\$110,459.28	\$1,501,127.63	\$0.00	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2023																	
				FY 2023 APPORTIONMENT							STBGP						\$506,526.00
				FY 2023 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				EXPECTED CREDIT - (FROM GRANITE DELLS RD DESIGN - PAY 19-01D) - Apply to Construction (PAY 21-01C)							STBGP						\$111,111.11
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) -Granite Dells Rd (PAY 21-01C) from FY22							STBGP	\$0.00	\$375,444.00	\$417,160.00	\$0.00		\$417,160.00
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - Regional Traffic Counts from FY 2022							STBGP						\$50,000.00
				LOAN OUT - (CAG TO ADOT) - (LONGHORN & MCLANE ROUNDABOUT RECONSTRUCTION (TO FY 2024) - (NOT YET PROCESSED)							STBGP						(\$424,463.86)
				REPAYMENT IN - (ADOT TO CAG) - From FY 2021							STBGP						\$39,440.71
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - From FY 2022							STBGP						\$13,943.15
CAG 23-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY23-27 Contract) (NOT YET EXECUTED)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$100,000.00	N/A	N/A	\$6,044.54	\$106,044.54	(\$100,000.00)
CAG 23-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES) - (Includes the Expected Credit Above)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR / MINOR ARTERIAL	STBGP	\$0.00	\$475,444.00	\$528,271.11	\$0.00	\$528,271.11	(\$528,271.11)
PAY 23-01R		PAYSON	ROW	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$42,435.00	N/A	N/A	\$2,565.00	\$45,000.00	(\$42,435.00)
												\$152,435.00	\$475,444.00	\$528,271.11	\$9,213.99	\$689,920.10	\$803.85
FY 2024																	
				FY 2024 APPORTIONMENT							STBGP						\$506,526.00
				FY 2024 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				REPAYMENT IN - (ADOT TO CAG) - (LONGHORN & MCLANE ROUNDABOUT (FROM FY 2023) - (NOT YET PROCESSED)							STBGP						\$424,463.86
				REPAYMENT IN - (ADOT TO CAG) - (IN PROCESSING) - From FY 2022							STBGP						\$100,375.70
				LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2025 shortage							STBGP						(\$21,304.58)
CAG 24-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT)	N/A	N/A	N/A	N/A	N/A	MINOR ARTERIAL	STBGP	\$966,246.13	N/A	N/A	\$58,405.12	\$1,024,651.25	(\$966,246.13)
												\$976,246.13	\$0.00	\$0.00	\$59,009.58	\$1,035,255.71	\$1,607.70
FY 2025																	
				FY 2025 APPORTIONMENT							STBGP						\$506,526.00
				FY 2025 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						(\$32,207.15)
				REPAYMENT OUT - (CAG TO ADOT) - (GOLDEN HILL ROAD) - In FY21)							STBGP						(\$340,244.00)
				REPAYMENT OUT - (CAG TO ADOT) - (MAIN STREET) - In FY21)							STBGP						(\$137,788.00)
				REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2024							STBGP						\$21,304.58
				LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2026							STBGP						\$159,890.09
CAG 25-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 26-01D		PAYSON	DESIGN	S. GOODNOW RD	SR 260	E. BONITA ST	0.27	2	2	MINOR ARTERIAL	HURF	N/A	\$150,000.00	\$16,666.67	\$0.00	\$166,666.67	(\$166,666.67)
												\$10,000.00	\$150,000.00	\$16,666.67	\$604.45	\$177,271.12	\$814.85

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2026																	
FY 2026 APPORTIONMENT												STBGP					\$506,526.00
FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2025												STBGP					(\$159,890.09)
LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2027												STBGP					\$296,375.09
CAG 26-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 28-01C		PAYSON	CONSTRUCTION	S. GOODNOW RD	SR 260	E. BONITA ST	0.27	2	2	MINOR ARTERIAL	HURF	N/A	\$540,000.00	\$60,000.00	\$0.00	\$600,000.00	(\$600,000.00)
												\$10,000.00	\$540,000.00	\$60,000.00	\$604.45	\$610,604.45	\$803.85
FY 2027																	
FY 2027 APPORTIONMENT												STBGP					\$506,526.00
FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2026												STBGP					(\$296,375.09)
LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2029 Projects												STBGP					(\$37,139.91)
CAG 27-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
SCA 28-01D		SAN CARLOS	DESIGN	BIA 170 - (New Sidewalk)			0.35	1	1	MAJOR COLLECTOR	STBGP	\$122,590.00	N/A	N/A	\$7,410.00	\$130,000.00	(\$130,000.00)
												\$132,590.00	\$0.00	\$0.00	\$8,014.45	\$140,604.45	\$803.85
FY 2028																	
FY 2028 APPORTIONMENT												STBGP					\$506,526.00
FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
LOAN OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - To cover FY 2029 Projects												STBGP					(\$227,959.44)
CAG 28-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 28-01D		PAYSON	DESIGN	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	HURF	\$0.00	\$95,000.00	\$10,555.56	\$0.00	\$105,555.56	(\$105,555.56)
												\$10,000.00	\$95,000.00	\$10,555.56	\$604.45	\$116,160.01	\$130,803.85
FY 2029																	
FY 2029 APPORTIONMENT												STBGP					\$506,526.00
FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2027												STBGP					\$37,139.91
REPAYMENT IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2028												STBGP					\$227,959.44
LOAN IN - (ADOT TO CAG) - (NOT YET PROCESSED) - From FY 2030												STBGP					\$83,590.29
CAG 29-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY29-34 Contract) (NOT YET EXECUTED)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$100,000.00	N/A	N/A	\$6,044.54	\$106,044.54	(\$100,000.00)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
PAY 29-01C		PAYSON	CONSTRUCTION	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	HURF	\$0.00	\$416,520.00	\$46,280.00	\$0.00	\$462,800.00	(\$462,800.00)
SCA 30-01C		SAN CARLOS	CONSTRUCTION	BIA 170 - (New Sidewalk)			0.35	1	1	MAJOR COLLECTOR	STBGP	\$249,404.64	N/A	N/A	\$15,075.36	\$264,480.00	(\$249,404.64)
												\$359,404.64	\$416,520.00	\$46,280.00	\$21,724.35	\$843,928.99	\$803.85

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2030																	
FY 2030 APPORTIONMENT												STBGP					\$506,526.00
FY 2030 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
REPAYMENT OUT - (CAG TO ADOT) - (NOT YET PROCESSED) - For FY 2029												STBGP					(\$83,590.29)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$380,728.56
FY 2031																	
FY 2031 APPORTIONMENT												STBGP					\$506,526.00
FY 2031 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$464,318.85
FY 2032																	
FY 2032 APPORTIONMENT												STBGP					\$506,526.00
FY 2032 OBLIGATION AUTHORITY AMOUNT - ESTIMATE												STBGP					(\$32,207.15)
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$10,000.00	N/A	N/A	\$604.45	\$10,604.45	(\$10,000.00)
												\$10,000.00	\$0.00	\$0.00	\$604.45	\$10,604.45	\$464,318.85
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
SCA 21-01D	T031301D	SAN CARLOS	DESIGN	WHITE MOUNTAIN ROAD (BIA 10) & AIRPORT ROAD - STREET LIGHT PROJECT							HSIP - FY21	\$300,000.00				\$300,000.00	
SCA 22-01C	T031301C	SAN CARLOS	CONSTRUCTION	WHITE MOUNTAIN ROAD (BIA 10) & AIRPORT ROAD - STREET LIGHT PROJECT							HSIP - FY23	\$678,611.38				\$678,611.38	
GIL 23-02D		GILA COUNTY	DESIGN	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY23	\$178,227.00			\$10,773.00	\$189,000.00	
GIL 23-03D		GILA COUNTY	DESIGN	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR 260	0.35 MILES EAST OF ROBERTS MESA RD	1.75				HSIP - FY23	\$178,227.00			\$10,773.00	\$189,000.00	
GIL 24-01C		GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY24	\$4,002,615.35			\$229,252.15	\$4,231,867.50	
GIL 24-03C		GILA COUNTY	CONSTRUCTION	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR 260	0.35 MILES EAST OF ROBERTS MESA RD	1.75				HSIP - FY24	\$423,570.98			\$18,721.83	\$442,292.81	
												\$5,761,251.71	\$0.00	\$0.00	\$269,519.98	\$6,030,771.69	\$0.00
BRIDGE REPLACEMENT PROGRAM																	
GLB 21-01D		GLOBE	DESIGN	PINAL CREEK BRIDGE - COTTONWOOD STREET (STRUCTURE #9711) - (FY21)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$330,050.00	N/A	N/A	\$19,950.00	\$350,000.00	
GLB 22-01C		GLOBE	CONSTRUCTION	PINAL CREEK BRIDGE - COTTONWOOD STREET (STRUCTURE #9711) - (FY23)	BROAD ST	COTTONWOOD ST	0.10	2	2	LOCAL	OSB	\$669,950.00	N/A	N/A	\$480,050.00	\$1,150,000.00	
												\$1,000,000.00	\$0.00	\$0.00	\$500,000.00	\$1,500,000.00	\$0.00
BUILD GRANTS																	
GIL 22-02C	SS718	GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT	SR 188/ OLD HWY 188 INTERSECTION	GREENBACK VALLEY RD - (EAST OF TONTO CREEK)	1.17	1	1	R - MAJOR COLLECTOR	BUILD GRANT	\$21,095,564.00	N/A	N/A	\$2,825,000.00	\$23,920,564.00	
												\$21,095,564.00	\$0.00	\$0.00	\$2,825,000.00	\$23,920,564.00	\$0.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds	
TRANSPORTATION ENHANCEMENT PROGRAM																		
GIL 09-01T	SL692	GILA COUNTY / GLOBE	CONSTRUCTION	MAIN ST - (NEW PEDESTRIAN SIDEWALKS) –(includes FY 22 STBG dollars)	US 60	GOLDEN HILL RD	FY 17					\$394,424.00	N/A	N/A	\$23,841.11	\$418,265.11		
													\$394,424.00	\$0.00	\$0.00	\$23,841.11	\$418,265.11	\$0.00
STATE BUDGET SURPLUS																		
Funded																		
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)	US 60	"CONNIE'S BRIDGE"	FY 22					\$1,169,400.00	N/A	N/A	N/A	\$1,169,400.00		
Pending Funding by Priority																		
GLB 23-01C		GLOBE/ GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 1 & 2 (Priority 1 of 4 during FY22 RTAC Project List Submittals)	PHASE 1: SIX SHOOTER CANYON RD (Cherokee to Icehouse Bridge)		FY23					\$1,293,882.00	N/A	N/A	\$106,000.00	\$1,399,882.00		
WKL 23-01C		WINKELMAN/ HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS (Priority 2 of 4 during FY22 RTAC Project List Submittals)	GRIFFIN ST	GOLF COURSE MAINTENANCE RD	FY 23					\$951,644.00	N/A	N/A	\$0.00	\$951,644.00		
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE (Priority 3 of 4 during FY22 RTAC Project List Submittals)	SOUTH OF US 60	OVER THE QUEEN CREEK WASH	FY24					\$2,245,526.00	N/A	N/A	\$235,799.00	\$2,481,325.00		
GLB 25-01C		GLOBE/ GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 3 & 4 (Priority 4 of 4 during FY22 RTAC Project List Submittals)	PHASE 3: HAGEN RD (Oil Circle Rd to Skate Park)		FY25					\$898,170.00	N/A	N/A	\$105,000.00	\$1,003,170.00		
													\$6,558,622.00	\$0.00	\$0.00	\$446,799.00		\$7,005,421.00
FTA SECTION 5310 GRANTS																		
FY 2021																		
TRAN 21-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2020 - SEP 30, 2021)	CARES ACT FUNDING				N/A		CARES ACT	\$68,750.00	N/A	N/A	\$0.00	\$68,750.00		
TRAN 21-02		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2020 - SEP 30, 2021)	5310 FUNDING				N/A		5310	\$55,000.00	N/A	N/A	\$13,750.00	\$68,750.00		
TRAN 21-03		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (5 VEHICLES) - (OCT 1, 2020 - SEP 30, 2021)	5310 FUNDING					PREVENTIVE / CAPITAL MAINTENANCE	5310	\$4,000.00	N/A	N/A	\$1,000.00	\$5,000.00		
TRAN 21-04		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (5 VEHICLES) - (OCT 1, 2020 - SEP 30, 2021)	SUPPLEMENTAL 5310 FUNDING					PREVENTIVE / CAPITAL MAINTENANCE	5310	\$4,000.00	N/A	N/A	\$1,000.00	\$5,000.00		
													\$131,750.00	\$0.00	\$0.00	\$15,750.00	\$147,500.00	\$0.00
FY 2022																		
TRAN 22-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2021 - SEP 30, 2022)	5310 FUNDING				N/A		5310	\$54,444.00	N/A	N/A	\$13,611.00	\$68,055.00		
TRAN 22-02		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (OPERATIONS)	AMERICAN RESCUE PLAN					OPERATIONS	ARP	\$4,553.00	N/A	N/A	\$0.00	\$4,553.00		
TRAN 22-03		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (OPERATIONS)	5310 FUNDING					OPERATIONS	5310	\$7,947.00	N/A	N/A	\$7,947.00	\$15,894.00		
TRAN 22-04		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)	5310 FUNDING					PREVENTIVE / CAPITAL MAINTENANCE	5310	\$6,000.00	N/A	N/A	\$1,500.00	\$7,500.00		
TRAN 22-05		PINAL HISPANIC COUNCIL	MAINTENANCE	PINAL HISPANIC COUNCIL - (YR 1 PREVENTATIVE MAINTENANCE)	5310 FUNDING					PREVENTIVE / CAPITAL MAINTENANCE	5310	\$10,000.00	N/A	N/A	\$2,500.00	\$12,500.00		
													\$82,944.00	\$0.00	\$0.00	\$25,558.00	\$108,502.00	\$0.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2023																	
TRAN 23-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2022 - SEP 30, 2023)		5310 FUNDING				N/A	5310	\$110,000.00	N/A	N/A	\$27,500.00	\$137,500.00	
TRAN 23-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 2 PREVENTATIVE MAINTENANCE)		5310 FUNDING				PREVENTIVE / CAPITAL MAINTENANCE	5310	\$6,000.00	N/A	N/A	\$1,500.00	\$7,500.00	
TRAN 23-03		PAYSON SC	CRSSA OPERATIONS	PAYSON SENIOR CENTER - (YR 2 CRSSA OPERATIONS)		AMERICAN RESCUE PLAN				OPERATIONS	ARP	\$5,185.00	N/A	N/A	\$0.00	\$5,185.00	
TRAN 23-04		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 2 OPERATIONS)		5310 FUNDING				OPERATIONS	5310	\$19,815.00	N/A	N/A	\$19,815.00	\$39,630.00	
												\$141,000.00	\$0.00	\$0.00	\$48,815.00	\$189,815.00	\$0.00
FTA SECTION 5311 GRANTS																	
FY 2022																	
TRAN 22-06		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2021 - SEP 30, 2022)		CARES ACT FUNDING				N/A	CARES ACT	\$35,556.00	N/A	N/A	\$0.00	\$35,556.00	
TRAN 22-07		PAYSON SR CENTER	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)		5311				N/A	5311	\$17,100.00	N/A	N/A	\$12,382.76	\$29,482.76	
TRAN 22-08		PAYSON SR CENTER	MAINTENANCE	BEELINE BUS - (YR 2 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$2,400.00	N/A	N/A	\$600.00	\$3,000.00	
TRAN 22-09		PAYSON SR CENTER	REPLACEMENT	BEELINE BUS - (BUS REPLACEMENT <30FT)		5311				N/A	5311	\$135,000.00	N/A	N/A	\$15,000.00	\$150,000.00	
TRAN 22-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'O NII TRANSIT - (YR 2 ADMINISTRATION)		5311				N/A	5311	\$28,000.00	N/A	N/A	\$7,000.00	\$35,000.00	
TRAN 22-11		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 2 INTERCITY)		5311				N/A	5311	\$44,400.00	N/A	N/A	\$32,151.72	\$76,551.72	
TRAN 22-12		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (YR 2 OPERATIONS)		5311				N/A	5311	\$75,600.00	N/A	N/A	\$54,744.83	\$130,344.83	
TRAN 22-13		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$15,000.00	N/A	N/A	\$3,750.00	\$18,750.00	
TRAN 22-14		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (OPERATIONS)		AMERICAN RESCUE PLAN				N/A	ARP	\$82,247.53	N/A	N/A	\$0.00	\$82,247.53	
TRAN 22-15		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 2 OPERATIONS)		5311				N/A	5311	\$30,600.00	N/A	N/A	\$22,158.62	\$52,758.62	
TRAN 22-16		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 2 PREVENTAIVE MAINTENANCE)		5311				N/A	5311	\$4,800.00	N/A	N/A	\$1,200.00	\$6,000.00	
TRAN 22-17		WMAT	ADMINISTRATION	FORT APACHE CONNECTION - (YR 2 ADMINISTRATION)		5311				N/A	5311	\$8,000.00	N/A	N/A	\$2,000.00	\$10,000.00	
TRAN 22-18		WMAT	OPERATIONS	FORT APACHE CONNECTION - (YR 2 OPERATIONS)		5311				N/A	5311	\$30,000.00	N/A	N/A	\$21,724.14	\$51,724.14	
												\$508,703.53	\$0.00	\$0.00	\$172,712.07	\$681,415.60	\$0.00
FY 2023																	
TRAN 23-01		PAYSON SR CENTER	OPERATIONS	BEELINE BUS - (YR 1 OPERATIONS)		5311				N/A	5311	\$145,000.00	N/A	N/A	\$105,000.00	\$250,000.00	
TRAN 23-02		PAYSON SR CENTER	MAINTENANCE	BEELINE BUS - (YR 1 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$20,000.00	N/A	N/A	\$5,000.00	\$25,000.00	
TRAN 23-03		PAYSON SR CENTER	ADMINISTRATION	BEELINE BUS - (YR 1 ADMINISTRATION)		5311				N/A	5311	\$60,000.00	N/A	N/A	\$15,000.00	\$75,000.00	
TRAN 23-04		SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)		5311				N/A	5311	\$160,000.00	N/A	N/A	\$40,000.00	\$200,000.00	
TRAN 23-05		SAN CARLOS	OPERATIONS	NNEE BICH'O NII TRANSIT - (YR 1 OPERATIONS)		5311				N/A	5311	\$551,986.00	N/A	N/A	\$399,714.00	\$951,700.00	
TRAN 23-06		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$60,000.00	N/A	N/A	\$15,000.00	\$75,000.00	
TRAN 23-07		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)		5311				N/A	5311	\$318,014.00	N/A	N/A	\$230,286.00	\$548,300.00	
TRAN 23-08		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 1 OPERATIONS)		5311				N/A	5311	\$175,450.00	N/A	N/A	\$127,050.00	\$302,500.00	
TRAN 23-09		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)		5311				N/A	5311	\$24,000.00	N/A	N/A	\$6,000.00	\$30,000.00	
TRAN 23-10		MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 1 ADMINISTRATION)		5311				N/A	5311	\$104,000.00	N/A	N/A	\$26,000.00	\$130,000.00	
												\$1,618,450.00	\$0.00	\$0.00	\$969,050.00	\$2,587,500.00	\$0.00
OTHER FTA GRANTS																	
TRAN 21-23		PAYSON SR CENTER	BUS STOP IMPRV.	BUS ASSOCIATED TRANSIT IMPROVEMENTS / BUS SHELTERS		5339 FUNDING				BUS STOPS	5339	\$610,000.00	N/A	N/A	\$67,778.00	\$677,778.00	\$677,778.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PINAL REGIONAL TRANSPORTATION AUTHORITY - PINAL COUNTY																	
PRTA-01		PINAL COUNTY	CONSTRUCTION	CORDONES ROAD - FY 20			1.50	2(U)	2	MINOR ARTERIAL	PRTA	\$2,500,000.00	N/A	N/A	N/A	\$2,500,000.00	\$2,500,000.00
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF SUPERIOR																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2031 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2032 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2033 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF KEARNY																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2031 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2032 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2033 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF MAMMOTH																	
				FY 2019 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2020 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2021 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2022 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2023 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2024 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2025 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2026 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2027 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2028 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2029 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2030 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2031 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2032 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2033 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2034 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2035 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2036 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2037 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00
				FY 2038 PRTA TAX REVENUE ALLOCATION							PRTA						\$300,000.00