



# 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	Thursday, August 11, 2022 – 10:00 AM
Zoom Webinar	Zoom Webinar
<i>(Webinar info will be posted approximately one week prior to meeting date)</i>	<i>(Webinar info will be posted approximately one week prior to meeting date)</i>

**XI. Adjournment**



Approved by  
 (Andrea Robles, CAG Executive Director)



# SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) APPLICATION

GENERAL PROJECT INFORMATION					
<b>SPONSORING AGENCY:</b>		<b>DATE SUBMITTED:</b>			
<b>CONTACT NAME:</b>		<b>TITLE:</b>			
<b>EMAIL ADDRESS:</b>		<b>PHONE #:</b>			
<input type="checkbox"/> <b>ROADWAY IMPROVEMENT</b>	Roadway Name:				
	Starting Location:				
	Ending Location:				
	Length (to the 0.1 of a mile):				
	# of Lanes (Before & After):	Before:		After:	
<input type="checkbox"/> <b>INTERSECTION IMPROVEMENT</b>	Roadway Name "A":				
	Roadway Name "B":				
<input type="checkbox"/> <b>BRIDGE IMPROVEMENT</b>	<input type="checkbox"/> Restoration/Operational	Bridge Sufficiency Rating <a href="#">(LINK to ADOT NBI Table)</a>			
	<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"/> <b>OTHER</b>	Description of project type:				
<b>FEDERAL FUNCTIONAL CLASSIFICATION</b> <a href="#">(LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):</a>					
<b>AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT:</b> <a href="#">(LINK: AADT COUNTS):</a>		<b>DATE OF AADT COUNT:</b>			

## COST ESTIMATE & PROJECT PROGRAMMING

<input type="checkbox"/> <b>DESIGN</b>	FY Program Year:		
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input type="checkbox"/> _____	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
<i><b>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</b></i>			

<input type="checkbox"/> <b>CONSTRUCTION</b>	FY Program Year:		
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input type="checkbox"/> _____	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
<i><b>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</b></i>			

• 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

<b>PROJECT INCLUSION IN PREVIOUS PLANS</b>	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: _____
<b>COMMUNITY TRANSPORTATION BENEFITS</b>	Does the project provide multi-modal improvements?  <b>Yes or No and Why?</b>			
	Does the project provide Community Investments and/or Economic Development benefits?  <b>Yes or No and Why?</b>			
<b>SAFETY COUNTERMEASURES</b> <i>(For Potential Use of HSIP funds)</i>	Can you provide crash data, including fatalities over the last five (5) years?  <b>Yes or No?</b> <i>(Cite Source of Crash Data)</i>			
	Does the project primarily include any of the 44 safety countermeasures listed on the next page?  <a href="#">FHWA safety countermeasures</a>  <b>Yes or No?</b>			

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)*

<b>ENVIRONMENTAL</b>	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p><b>Yes or No and Why?</b></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>	
<b>RIGHT-OF-WAY (ROW)</b>	<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>	
<b>DEVELOPMENT ACTIVITY</b>	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	
<b>UTILITIES</b>	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	
<b>DRAINAGE</b>	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	

<b>LEVEL OF SERVICE (LOS):</b>	Current:		After:	
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- Level of Service "A"** = Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
- 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.
- 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.
- 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.
- Level of Service "E"** = Unstable flow at or near capacity levels with poor levels of comfort and convenience.
- 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.



## RANKING CRITERIA

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

CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
<b>Cost Estimate &amp; Project Programming</b>	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.	<b>15</b>	
	<p>HIGH - (15 pts) = Provides a justifiable and reasonable cost estimate.</p> <p>MED - (10 pts) = Moderate justification of the cost estimate.</p> <p>LOW - (5 pts) = Low justification of the cost estimate.</p> <p>NONE - (0pts) = No justification of the cost estimate.</p>		
<b>Project Need</b>	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.	<b>30</b>	
	<p>HIGH - (30 pts) = Provides a clear and concise justification of the need.</p> <p>MED - (20 pts) = Moderate justification of the need.</p> <p>LOW - (10 pts) = Low justification of the need.</p> <p>NONE - (0pts) = Little, ambiguous, or no clear and concise justification of the need.</p>		
<b>Project Work Description</b>	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.	<b>10</b>	
	<p>HIGH - (10 pts) = Provides a clear and concise description of the project.</p> <p>MED - (7 pts) = Moderate description of the project.</p> <p>LOW - (3 pts) = Minimal description of the project.</p> <p>NONE - (0pts) = Little, ambiguous, or no clear description of the project.</p>		
<b>Project Inclusion in Previous Plans</b>	The intended purpose is to achieve accountability and implementation while incorporating performance measures of previous plans and studies.	<b>3</b>	
	<p>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.</p> <p>MED - (2 pts) = Identified within two (2) to four (4) plans total.</p> <p>LOW - (1 pts) = Identified within one (1) plan total.</p> <p>NONE - (0pts) = Not Identified within any plans.</p>		
<b>Community Transportation Benefits</b>	The intended purpose is to ascertain maximum socioeconomic benefits across all transportation modes catering to all income levels (total of 10 pts possible).	<b>5</b>	
	(a) <b>Multi-modalism:</b> Project improves accessibility, mobility, and connectivity for multiple modes such as pedestrians, bicyclists, transit and freight.		
	(b) <b>Economic Development:</b> Project provides accessibility and connectivity to/from employment centers and residential areas as zoned/approved in General Plans or through community investments.	<b>5</b>	

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) <b>Environmental:</b> 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) <b>Right-of-Way (ROW):</b> Level of potential ROW issues associated with the project and not addressed in application.	3	
	(c) <b>Development Activity:</b> Level of planned or ongoing development activity that could potentially impact the proposed project (positive or negative) and not addressed in application.	3	
	(d) <b>Utilities:</b> Level of potential utility issues/concerns that may require relocation by the applicant that is not addressed in the application.	3	
	(e) <b>Drainage:</b> Level of potential drainage issues and/or proposed improvements associated with the project and is not addressed in the application.	3	
	(f) <b>Level of Service (LOS):</b> 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	
<b>Completeness of Application</b>	Have all applicable portions of the application, including the application form and <b>required</b> attachments been submitted?	5	
	<b>MAXIMUM SCORE:</b>	<b>100</b>	



## 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		
<b>FY 2017</b>																			
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)		
<b>FY 2019</b>																			
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)		
<b>FY 2021</b>																			
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)		
												<b>\$20,260.35</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,224.64</b>	<b>\$21,484.99</b>	<b>\$0.00</b>		
<b>FY 2022</b>																			
FY 2022 APPORTIONMENT											STBGP							\$506,526.00	
FY 2022 OBLIGATION AUTHORITY AMOUNT - ESTIMATE											STBGP								(\$32,207.15)
TRANSPORTATION 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)		
												<b>\$1,390,668.35</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$110,459.28</b>	<b>\$1,501,127.63</b>	<b>\$0.00</b>		

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
<b>FY 2023</b>																	
				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
<b>FY 2024</b>																	
				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
<b>FY 2025</b>																	
				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
<b>FY 2026</b>																	
				<b>FY 2026 APPORTIONMENT</b>							STBGP						\$506,526.00
				<b>FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE</b>							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)
												<b>\$10,000.00</b>	<b>\$540,000.00</b>	<b>\$60,000.00</b>	<b>\$604.45</b>	<b>\$610,604.45</b>	<b>\$803.85</b>
<b>FY 2027</b>																	
				<b>FY 2027 APPORTIONMENT</b>							STBGP						\$506,526.00
				<b>FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE</b>							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)
												<b>\$132,590.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$8,014.45</b>	<b>\$140,604.45</b>	<b>\$803.85</b>
<b>FY 2028</b>																	
				<b>FY 2028 APPORTIONMENT</b>							STBGP						\$506,526.00
				<b>FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE</b>							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)
												<b>\$10,000.00</b>	<b>\$95,000.00</b>	<b>\$10,555.56</b>	<b>\$604.45</b>	<b>\$116,160.01</b>	<b>\$130,803.85</b>
<b>FY 2029</b>																	
				<b>FY 2029 APPORTIONMENT</b>							STBGP						\$506,526.00
				<b>FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE</b>							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)
												<b>\$359,404.64</b>	<b>\$416,520.00</b>	<b>\$46,280.00</b>	<b>\$21,724.35</b>	<b>\$843,928.99</b>	<b>\$803.85</b>

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		
<b>FY 2030</b>																			
																		\$506,526.00	
																			(\$32,207.15)
																			(\$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)		
												<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$604.45</b>	<b>\$10,604.45</b>	<b>\$380,728.56</b>		
<b>FY 2031</b>																			
																		\$506,526.00	
																			(\$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)		
												<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$604.45</b>	<b>\$10,604.45</b>	<b>\$464,318.85</b>		
<b>FY 2032</b>																			
																		\$506,526.00	
																			(\$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)		
												<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$604.45</b>	<b>\$10,604.45</b>	<b>\$464,318.85</b>		
<b>HIGHWAY SAFETY IMPROVEMENT PROJECTS</b>																			
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			
												<b>\$5,761,251.71</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$269,519.98</b>	<b>\$6,030,771.69</b>	<b>\$0.00</b>		
<b>BRIDGE REPLACEMENT PROGRAM</b>																			
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			
												<b>\$1,000,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$500,000.00</b>	<b>\$1,500,000.00</b>	<b>\$0.00</b>		
<b>BUILD GRANTS</b>																			
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			
												<b>\$21,095,564.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$2,825,000.00</b>	<b>\$23,920,564.00</b>	<b>\$0.00</b>		

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
<b>TRANSPORTATION ENHANCEMENT PROGRAM</b>																	
GIL 09-01T	SL692	GILA COUNTY / GLOBE	CONSTRUCTION	MAIN ST - (NEW PEDESTRIAN SIDEWALKS) <del>-(includes FY 22 STBG dollars)</del>	US 60	GOLDEN HILL RD	FY 17					\$394,424.00	N/A	N/A	\$23,841.11	\$418,265.11	
												<b>\$394,424.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$23,841.11</b>	<b>\$418,265.11</b>	<b>\$0.00</b>
<b>STATE BUDGET SURPLUS</b>																	
<b>Funded</b>																	
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	
<b>Pending Funding by Priority</b>																	
GLB 23-01C		GLOBE/ GILA COUNTY	CONSTRUCTION	<b>GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 1 &amp; 2</b> <i>(Priority 1 of 4 during FY22 RTAC Project List Submittals)</i>		<b>PHASE 1: SIX SHOOTER CANYON RD</b> (Cherokee to Icehouse Bridge)	FY23					\$1,293,882.00	N/A	N/A	\$106,000.00	\$1,399,882.00	
						<b>PHASE 2: JESSE HAYES ROAD</b> (Ice house Bridge to Oil Circle Rd)											
WKL 23-01C		WINKELMAN/ HAYDEN	CONSTRUCTION	<b>WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS</b> <i>(Priority 2 of 4 during FY22 RTAC Project List Submittals)</i>	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	<b>SUPERIOR NEW BRIDGE ON PANTHER DRIVE</b> <i>(Priority 3 of 4 during FY22 RTAC Project List Submittals)</i>	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	<b>GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS PHASE 3 &amp; 4</b> <i>(Priority 4 of 4 during FY22 RTAC Project List Submittals)</i>		<b>PHASE 3: HAGEN RD</b> (Oil Circle Rd to Skate Park)	FY25					\$898,170.00	N/A	N/A	\$105,000.00	\$1,003,170.00	
						<b>PHASE 4: JESSE HAYES RD</b> (Oil Circle Rd to Pinal Bridge)											
												<b>\$6,558,622.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$446,799.00</b>	<b>\$7,005,421.00</b>	<b>\$0.00</b>
<b>FTA SECTION 5310 GRANTS</b>																	
<b>FY 2021</b>																	
TRAN 21-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2020 - SEP 30, 2021)		CARES ACT FUNDING						\$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						\$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	
												<b>\$131,750.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$15,750.00</b>	<b>\$147,500.00</b>	<b>\$0.00</b>
<b>FY 2022</b>																	
TRAN 22-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2021 - SEP 30, 2022)		5310 FUNDING						\$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	
												<b>\$82,944.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$25,558.00</b>	<b>\$108,502.00</b>	<b>\$0.00</b>



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
<b>FY 2023</b>																	
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	
												<b>\$141,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$48,815.00</b>	<b>\$189,815.00</b>	<b>\$0.00</b>
<b>FTA SECTION 5311 GRANTS</b>																	
<b>FY 2022</b>																	
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 PREVENTATIVE 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	
												<b>\$508,703.53</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$172,712.07</b>	<b>\$681,415.60</b>	<b>\$0.00</b>
<b>FY 2023</b>																	
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	
												<b>\$1,618,450.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$969,050.00</b>	<b>\$2,587,500.00</b>	<b>\$0.00</b>
<b>OTHER FTA GRANTS</b>																	
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
<b>PINAL REGIONAL TRANSPORTATION AUTHORITY - PINAL COUNTY</b>																	
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
<b>PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF SUPERIOR</b>																	
				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
<b>PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF KEARNY</b>																	
				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
<b>PINAL REGIONAL TRANSPORTATION AUTHORITY - TOWN OF MAMMOTH</b>																	
				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