

6 IMPLEMENTATION

A variety of funding sources can be considered as potential mechanisms for programming the projects identified as part of the CDS. Three potential sources include:

- P2P Programming (P2P): projects compete against projects from across the state through a standardized scoring process to identify statewide priority projects to be added to the 5-year program.
- District Minor Funding: state monies allocated to each of the seven ADOT districts across the state to fund projects identified as priorities by each district.
- Highway Safety Improvement Program (HSIP) Funding: HSIP funding is allocated to locations that have a demonstrated fatal and severe injury crash history and projects with effective countermeasures. HSIP funding can also be used for systemic improvements, such as ITS or signage improvements.

A potential funding source of the for each of the 12 packaged projects is identified in **Table 27**, though this list should not exclude exploration of additional funding sources.

Table 27: Recommended Funding Sources

| CPS Rank | Project | Potential Funding Source | | |
|----------|---|--------------------------|----------------|------|
| | | P2P | District Minor | HSIP |
| 1 | Northcentral District ITS/Signage Improvements (MP 218-251) | | | X |
| 2 | Slate Creek Improvements (MP 226-232) | X | | |
| 3 | Southbound Roadway Improvements (MP 244-250) | X | | |
| 4 | Northbound Roadway Improvements (MP 247-250) | | X | |
| 5 | Central District Shoulder Improvements (MP 196-211) | | X | |
| 6 | Northbound Roadway Improvements (MP 241-248) | X | | |
| 7 | Central District ITS/Signage Improvements (MP 191-218) | | | X |
| 8 | Rye Improvements (MP 239-241) | | X | |
| 9 | Northbound Roadway Improvements (MP 212-218) | X | | |
| 10 | Northbound Roadway Improvements (MP 218-226) | X | | |
| N/A | Central District Rock-Fall Mitigation (MP 213-218) | | X | |
| N/A | Northcentral District Rock-Fall Mitigation (MP 222-247) | | X | |

P2P pre-scoping forms have been developed for each of the 12 packaged projects to provide background detail and justification to pursue projects through the P2P program. Although not all projects are recommended to be pursued through the P2P funding avenue, pre-scoping forms have been developed for all projects in the event that P2P funding becomes the preferred source in the future. The pre-scoping forms are provided in **Appendix D**.

7 PUBLIC AND AGENCY INVOLVEMENT

7.1 Technical Advisory Committee

ADOT established a Technical Advisory Committee (TAC) consisting of ADOT, FHWA, and Metropolitan Planning Organization (MPO) and Council of Governments (COG) representatives. Member organizations are summarized in **Table 28**.

Table 28: Technical Advisory Committee Member Organizations

| TAC Member Organizations |
|--|
| ADOT Bridge Design |
| ADOT Central District |
| ADOT Central District Traffic |
| ADOT Communications |
| ADOT Drainage Design |
| ADOT Environmental Planning Group |
| ADOT Geotechnical |
| ADOT Multimodal Planning |
| ADOT Northcentral District |
| ADOT Pavement Design |
| ADOT Project Management Group |
| ADOT Transportation Technology Group |
| ADOT Traffic Design |
| ADOT Traffic Systems Management and Operations |
| ADOT Tribal Coordination |
| ADOT Traffic Systems Management and Operations – Northern Region Traffic |
| Central Arizona Governments |
| Federal Highway Administration (FHWA) |
| FHWA Planning Region 1 |
| FHWA Project Delivery – Central |
| FHWA Project Delivery – North Central |
| Maricopa Association of Governments |
| Northern Arizona Council of Governments |

The Technical Advisory Committee met five times over the course of the project. Meeting summaries are provided in **Appendix C**.

7.2 Stakeholder Meetings

As discussed in Chapter 1, SR 87 is bounded by U.S. Forest Service land, except for both ends of the corridor. There are few residents in the corridor. As such, it was determined that outreach is best accomplished through individual stakeholder meetings and input from Technical Advisory Committee representatives.