MARICOPA ASSOCIATION of GOVERNMENTS
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SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members of the public may:

1. To watch a live video stream of the meeting, click here to go to MAG's YouTube channel.
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

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September 16, 2020

TO: Members of the Transportation Policy Committee

FROM: Mayor Kate Gallego, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting – **11:30 a.m.**
Wednesday, September 23, 2020
Virtual Meeting

The Transportation Policy Committee meeting has been scheduled at the time noted above. The meeting will be held as a virtual meeting only, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting via a live video stream. You can watch the meeting online by clicking here to go to MAG's YouTube channel. Public comments can be provided in written format through the MAG website at azmag.gov/comment. If you have questions, please contact the MAG office at (602) 254-6300.

In 1996, the Regional Council approved a simple majority quorum for all MAG advisory committees. If the Transportation Policy Committee does not meet the quorum requirement, members who have joined the meeting will be notified that a legal meeting cannot occur and the meeting will end. Your participation in the meeting is strongly encouraged.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions regarding the meeting, please contact MAG at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

Transportation Policy Committee

TENTATIVE AGENDA

September 23, 2020

1. Call to Order

2. Call to the Audience

An opportunity will be provided to members of the public to provide input through written comment to the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public are asked to submit written comments related to this meeting through the MAG website at azmag.gov/comment, and indicate for which meeting the comment is intended. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting. Comments received prior to the deadline will be read aloud during the meeting. Comments must not exceed three minutes in length. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that comments received for agenda items posted for action will be read at the time the item is heard.

Action Requested:
Information.

3. Approval of Consent Agenda

Council members may request that an item be removed from the consent agenda. Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items. Consent items are marked with an asterisk (*).

Action Requested:
Approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT *

*3A. Approval of the August 19, 2020, Meeting Minutes

Action Requested:
Approval.

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*3B. Transportation Improvement Program Project Changes

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended four times.

Since approval of the last amendment, additional changes and modifications are needed. Please refer to the enclosed material.

Action Requested:
Recommend approval of amendments and administrative modifications as appropriate to the Fiscal Year 2020-2024 MAG Transportation Improvement Program, and 2040 MAG Regional Transportation Plan Update, as appropriate.

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*3C. Draft MAG Policy Principles

MAG staff has updated the draft regional policy principles, a document that summarizes MAG's legislative positions and the agency's roles and responsibilities. The MAG Policy Principles are updated annually or as needed. In September 2020, the draft MAG Policy Principles are being presented to the MAG Management Committee, Executive Committee, Transportation Policy Committee, and Regional Council for review and input. It is anticipated that the draft MAG Policy Principles will be presented for action at the October 2020 policy committee meetings with approval at the October 28, 2020, Regional Council meeting. Please refer to the enclosed material. Contact Nathan Pryor,

Policy and Government Relations Director, with any questions and proposed input.

Action Requested:
Information.

ITEMS PROPOSED TO BE HEARD

4. I-10 Broadway Curve: Project Update

The I-10 Broadway Curve project is planned to improve Interstate 10 between Interstate 17 and State Route 202/Santan Freeway. It will represent the region's first major freeway reconstruction project within the urban core. Construction will begin in the summer of 2021 and extend through 2024. An update on the project, including potential measures to mitigate construction impacts, will be provided.

Action Requested:
Information and discussion.

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5. Update on the Development of a New Regional Transportation Plan

MAG has initiated efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, which will expire at the end of calendar year 2025. An update on the planning work underway, including technical work associated with the development of the new RTP and activities associated with the Management Committee Work Group, will be provided.

Action Requested:
Information and discussion.

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6. Legislative Update

An update will be provided on legislative issues of interest.

Action Requested:
Information and discussion.

7. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting will be requested.

Action Requested:
Information.

8. Comments from the Committee

An opportunity will be provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Action Requested:
Information.

Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING
August 19, 2020
This meeting was conducted virtually via Zoom.
The link to a video recording of the meeting can be found here.

MEMBERS ATTENDING

#Phoenix: Mayor Kate Gallego, Chair	#Peoria: Councilmember Bridget Binsbacher
#Chandler: Mayor Kevin Hartke, Vice Chair	#Queen Creek: Mayor Gail Barney
#Avondale: Mayor Kenneth Weise	#Roc Arnett Consulting: Roc Arnett
#Buckeye: Mayor Jackie Meck	#Scottsdale: Councilmember Suzanne Klapp
#Glendale, Mayor Jerry Weiers	*State Transportation Board: Sam Elters
#Goodyear: Mayor Georgia Lord	#Sunland Asphalt: Doug DeClusin
*Huellmantel and Affiliates: Charles Huellmantel	#Surprise: Mayor Skip Hall
#Maricopa: Mayor Christian Price	*Swift Transportation: Dave Berry
#Maricopa County Board of Supervisors: Supervisor Jack Sellers	#Valley Partnership: Cheryl Lombard
#Mesa: Mayor John Giles	#Vulcan Materials Company: Mark Reardon

* Those members neither present nor represented by proxy.
# Participated by web/telephone conference call.

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Kate Gallego, Phoenix, at 11:32 a.m.

Chair Gallego reminded members to mute their phones when not speaking and gave some additional meeting instructions to members.

Chair Gallego noted that members of the public were asked to submit written comments related to this meeting on the MAG website at least one hour prior to the posted start time for the meeting. She stated there were no comments.

Chair Gallego indicated she was happy to chair her first meeting of the TPC. She recognized Mayor Jenn Daniels who recently stepped down as her position as mayor for her service to the region as the mayor of Gilbert and as a member of this committee. Chair Gallego next congratulated TPC members who won their recent elections including

Councilmember Binsbacher, Mayor Giles, Mayor Hall, Mayor Weise, Mayor Weiers, and Supervisor Sellers.

MAG Executive Director Eric Anderson stated public comment was received from Mr. Walt Gray regarding agenda item 3 prior to the start of the meeting and mentioned the comments would be included in the meeting minutes.

Mr. Gray's comments follow:

"Two Comments Re Item #3, Update of New Regional Transportation Plan: 1. The computer model used to forecast the amount and direction of travel should be changed before any planning is done. The computer model, basically the same that has been used for the past 40 years, is outdated because it has only led to using the same corridors for travel because it always has been based on a home to work system. Thus, we have gone from arterial roads to freeways to super freeways, to light rail, and soon to commuter rail. All the while, there is bumper to bumper traffic; long commute times, and reduced quality of life for suburban and Inner City residents alike. The computer model should be linked to a new approach to comprehensive metropolitan planning in the Valley. The direction of the plan should come before the computer model is revised. Too long MAG and its member cities have emphasized a regional transportation system to concentrate employment and commerce in Downtown Phoenix, connecting the employment with bedroom communities in the suburbs. This development approach ignores the basics of good, coordinated, city-by-city participation in balanced regional development, including complementary land use patterns for schools, commercial centers, parks, streets, bike lanes and the like. This type of balanced development would be much better than the current system and corresponding computer model that MAG uses that leads to largely bedroom suburban communities commuting to jobs largely in Downtown Phoenix. These planning and computer models, consequently, have led to metropolitan socioeconomic segregation, having gainfully employed suburban commuters traveling right through the Phoenix Inner City and its very large underemployed population, to reach jobs Inner City residents are closer to. The basic element of good comprehensive planning is good paying jobs close to home--jobs in communities with social, economic, cultural and political balance. We do not have balanced development in Phoenix or the Valley at this time. The result is not only increased infrastructure costs, higher air pollution levels, and higher commuter expenses. At the same time, the unbalanced development leads to reduced quality family time, less efficiency from too-big government and inequitable financing (sales taxes) for access, safety and protection for the Downtown workers and businesses. We need to train the Inner City workforce, over time, to take over more and more Downtown and Inner City jobs. This alone will go a long way toward upgrading the Inner City through resident investments in housing, schools, tax resources, buying power,

recreation and the like. Phoenix, which has been very lax in addressing its Inner City and which, too often, has taken counterproductive measures, such as gentrification, should stop gentrification; upgrade Inner City communities through strategic investments in streets, sidewalks, bike lanes, shade, parking, and the like. The combination of workforce development for the Inner City matched with employment centers with ever rising job opportunities will be a major step toward balanced development and away from political-centered, friend rewarding, partisan decision-making when it comes to recruiting employers for all parts of the Valley. Not to be overlooked in comprehensive planning is social planning that is complementary to physical planning. MAG currently is engaged is such social planning elements as homelessness, domestic violence and aging services. However, these are more program focused rather than based on comprehensive physical and social planning. MAG is blessed with an experienced, talented and dedicated social planning staff that produced some ground-breaking work in the first decade of this Century. However, over the past 10 years or so, the staff has been directed away from planning and toward program administration. This is a grave error. Social planning, for example, fits with physical planning in locating shelters, housing and services for the homeless population and domestic violence victims. Social planning also can be used for community enrichment by documenting the need for cultural and artistic venues, robust political participation and the like. 2. In considering the new Regional Transportation Plan, it is imperative that taxes for Motor Carriers be reviewed. Motor Carrier taxes have not been increased in years, yet Motor Carriers do more damage to the freeways and state highways than any other single user. At one time, ADOT estimated that it took 7,000 vehicles to do the same amount of damage as one semi. Motor Carriers should not be overtaxed because they are a business. However, they should pay their fair share along with commuters, smaller delivery vehicles, public transportation and the like. To have an equitable tax system for Motor Carriers, it is much better to have a State Transportation Plan that incorporates the best of the regional plans prepared by councils of governments and their member cities and counties, and ties them together with transportation facilities and services of statewide significance. However, we should broaden all regional plans to include a comprehensive, coordinated, city-by-city look at physical and social planning. In this way, we not only will have balanced regions, but also a balanced state that gives all its residents the benefits of comprehensive, balanced planning." END COMMENT

Chair Gallego thanked Mr. Gray for his participation.

2. Approval of Consent Agenda

Chair Gallego stated agenda items 2A through 2C were on the Consent Agenda and asked if any member had questions about any of the items. There were none.

Mayor Weiers moved to approve the Consent Agenda items. Mayor Hartke seconded the motion and the motion carried unanimously. Mr. Arnett, Mayor Barney, Councilmember Binsbacher, Mr. DeClusin, Mayor Gallego, Mayor Giles, Mayor Hartke, Mr. Huellmantel, Councilmember Klapp, Ms. Lombard, Mayor Lord, Mr. Reardon, Mayor Price, Supervisor Sellers, Mayor Weise, and Mayor Weiers voted in favor of the motion. The vote on the motion carried unanimously.

2A. Approval of the June 17, 2020, Meeting Minutes

The Transportation Policy Committee, by consent, approved the June 17, 2020, meeting minutes.

2B. Transportation Improvement Program Project Changes

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications as appropriate to the Fiscal Year 2020-2024 MAG Transportation Improvement Program, and 2040 MAG Regional Transportation Plan Update, as appropriate.

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended three times.

Since approval of the last amendment, additional changes and modifications are needed.

2C. Arterial Life Cycle Program Status Report, January – June 2020

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The ALCP Policy and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. This agenda item reflects the second semi-annual update for FY 2020.

This item was on the agenda for information.

3. Update on the Development of a New Regional Transportation Plan

MAG Transportation Planning Program Manager Audra Koester Thomas provided an

update on efforts to develop a new Regional Transportation Plan (RTP) that will serve as the basis for the extension of Proposition 400, including the planning work underway, technical work associated with the development of the new RTP and activities associated with the RTP Management Committee Work Group.

Ms. Thomas' presentation focused on an overview of the performance-based evaluation framework, the activities that will occur over the next six months, and how these activities will move the region along in the process of going from a full needs catalog to a refined and fiscally constrained investment project and program portfolio. She began by reviewing the plan's vision and goals. The purpose of the RTP is to establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive with six goals to achieve this, which include safety; prosperity; responsiveness; livability; preservation; and mobility.

Ms. Thomas reviewed the performance-based evaluation process and the steps the region will take to get from the full needs catalog to the project and program portfolio. The full needs catalog comprises more than 1,300 different project and program ideas submitted by member agencies, regionally identified needs, studied projects over the last decade, as well as projects that were deferred out of Proposition 400 funded programs. The RTP project evaluation steps include regional project screening, project-level evaluation, project/program review and evaluation, and a scenario planning and tradeoff analysis, which will inform development of a fiscally-constrained project and program portfolio.

Ms. Thomas next discussed some of the feedback already received by the Management Committee RTP work group and Management Committee. She provided a summary of the performance homework assignment feedback from July's Management Committee work group, which staff used to gain feedback into some of the elements of the process. Staff focused on receiving feedback for how to evaluate larger projects and what uncertainties or policies should be tested in a trade-off analysis. This work involved homework assignments which were included as a part of the agenda packet for today's meeting. Ms. Thomas went over key takeaways from the homework including feedback on the modal evaluation frameworks. She noted some of the takeaways are that the revised six goals are on target, with some members ranking mobility, safety and prosperity higher in importance. She commented that a few managers found all six goals to be of equal importance and therefore the group found that weighting criteria within modal project evaluation categories to be the best method moving forward. Ms. Thomas also mentioned feedback from the frameworks to evaluate freeway and highway projects, arterial framework projects, and high-capacity transit projects. She also detailed suggested qualitative and policy considerations offered by managers, in addition to ideas offered for project implementation and scope development.

Ms. Thomas indicated the Momentum website has launched. She encouraged TPC members to share the website and social media handles with their constituents to help build an online presence, noting the pandemic will require heavy reliance on the website and its virtual tools to connect with the public and leverage opportunities for feedback through virtual meetings, online surveys, and other tools.

Ms. Thomas also reviewed next steps and key deliverables coming up in September that include a peer region analysis, the draft needs catalogue for which staff will be seeking direction from the TPC and other policymakers to identify what potential programs are regional priorities, as well as documentation of future RTP and extension policy questions. In late September, robust conversation will begin on transit policy, including the region's approach to a future regional bus system and the role of the region and local communities in each funding transit investments. She noted that in response to questions about MAG's transit responsibilities, a memo was included in today's agenda packet that details the transit planning roles in the region, codified in state statue as well as a planning agreement between Valley Metro, City of Phoenix and MAG.

Chair Gallego stated this is an exciting time in our region with discussions about how to continue to grow toward a strong, sustainable future as America's fastest growing county. She thanked staff for their work on the RTP as well as the Management Committee for their work in defining what regional priorities are for the extension of the regional tax. Chair Gallego asked if next steps would include the discussion of roles and responsibilities with other levels of government. She gave an example of MAG funding a freeway project and ADOT building it, and how to determine who is responsible for ongoing maintenance, landscaping, and other aspects.

Mr. Anderson stated last fall, MAG rolled out an analysis of the long-term maintenance needs for our region's highway system that traditionally has been a state-level responsibility, paid for out of the Arizona Highway User Revenue Fund (HURF). He added the gas tax in Arizona has not changed since 1991 and the federal gas tax has not changed since 1993, resulting in financial constraints for ADOT. Some of the internal discussion centers around if the region continues to build and improve highways, will there be money to maintain the basic structure as well as safety improvements. Mr. Anderson noted part of the peer region analysis was studying how other regions handle maintenance and added that highway systems are typically maintained with state funding sources.

Mr. Anderson emphasized the work ahead for the TPC, Management Committee, and Regional Council. He added a question staff continues to get is when MAG will start talking about the policy questions and noted the policy questions are answered throughout the planning effort. Staff is putting together a document that takes different policy questions

and lays them into the planning process. Mr. Anderson commented he gets a lot of questions about what is going to be the rate and term of the sales tax extension. He stated that it will depend on where the region ends up on the tradeoff analysis identifying the region's top priority projects and programs. The chart presented earlier noted step 4 where tradeoff analysis will determine what transportation projects and programs the region will be able to deliver with a continuation of a half-cent, a penny or more; this will inform discussion and decisions on what the region can fund, and what that will mean in terms of quality of transportation moving forward. Mr. Anderson indicated the peer region analysis that will be distributed in September will show that our region is no longer in the top tier of transportation investments for metro areas around the country like it once was. He added our county's peers have stepped up their regional investments in transportation, further emphasizing the continued need to increase revenues from other sources at the state and federal government level.

Mayor Hartke recalled Mr. Anderson mentioned a document is coming that will start the process around policy questions and asked when MAG hopes to get that out to TPC members.

Mr. Anderson indicated staff completed the draft document yesterday and sent it to members of the Management Committee for review. He noted MAG was starting the review process with that committee because they provided staff with an initial list of policy questions. Mr. Anderson stated the document should be ready to distribute to the TPC in a week or so. He noted there are two documents: the first is a list of policy questions with a narrative description of each one, and the second document places policy questions within the evaluation process so policymakers will be able to see where in the process policy question discussions will occur. Mr. Anderson added that some planning processes are linear and this one is not, it is iterative. As policymakers start getting into different scenarios and evaluating tradeoffs, they will be looking at how projects improve our regional transportation system and the mobility of our citizens, and if the investment package that comes as a result of this planning process resonates with voters.

Mayor Hartke commented that voters, no matter where they reside in the county, need to have tie-in to and support for the investment plan. He stated he looks forward to participating in the process and answering the policy questions.

Mr. Anderson stated he is aware there has been some frustration among managers and elected officials wanting to begin policy discussions. He noted that with this process it is almost impossible to talk about policy questions in isolation, adding the need to be taken in context of tradeoffs and other elements. Mr. Anderson added a lot of policy discussion will take place throughout the remainder of the year and said there would be a lot of

information coming out over the next month to review.

Supervisor Sellers stated securing funding for investment in the future is critical to ensure that the region is successful for the 20 to 25 years the plan will go into the future. He noted policymakers need to be engaging the right people and planning for future innovations and technology like intelligent vehicles and intelligent transportation.

Mr. Anderson stated that although Supervisor Sellers' experienced some audio glitches during his comments, he believes he wanted to make sure the plan takes into consideration advanced technologies like autonomous vehicles moving forward.

Chair Gallego asked to see the presentation slide that lists the six goals to see if innovation is reflected and captures what Supervisor Sellers was referring to. She stated our region is at the forefront of new technology and MAG has done a great job utilizing new technology.

Ms. Thomas referred to the slide listing the six RTP goals and pointed out that the "responsiveness" goal refers to expanding travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations. That language recognizes the difficulty and complexity but need to consider advance technology. In reviewing the variety of potential project and program ideas that were submitted as part of the RTP call for projects, and are being studied at MAG over the course of the ten-year period, intelligent transportation systems (ITS) solutions and emerging technology are notable in the forthcoming needs catalogue. Even some basics in fiber technology continue to pay dividends from the early investment this region made within our regional community network; there is a need to continue expanding that network into the future. She noted that the responsiveness goal is intended to acknowledge that transportation innovation must be considered in the plan and that future program and project funding should be responsive to emerging technology.

Chair Gallego commented that it is hard to label these goals with a single word. She added the word responsiveness does not fully capture advanced technology but the description does.

Supervisor Sellers thanked staff for their explanation.

Chair Gallego commented livability and sustainability are different and wondered if the right word is being used.

Mayor Lord expressed concern looking at the list of goals and added she hopes the list is just a list and could be placed in a different order. She stated the most important goal is

mobility to move people and goods. Mayor Lord stated Arizona is a fast-growing state with industry and commented she believes safety comes with mobility. She said she would like to see an emphasis on mobility because she believes prosperity comes with mobility and without mobility, the state will not be economically competitive. Mayor Lord added she believes in sustainability and that cities are doing a great job to support the region's health industry.

Mayor Weise stated he agrees with what Mayor Lord said and how transportation affects the West and East Valleys. He noted he would like to have a conversation about legacy projects from Proposition 400 that for financial reasons have been pushed back to the Proposition 400 extension and what the process will be to ensure those projects are part of the conversation moving forward.

Councilmember Binsbacher stated she agrees with Mayor Lord's comments and added that emphasis on mobility is important and safety is also a top priority.

4. Legislative Update

Mr. Anderson reported MAG is following activity at the federal level, including discussions about whether there will be additional COVID-19 stimulus. He noted there has been some work at the committee level on reauthorization and mentioned the Fixing America's Surface Transportation (FAST) Act authorization ends this year but added he does not think it will be renewed in its current form. Mr. Anderson added the Act will probably be a part of a Continuing Resolution.

Mr. Anderson stated the November elections could affect the composition of the Administration and Congress, as well as the Arizona Legislature. He stated MAG continues to have conversations with legislators to ensure lines of communication remain open, including with Senate Transportation Committee Chair Senator David Livingston. He added he does not know who the chair will be for the Arizona House Transportation Committee because current chair Senator Noel Campbell did not run for reelection. MAG's legislative consultants, Policy AZ, have done a great job helping the agency navigate potential changes in the legislature as well as to work through some of the policy questions for the extension planning.

Mr. Anderson indicated MAG continues to try to get the State to entertain an increase in the gas tax or an alternative to fund the HURF and stated this effort has been a priority for the past couple of years. The State needs a significant amount of money to maintain the Arizona state highway system. Outside of Maricopa County there is not money for expansion projects. He commented the State is slowly running into a situation where they

are not going to have any money for projects moving forward and at some point will have to take on this issue to increase revenue going into the HURF.

Chair Gallego commented policymakers will wait until November to see what happens in the elections.

5. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

6. Comments from the Committee

An opportunity was provided for Transportation Policy Committee members to present a brief summary of current events. The Transportation Policy Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Chair Gallego again congratulated members who won recent elections.

Adjournment

There being no further business, Chair Gallego adjourned the meeting at 12:15 p.m.

_____
Chair

_____
Secretary

Transportation Policy Committee

INFORMATION SUMMARY

AGENDA ITEM # 3B

DATE

September 16, 2020

SUBJECT

Transportation Improvement Program Project Changes

CONTACT

Patrick Stone, Transportation Improvement Program Supervisor or Aeysha Alam, Transportation Analyst II, (602) 254-6300.

SUMMARY

The Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program (TIP) and the 2040 MAG Regional Transportation Plan (RTP) Update were approved by the Regional Council on February 26, 2020, and have since been amended four times.

Since approval of the last amendment, additional changes and modifications are needed. Please refer to the enclosed material. Project changes requested include:

Table A: General Highway Projects

Table B: Arterial Life Cycle Program Projects

Table C: Freeway Life Cycle Program Projects

Table D: Transit Projects

All listings are included in the conformity consultation. Please refer to the enclosed tables.

PUBLIC INPUT

None

PROS & CONS

PROS: Approval of this amendment to the Transportation Improvement Program will allow projects to proceed in a timely manner.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: Projects that use federal transportation funds are required to be listed in the TIP in the year that they are expected to be authorized and a conformity analysis or consultation may be required prior to listing. All federally funded, highway projects programmed for Federal Fiscal Year 2021 are to have their final paperwork submitted by the sponsoring agency for obligation to the Arizona Department of Transportation no later than June 1, 2021, or funding may be lost from the project and from the region.

POLICY: This amendment and administrative modification request is in accord with MAG guidelines.

ACTION NEEDED

Recommend approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan Update, as appropriate.

PRIOR COMMITTEE ACTIONS

On September 16, 2020, the MAG Management Committee recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program and 2040 MAG Regional Transportation Plan Update, as appropriate.

MEMBERS ATTENDING

#Goodyear: Julie Arendall, Chair	#Guadalupe: Jeff Kulaga
#Tempe: Andrew Ching, Vice Chair	*Litchfield Park: Bill Stephens
#ADOT: Katy Proctor as proxy for John Halikowski	#City of Maricopa: Nathan Steele as proxy for Rick Horst
#Apache Junction: Matt Busby as proxy for Bryant Powell	#Maricopa County: Reid Spaulding as proxy for Joy Rich
#Avondale: Gina Montes as proxy for Charles Montoya	#Mesa: Christopher Brady
#Buckeye: Roger Klingler	#Paradise Valley: Jill Keimach
*Carefree: Gary Neiss	#Peoria: Jeff Tyne
*Cave Creek: Carrie Dyrek	#Phoenix: Ed Zuercher
#Chandler: Marsha Reed	#Pinal County: Himanshu Patel as proxy for Louis Andersen
#El Mirage: Crystal Dyches	#Queen Creek: John Kross, Past Chair
#Florence: Benjamin Bitter as proxy for Brent Billingsley	*Salt River Pima-Maricopa Indian Community: Bryan Meyers
*Fort McDowell Yavapai Nation: Phil Dorchester	#Scottsdale: Brad Lundahl as proxy for Jim Thompson
#Fountain Hills: Grady Miller	#Surprise: Mike Frazier
#Gila Bend: Kathy Valenzuela	*Tolleson: Reyes Medrano, Jr.
*Gila River Indian Community: Kathyleen Curley	#Valley Metro/RPTA: Scott Smith
#Gilbert: Rob Bohr as proxy for Patrick Banger	#Wickenburg: Vince Lorefice
#Glendale: Kevin Phelps	#Youngtown: Jeanne Blackman

* Those members neither present nor represented by proxy.

Participated by webinar/telephone conference call.

On August 27, 2020, the Transportation Review Committee recommended approval of amendments and modifications, as appropriate, to the Fiscal Year (FY) 2020-2024 MAG Transportation Improvement Program and 2040 Regional Transportation Plan.

MEMBERS ATTENDING

#Apache Junction: Mike Wever	*Maricopa (City): Josh Plumb
#ADOT: Gregory Byres	#Maricopa County: Steven Wilcox
#Avondale: Tom Peterson as proxy for David Janover	#Mesa: R. J. Zeder, Vice Chair
*Buckeye: Scott Lowe	#Paradise Valley: Paul Mood
#Cave Creek: Hal Marron	*Peoria: Adina Lund
#Chandler: Ryan Peters/Jason Crampton	#Phoenix: Mario Paniagua, Chair
#El Mirage: Jorge Gastelum	#Pinal County: Scott Bender
*Florence: Christopher Salas	#Queen Creek: Troy White
#Fountain Hills: Randy Harrel	#Scottsdale: Mark Melnychenko
#Gila River Indian Community: Greg McDowell as proxy for Tim Oliver	#Surprise: Kristin Tytler
#Gilbert: Rob Bohr	#Tempe: Shelly Seyler
#Glendale: Purab Adabala as proxy for Trevor Ebersole	*Tolleson: Jamie McCracken
#Goodyear: Sumeet Mohan	*Valley Metro: Wulf Grote
#Guadalupe: Robert Thaxton	*Wickenburg: Herschel Workman
#Litchfield Park: Woody Scoutten	#Youngtown: Grant Anderson

EX-OFFICIO (NON-VOTING) MEMBERS ATTENDING

*Street Committee: Maria Deeb, City of Mesa

*ITS Committee: David Lucas, City of Tempe

*Active Transportation Committee: Jose Macias, City of El Mirage

*Transportation Safety Committee: Carl Langford, City of Phoenix

* Those members neither present nor represented by proxy.
# Participated by video conference.

TABLE A: Requested General Highway Project Changes to the FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan [1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	MAG Mode	Estimate Date for Completion/ Open to	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
											PM1	PM2T	N	B	PM3F	PM3S	PM3E												
									Before	After	Safety	Transit Asset Condition	Pavement Condition	Bridge Condition	Travel Reliability	Non SOV Travel	CMAQ Emissions												
Gila Bend	Highway	34960	Gila Bend Elementary School	Safety	N/A	Maricopa	UPWP	0	0	0	Yes	No	No	No	No	Yes	No	GBD21-801	-----	-----	Safe Routes to School Study	2020	TA-MAG	2020	35,000	-	2,116	37,116	Amend: Change work year and apportionment year from FY 2021 to FY 2020.
MAG	Highway	5339	Regionwide	Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG23-007	-----	-----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed. Funding transfers from FHWA to FTA.	2023	CMAQ	2023	19,576,278	1,183,296	-	20,759,574	Amend. Change match from local to regional. Total cost does not change.
MAG	Highway	5339	Regionwide	Other	N/A	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	Yes	MAG24-007	-----	-----	FHWA Funding: Flex to Transit. Annual Amount Placeholder. See Program of Projects for Detail when developed. Funding transfers from FHWA to FTA.	2024	CMAQ	2024	19,898,229	1,202,756	-	21,100,985	Amend. Change match from local to regional. Total cost does not change.
~~MAG~~	~~Highway~~	~~49248~~	~~Regionwide~~	~~Other~~	~~N/A~~	~~Maricopa~~	~~Other~~	~~0~~	~~0~~	~~0~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~MAG22-000~~	~~-----~~	~~-----~~	~~FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.~~	~~2022~~	~~CMAQ~~	~~2022~~	~~5,486,776~~	~~-~~	~~331,650~~	~~5,818,426~~	~~Amend. Delete listing. This is a duplicate TIP listing.~~
~~MAG~~	~~Highway~~	~~49248~~	~~Regionwide~~	~~Other~~	~~N/A~~	~~Maricopa~~	~~Other~~	~~0~~	~~0~~	~~0~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~MAG23-008~~	~~-----~~	~~-----~~	~~FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.~~	~~2023~~	~~CMAQ~~	~~2023~~	~~6,334,126~~	~~-~~	~~382,869~~	~~6,716,995~~	~~Amend. Delete listing. This is a duplicate TIP listing.~~
~~MAG~~	~~Highway~~	~~49248~~	~~Regionwide~~	~~Other~~	~~N/A~~	~~Maricopa~~	~~Other~~	~~0~~	~~0~~	~~0~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~MAG24-008~~	~~-----~~	~~-----~~	~~FHWA Funding: Flex to Transit. Return Loan Amount Placeholder. See Transit listing of projects for detail. Funding transfers from FHWA to FTA. GRE early advancement.~~	~~2024~~	~~CMAQ~~	~~2024~~	~~4,118,698~~	~~-~~	~~248,956~~	~~4,367,654~~	~~Amend. Delete listing. This is a duplicate TIP listing.~~
Maricopa County	Highway	42058	Montebello, Tumbleweed, Eagle College Prep	Safety	N/A	Maricopa	Other	0	0	0	Yes	No	No	No	No	Yes	No	MMA21-803	-----	-----	SRTS Support Activity Project	2021	TA-MAG	2021	47,148	-	2,850	49,998	Amend: Change In program from UPWP to Other. Change work description from "Safe Routes to School Studies" to "SRTS Support Activity Project".
~~Mesa~~	~~Highway~~	~~3602~~	~~Center Street from McKellips to Southern Avenue~~	~~Bike/Ped~~	~~OCT-DEC 2021~~	~~Maricopa~~	~~UPWP~~	~~0~~	~~0~~	~~0~~	~~No~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~MES20-040DA~~	~~-----~~	~~-----~~	~~Design Assistance Study.~~	~~2020~~	~~STBGP-MAG~~	~~2020~~	~~169,740~~	~~-~~	~~10,260~~	~~180,000~~	Amend: Delete TIP listing.

TABLE A: Requested General Highway Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan [1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	MAG Mode	Estimate Date for Completion/ Open to	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
									Before	After	PM1 Safety	PM2T Transit Asset Condition	N Pavement Condition	B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions												
Tempe	Highway	14137	Alameda Drive: 48th Street to Rural Road	Bike/Ped	APRIL-JUNE 2022	Maricopa	Other	3	2	2	No	No	No	No	No	Yes	Yes	TMP19-740	-----	T019501C	Construct bicycle and pedestrian facility improvements	2021	TA-MAG	2021	1,584,282	-	109,718	1,694,000	Amend: Defer the project from FY 2020 to 2021. This is a 2nd time deferral approved through the process for such deferrals. Change open to traffic date from Oct-Dec 2020 to April-June 2022

Notes

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3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Management Committee are tinted in purple highlight.

6. Clerical changes since Regional Council approves are tinted in orange highlight.

TABLE B: Requested Arterial Life Cycle Program (ALCP) Project Changes to the FY 2021 Arterial Life Cycle Program, FY 2020-2024 MAG Transportation Improvement Program (TIP), and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Agency	Section	RTP ID	Location	Federal Functional Classification	MAG Mode	Estimate Date Open:	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Work	Work Year[4]	Funding Type	Federal	Regional	Local	Total	Reimb. Fiscal Year	Fund Type	Regional Reimb.	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions												
Gilbert	Highway	ACI-VAL-30-03	Val Vista Dr: Appleby Rd to Riggs Rd	Minor Arterial	Street	APR-JUN 2021	Maricopa	ALCP	2.5	2	6	No	No	No	No	Yes	No	No	-----	Construct roadway widening (Reimb.)	2027	RARF	-	4,515,543	(4,515,543)	-	2027	RARF	4,515,543	Amend: Update project reimbursement amount to align with ALCP records.
Mesa	Highway	ACI-SGB-10-03-C	Signal Butte Rd: Williams Field Rd to Germann Rd	Principal Arterial - Other	Street	APR-JUN 2022	Maricopa	ALCP	2	0	6	No	No	No	No	Yes	No	No	MES22-161RWZ	Acquisition of right-of-way for new roadway	2021	Local	-	-	2,664,070	2,664,070			-	Amend: Adjust Work Year from 2020 to 2021.
Mesa	Highway	ACI-SGB-10-03-C	Signal Butte Rd: Williams Field Rd to Germann Rd	Principal Arterial - Other	Street	APR-JUN 2022	Maricopa	ALCP	2	0	6	No	No	No	No	Yes	No	No	MES20-161RRB	Acquisition of right-of-way for new roadway (Reimb).	2021	RARF	-	2,353,200	(2,353,200)	-	2021	RARF	2,353,200	Amend: Change Funding Type from STBGP-MAG to RARF. Adjust Work Description.
Maricopa County	Highway	ACI-NOR-10-03-D	Northern Parkway: 99th Ave to 87th Ave	Principal Arterial - Other	Street	APR-JUN 2024	Maricopa	ALCP	1.5	4	8	No	No	No	No	Yes	No	No	MMA25-112CZ	Construct Roadway Widening (Reimb)	2025	STBGP-MAG	2,840,816	-	(2,840,816)	-	2025	STBGP-MAG	2,840,816	Amend: Correction to the TIP ID from MMA24-112CZ to MMA25-112CZ.
Mesa	Highway	ACI-SOU-10-03-B	Southern Ave at Stapley Dr	Principal Arterial - Other	Street	APR-JUN 2021	Maricopa	ALCP	1	4	6	Yes	No	No	No	Yes	No	No	MES20-150CRB3	Construct intersection improvement	2021	HIP-MAG	2,940,959	-	177,768	3,118,727	2021	HIP-MAG	2,940,959	Amend: Correction to local and total amounts. Increase local amount by $92 (from $177,676 to $177,768) and increase total amount by $92 (from $3,118,635 to $3,118,727).

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6. Changes made since Transportation Policy Committee are tinted in green highlight.

TABLE C: Requested Freeway Life Cycle Program (FLCP) Project Changes to the FY 2021 Freeway Life Cycle Program (FLCP), FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification (Click on to Access ADOT Maps)	MAG Mode	Estimate Date for Completion/Open to Traffic: MM/YY	AQ Area	In Program	Miles	Through Lanes		Performance Categories							TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
										Before	After	PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions												
ADOT	Highway	85213	10 (Papago): SR85 - Verrado Way	Principal Arterial - Interstate	Freeway	APR-JUN 2022	Maricopa	FLCP	10	2	2	No	No	No	No	Yes	No	No	DOT21-825	-----	-----	Construct FMS Improvements	2021	CMAQ	2021	3,812,441	-	230,444	4,042,885	Amend: Change TIP ID from DOT21-823 to DOT21-825.
ADOT	Highway	31546	17: Moores Gulch Bridges	Principal Arterial - Interstate	Freeway	OCT-DEC 2024	Maricopa	5-year	1	4	4	No	No	No	Yes	No	No	No	DOT16-441	FA 017-A(232)T	H8454	Design Bridge Rehab/Replacement	2016	NHPP	2016	854,361	-	51,258	905,619	Amend: Clariffication on number of lanes before/after.
ADOT	Highway	37074	17: Moores Gulch Bridge SB STR.339	Principal Arterial - Interstate	Freeway	OCT-DEC 2022	Maricopa	5-year	1	2	2	No	No	No	Yes	No	No	No	DOT21-008	FA 017-A(232)T	H8454	Design Bridge Overlay	2021	NHPP	2021	113,208	-	6,792	120,000	Amend: Move TIP listing to new Segment ID 37074 and change location name. This is a separate project from the northbound bridge. Advance open to traffic date from 2023 to 2022.
ADOT	Highway	45218	17: Van Buren St - Flagstaff	Principal Arterial - Interstate	ITS	OCT-DEC 2021	Maricopa	5-year	141	6	6	No	No	No	No	No	No	No	DOT21-011	017-A(259)T	F0312	Design ITS Infrastructure (GEER Grant)	2021	Emergency Relief	2021	970,000	-	-	970,000	Amend: New TIP Listing. This is an ADOT project consisting of designing a new broadband fiber optic backbone along I-17 from Van Buren to Flagstaff. The project is funded by the Governor's Emergency Education Relief Grant (GEER Grant).
ADOT	Highway	45218	17: Van Buren St - Flagstaff	Principal Arterial - Interstate	ITS	OCT-DEC 2021	Maricopa	5-year	141	6	6	No	No	No	No	No	No	No	DOT21-012	017-A(259)T	F0312	Construction ITS Infrastructure (GEER Grant)	2021	Emergency Relief	2021	28,600,000	-	-	28,600,000	Amend: New TIP Listing. This is an ADOT project constructing a new broadband fiber optic backbone along I-17 from Van Buren to Flagstaff. The project is funded by the Governor's Emergency Education Relief Grant (GEER Grant).
ADOT	Highway	10389	30 (Tres Rios): SR303L - SR202L South Mountain, Phase 1	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2030	Maricopa	FLCP	13.8	0	6	No	No	No	No	Yes	No	No	DOT18-701	-----	-----	Design frencing for new freeway corridor	2024	RARF	2024	-	380,992	-	380,992	Amend: Regional amount corrected from 381,321 to reflect correct YOE basis.
~~ADOT~~	~~Highway~~	~~45939~~	~~303 (Estrella): MC 85 - Van Buren St~~	~~Principal Arterial - Other Freeway or Expressway~~	~~Freeway~~	~~OCT-DEC 2030~~	~~Maricopa~~	~~FLCP~~	~~5~~	~~0~~	~~6~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~DOT19-805~~	~~---~~	~~H6870~~	~~Right of way for Freeway~~	~~2020~~	~~RARF~~	~~2020~~	~~-~~	~~6,179,400~~	~~-~~	~~6,179,400~~	Amend: Delete TIP listing. Defer funds to DOT22-840.
~~ADOT~~	~~Highway~~	~~45939~~	~~303 (Estrella): MC 85 - Van Buren St~~	~~Principal Arterial - Other Freeway or Expressway~~	~~Freeway~~	~~OCT-DEC 2030~~	~~Maricopa~~	~~FLCP~~	~~5~~	~~0~~	~~6~~	~~No~~	~~No~~	~~No~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~DOT21-837~~	~~---~~	~~---~~	~~Right of way for Freeway~~	~~2021~~	~~RARF~~	~~2021~~	~~-~~	~~7,131,398~~	~~-~~	~~7,131,398~~	Amend: Delete TIP listing. Defer funds to DOT22-840.
ADOT	Highway	45939	303 (Estrella): MC 85 - Van Buren St	Principal Arterial - Other Freeway or Expressway	Freeway	OCT-DEC 2030	Maricopa	FLCP	5	0	6	No	No	No	No	Yes	No	No	DOT22-840	-----	-----	Right of way for Freeway	2022	RARF	2022	-	20,755,947	-	20,755,947	Amend: Increase R/W programmed in FY 2022 from 7,445,149 to 20,755,947. 6,179,400 deferred from FY 2020 - TIP listing DOT19-805. 7,131,308 deferred from FY 2021 - TIP listing DOT21-837.
ADOT	Highway	45051	10 (Maricopa): Sky Harbor West Airport Access	Principal Arterial - Interstate	Freeway	APR-JUN 2026	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	DOT19-806	-----	-----	Pre-design and environmental for airport access improvements	2022	RARF	2022	-	2,500,000	-	2,500,000	Amend: Defer funds from FY 2021 to FY 2022.
ADOT	Highway	20725	MAG regionwide		Freeway	N/A	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	DOT23-717	-----	-----	Risk Analysis Process FY 2023	2023	RARF	2023	-	75,000	-	75,000	Amend: New TIP listing. Program MAG regionwide amount for the annual Risk Analysis process for FY 2023.
ADOT	Highway	20725	MAG regionwide		Freeway	N/A	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	DOT24-717	-----	-----	Risk Analysis Process FY 2024	2024	RARF	2024	-	75,000	-	75,000	Amend: New TIP listing. Program MAG regionwide amount for the annual Risk Analysis process for FY 2024.
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	DOT21-826	-----	-----	Construct traffic interchange and frontage roads	2021	NHPP	2021	11,400,000	5,864,992	-	17,264,992	Amend: Reduce NHPP federal funding by 11,400,000 to exchange for STBGP-Flex Federal Funding.
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	FLCP	0	0	0	No	No	No	No	Yes	No	No	DOT21-842	-----	-----	Construct traffic interchange and frontage roads	2021	STBGP-FLEX	2021	11,400,000	-	-	11,400,000	Amend: New TIP Listing. Federal funds transferred from DOT21-826 and exchanged for STBGP-Flex.
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	5-year	0	0	0	No	No	No	No	Yes	No	No	GLB21-122CZ	-----	-----	Construct traffic interchange and frontage roads (ALCP Reimb)	2021	STBGP-MAG	2021	1,354,939	-	81,900	1,436,839	Admin: No change. Listing shown for display purposes only.
ADOT	Highway	48510	202 (Santan): Lindsay Road TI	Principal Arterial - Other Freeway or Expressway	Freeway	JUL-SEP 2022	Maricopa	Other	0	0	0	No	No	No	No	Yes	No	No	GLB22-122CZ	-----	-----	Construct traffic interchange and frontage roads (Special Projects Fund Reimb)	2021	STBGP-MAG	2021	2,096,500	-	126,725	2,223,225	Admin: No change. Listing shown for display purposes only.

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Date Printed 9/9/2020

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
MAG	Transit	5800	Regionwide		Transit Bus	OCT-DEC 2024	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	MAG17-404T	-----		ADA Improvements	2021	PTF	2017	-	297,449	74,362	371,811	Amend. Increase regional amount from $147,142 to $297,449. Increase local amount from $36,786 to $74,362. Cost savings coming from PHX19-816T and PHX20-801T. Change work year from 2018 to 2021.
Phoenix	Transit	29729	Six locations in Phoenix		Transit Bus	JUL-SEP 2020	Maricopa	Other	0	0	0	Yes	Yes	No	No	No	Yes	No	PHX19-816T	-----	-----	ADA Improvements Round Four	2019	PTF	2018	-	237,361	356,381	593,742	Amend. Reduce regional amount from $317,362 to $237,361. Reduce local amount from $509,340 to $356,381. Change location description from 8 to 6 stops.
Phoenix	Transit	47884	Thirty-six stops in Phoenix		Transit Bus	OCT-DEC 2020	Maricopa	Other	0	0	0	No	Yes	No	No	No	Yes	No	PHX20-801T	-----	-----	ADA Improvements Round Five	2020	PTF	2017	-	249,693	1,156,533	1,406,226	Amend. Reduce regional amount from $320,000 to $249,693. Increase local amount from $580,000 to $1,156,533.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR19-070T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2019	5309-New Starts	2019	23,359,769	-	29,992,001	53,351,770	Amend. Increase federal amount by $17,577. Reduce regional amount by $29,969,810. Increase local amount by $29,992,001. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR19-071T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2019	5309-New Starts	2019	1,751,365	913,522	1,335,085	3,999,972	Amend. Increase regional amount by $913,522. Reduce local amount by $913,550. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR19-707T	-----	14.08.80	Fixed guideway corridor - South Central - Engineering/Final Design	2019	5309-New Starts	2019	2,718,841	-	3,490,766	6,209,607	Amend. Reduce regional amount by $3,490,809. Increase local amount by $3,490,766. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR19-708T	-----	14.08.80	Fixed guideway corridor - South Central - Engineering/Final Design	2019	5309-New Starts	2019	5,584,345	-	7,169,835	12,754,180	Amend. Reduce regional amount by $7,169,924. Increase local amount by $7,169,835. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR19-709T	-----	14.06.60	Fixed guideway corridor - South Central - Right-of-way Acquisition	2019	5309-New Starts	2019	25,170,080	-	32,316,289	57,486,369	Amend. Increase federal amount by $10,841,726. Increase local amount by $13,919,643. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-070T	-----	14.01.10	Fixed guideway corridor - South Central - Guideway and Track	2020	5309-New Starts	2019	8,180,362	-	10,502,904	18,683,266	Amend. Reduce local amount by $133. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-071T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2020	5309-New Starts	2019	9,824,272	-	12,613,548	22,437,820	Amend. Reduce federal amount by $17,577.Reduce regional amount by $12,636,274. Increase local amount by $12,613,548. Project changes being made to align with South Central Extension grant funds.

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-072T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2020	5309-New Starts	2019	7,104,310	3,705,647	5,415,696	16,225,653	Amend. Increase regional amount by $3,705,647. Reduce local amount by $3,705,762. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-073T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2020	5309-New Starts	2020	692,718	-	889,392	1,582,110	Amend. Reduce local amount by $11. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-074T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2020	5309-New Starts	2020	22,790,298	11,887,544	17,373,303	52,051,145	Amend. Increase regional amount by $11,887,544. Decrease local amount by $11,887,909. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-075T	-----	14.02.20	Fixed guideway corridor - South Central - Stations, Stops, Terminals	2020	5309-New Starts	2020	1,635,355	-	2,099,660	3,735,015	Amend. Reduce local amount by $27. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-716T	-----	14.08.80	Fixed guideway corridor - South Central - Engineering/Final Design	2020	5309-New Starts	2019	2,870,283	-	3,685,205	6,555,488	Amend. Reduce regional amount by $3,685,250. Increase local amount by $3,685,205. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-717T	-----	14.04.40	Fixed guideway corridor - South Central - Non-Prior Rights Utility Relocation	2020	5309-New Starts	2019	8,762,851	4,570,751	6,680,021	20,013,623	Amend. Reduce regional amount by $6,680,163. Increase local amount by $6,680,021. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR20-718T	-----	14.04.40	Fixed guideway corridor - South Central - Private Utility Relocation	2020	5309-New Starts	2019	4,673,522	2,437,735	3,562,679	10,673,936	Amend. Reduce regional amount by $3,562,753. Increase local amount by $3,562,679. Project changes being made to align with South Central Extension grant funds.
~~Valley Metro Rail~~	~~Transit~~	~~48054~~	~~South Central Light Rail: Washington Ave to Baseline Rd~~	~~Minor Arterial~~	~~Transit Rail~~	~~OCT-DEC 2024~~	~~Maricopa~~	~~TLCP~~	~~5~~	~~0~~	~~0~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~Yes~~	~~VMR20-719T~~	~~-----~~	~~14.06.60~~	~~Fixed guideway corridor - South Central - Right-of-way Acquisition~~	~~2020~~	~~5309-New Starts~~	~~2019~~	~~4,673,522~~	~~6,000,488~~	~~-~~	~~10,674,010~~	Amend. Delete project. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-070T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2021	5309-New Starts	2020	47,988,013	25,030,810	36,581,808	109,600,631	Amend. Increase regional amount by $25,030,810. Reduce local amount by $25,031,582. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-071T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2021	5309-New Starts	2021	3,895,966	-	5,002,096	8,898,062	Amend. Reduce local amount by $64. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-072T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2021	5309-New Starts	2021	3,038,493	-	3,901,172	6,939,665	Amend. Reduce federal amount by $5,500,000. Reduce regional amount by $10,962,853. Increase local amount by $3,901,172. Project changes being made to align with South Central Extension grant funds.

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-073T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2021	5309-New Starts	2021	63,821,870	33,289,836	48,652,138	145,763,844	Amend. Increase federal amount by $45,931,583. Increase regional amount by $33,289,836. Increase local amount by $25,682,210. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-074T	-----	14.02.20	Fixed guideway corridor - South Central - Stations, Stops, Terminals	2021	5309-New Starts	2021	4,769,752	-	6,123,965	10,893,717	Amend. Reduce federal amount by $893,871. Reduce local amount by $1,147,747. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-075T	-----	14.05.50	Fixed guideway corridor - South Central - Systems	2021	5309-New Starts	2021	9,698,823	12,452,482	-	22,151,305	Amend. Reduce regional amount by $157. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-076T	-----	14.09.90	Fixed guideway corridor - South Central - Unallocated Contingency	2021	5309-New Starts	2021	3,795,516	-	4,873,127	8,668,643	Amend. Reduce federal amount by $38,000,000. Reduce regional amount by $20,465,100. Reduce local amount by $28,324,410. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-701T	-----	14.01.10	Fixed guideway corridor - South Central - Guideway and Track	2021	5309-New Starts	2020	6,237,163	-	8,007,999	14,245,162	Amend. Reduce local amount by $99. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-702T	-----	14.04.40	Fixed guideway corridor - South Central - Non-Prior Rights Utility Relocation	2021	5309-New Starts	2021	2,998,792	1,564,186	2,286,013	6,848,991	Amend. Reduce regional amount by $2,286,062. Increase local amount by $2,286,013. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-703T	-----	14.04.40	Fixed guideway corridor - South Central - Private Utility Relocation	2021	5309-New Starts	2021	1,199,517	625,675	914,405	2,739,597	Amend. Reduce regional amount by $914,424. Increase local amount by $914,405. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-704T	-----	14.06.60	Fixed guideway corridor - South Central - Right-of-way Acquisition	2021	5309-New Starts	2020	3,677,548	-	4,721,666	8,399,214	Amend. Reduce local amount by $60. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-705T	-----	14.01.10	Fixed guideway corridor - South Central - Guideway and Track	2021	5309-New Starts	2020	8,659,922	-	11,118,620	19,778,542	Amend. Reduce local amount by $140.Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-802T	-----	14.03.30	OMC Expansion - Construction	2021	5309-New Starts	2020	8,318,983	10,680,882	-	18,999,865	Amend. Reduce regional amount by $135. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR21-080T	-----	14.06.60	Fixed guideway corridor - South Central - Right-of-way Acquisition	2021	5309-New Starts	2021	175,988	-	225,954	401,942	Amend. Add new project. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR18-427T1	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2022	CMAQ-Flex	2020	93,871	23,468	-	117,339	Amend. Reduce federal amount by $19,039. Reduce regional amount by $4,760. Project changes being made to align with South Central Extension grant funds.

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR18-428T1	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2022	CMAQ-Flex	2020	4,200,607	1,050,152	-	5,250,759	Amend. Reduce federal amount by $851,968. Reduce regional amount by $212,992. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-070T	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2022	CMAQ-Flex	2021	2,704,962	676,240	-	3,381,202	Amend. Reduce federal amount by $548,621. Reduce regional amount by $137,156. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-071T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2022	5309-New Starts	2022	7,737,568	-	9,934,394	17,671,962	Amend. Increase federal amount by $37,726. Increase local amount by $48,313. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-072T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2022	5309-New Starts	2022	2,513,091	-	3,226,600	5,739,691	Amend. Reduce federal amount by $5,459,552. Reduce regional amount by $10,236,339. Increase local amount by $3,226,600. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-073T	-----	14.02.20	Fixed guideway corridor - South Central - Stations, Stops, Terminals	2022	5309-New Starts	2022	4,731,293	-	6,074,587	10,805,880	Amend. Increase federal amount by $14,159. Increase local amount by $18,104. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-074T	-----	14.05.50	Fixed guideway corridor - South Central - Systems	2022	5309-New Starts	2022	22,815,516	29,293,226	-	52,108,742	Amend. Increase federal amount by $321,960. Increase regional amount by $413,010. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-075T	-----	14.09.90	Fixed guideway corridor - South Central - Unallocated Contingency	2022	5309-New Starts	2022	2,895,308	-	3,717,335	6,612,643	Amend. Reduce federal amount by $12,842,395. Reduce regional amount by $7,082,500. Reduce local amount by $9,406,321. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-705T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2022	5309-New Starts	2022	56,215,260	29,322,187	42,853,532	128,390,979	Amend. Increase federal amount by $22,845,051. Increase regional amount by $29,322,187. Increase local amount by $8,421. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-706T	-----	14.01.10	Fixed guideway corridor - South Central - Guideway and Track	2022	5309-New Starts	2022	3,091,964	-	3,969,825	7,061,789	Amend. Reduce federal amount by $4,916,949. Reduce local amount by $6,313,082. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-801T1	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2022	CMAQ-Flex	2022	20,467,618	5,116,905	-	25,584,523	Amend. Reduce federal amount by $4,151,247. Reduce regional amount by $1,037,811. Project changes being made to align with South Central Extension grant funds.

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR22-812T	-----	14.03.30	OMC Expansion - Construction	2022	5309-New Starts	2021	6,605,283	8,480,634	-	15,085,917	Amend. Reduce federal amount by $1,713,700. Reduce regional amount by $2,200,383. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-073T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2023	5309-New Starts	2023	56,124,320	29,274,752	42,784,208	128,183,280	Amend. Increase federal amount by $47,252,157. Increase regional amount by $29,274,752. Increase local amount by $31,392,945. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-074T	-----	14.02.20	Fixed guideway corridor - South Central - Stations, Stops, Terminals	2023	5309-New Starts	2023	1,042,025	-	1,337,874	2,379,899	Amend. Reduce federal amount by $142. Increase local amount by $295,707. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-075T	-----	14.05.50	Fixed guideway corridor - South Central - Systems	2023	5309-New Starts	2023	28,495,629	36,586,018	-	65,081,647	Amend. Increase federal amount by $11,326,176. Increase regional amount by $14,541,592. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-076T	-----	14.09.90	Fixed guideway corridor - South Central - Unallocated Contingency	2023	5309-New Starts	2023	2,763,309	-	3,547,859	6,311,168	Amend. Reduce federal amount by $58,910,907. Reduce regional amount by $30,373,225. Reduce local amount by $45,264,473. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-077T	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2023	CMAQ-Flex	2023	21,541,377	5,385,344	-	26,926,721	Amend. Reduce federal amount by $4,369,027. Reduce regional amount by $1,092,257. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-078T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2023	5309-New Starts	2023	9,453,919	-	12,138,046	21,591,965	Amend. Reduce federal amount by $11,718. Reduce local amont by $15,197. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-079T	-----	14.01.10	Fixed guideway corridor - South Central - Guideway and Track	2023	5309-New Starts	2023	1,233,811	-	1,584,111	2,817,922	Amend. Reduce federal amount by $500,199. Reduce local amount by $642,242. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR23-080T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2023	5309-New Starts	2023	886,987	-	1,138,818	2,025,805	Amend. Increase federal amount by $844,633. Reduce regional amount by $54,379. Increase local amount by $1,138,818. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-070T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2024	5309-New Starts	2024	10,144,000	-	13,024,052	23,168,052	Amend. Increase federal amount by $38,604. Increase local amount by $49,402. Project changes being made to align with South Central Extension grant funds.

TABLE D: Requested Transit Project Changes to the
FY 2020-2024 MAG Transportation Improvement Program (TIP) and 2040 Regional Transportation Plan[1], TIP AMENDMENT #5

Sort: Section, Agency, Location, Work Year

TIP Amendment #5

Agency	Section	MAG ID	Location	Federal Functional Classification	MAG Mode	Estimate Date for Completion/ Open to Traffic:	AQ Area	In Program	Miles	Through Lanes Before	Through Lanes After	Performance Categories PM1 Safety	PM2T Transit Asset Condition	PM2N Pavement Condition	PM2B Bridge Condition	PM3F Travel Reliability	PM3S Non SOV Travel	PM3E CMAQ Emissions	TIP ID	Fed ID / Grant ID	TRACS / ALI	Work	Work Year[4]	Funding Type	Apport. Year[3]	Federal	Regional	Local	Total	TIP Change Request
~~Valley Metro Rail~~	~~Transit~~	~~48054~~	~~South Central Light Rail: Washington Ave to Baseline Rd~~	~~Minor Arterial~~	~~Transit Rail~~	~~OCT-DEC 2024~~	~~Maricopa~~	~~TLCP~~	~~5~~	~~0~~	~~0~~	~~No~~	~~Yes~~	~~No~~	~~No~~	~~Yes~~	~~Yes~~	~~Yes~~	~~VMR24-071T~~	~~-----~~	~~14.01.10~~	~~Fixed guideway corridor - South Central - Guideway and Track~~	~~2024~~	~~5309-New Starts~~	~~2024~~	~~441,820~~	~~-~~	~~567,267~~	~~1,009,087~~	Amend. Delete project. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-072T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2024	CMAQ-Flex	2024	18,068,203	4,517,051	-	22,585,254	Amend. Increase federal amount by $6,468,016. Increase regional amount by $1,617,005. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-073T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2024	5309-New Starts	2024	5,393,782	2,813,426	4,111,742	12,318,950	Amend. Increase federal amount by $360,105. Increase regional amount by $2,813,426. Reduce local amount by $2,351,163. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-074T	-----	14.02.20	Fixed guideway corridor - South Central - Stations, Stops, Terminals	2024	5309-New Starts	2024	353,301	-	453,609	806,910	Amend. Reduce local amount by $6. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-075T	-----	14.05.50	Fixed guideway corridor - South Central - Systems	2024	5309-New Starts	2024	5,884,000	7,554,567	-	13,438,567	Amend. Reduce regional amount by $94. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-076T	-----	14.09.90	Fixed guideway corridor - South Central - Unallocated Contingency	2024	5309-New Starts	2024	365,181	-	468,862	834,043	Amend. Reduce local amount by $6. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR24-077T	-----	14.07.70	Fixed guideway corridor - South Central - Vehicle Acquisition	2024	CMAQ-Flex	2024	11,782,103	2,945,526	-	14,727,629	Amend. Reduce federal amount by $2,528,114. Reduce regional amount by $632,028. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR25-070T	-----	14.10.10	Fixed guideway corridor - South Central - Finance Costs	2025	5309-New Starts	2024	5,072,000	-	6,512,026	11,584,026	Amend. Reduce federal amount by $64,351. Reduce local amount by $82,704. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR25-071T	-----	14.04.40	Fixed guideway corridor - South Central - Site work and Special Conditions	2025	5309-New Starts	2024	1,108,752	578,331	845,214	2,532,297	Amend. Increase federal amount by $74,024. Increase regional amount by $578,331. Decrease local amount by $483,308. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR25-072T	-----	14.05.50	Fixed guideway corridor - South Central - Systems	2025	5309-New Starts	2024	1,509,279	1,937,789	-	3,447,068	Amend. Reduce regional amount by $23. Project changes being made to align with South Central Extension grant funds.
Valley Metro Rail	Transit	48054	South Central Light Rail: Washington Ave to Baseline Rd	Minor Arterial	Transit Rail	OCT-DEC 2024	Maricopa	TLCP	5	0	0	No	Yes	No	No	Yes	Yes	Yes	VMR25-073T	-----	14.08.80	Fixed guideway corridor - South Central - Professional services	2025	CMAQ-Flex	2025	19,808,111	4,952,028	-	24,760,139	Amend. Increase federal amount $6,000,000. Increase regional amount by $1,500,001. Project changes being made to align with South Central Extension grant funds.

Notes

1. Rows in the report are sorted in order by the following columns: Section, Agency, Location, and Work Year. Changes are in red font. Deletions are shown in strike through font.

2. The following are used to indicate MAG Committees reviewing these TIP listings for amendment: TRC = Transportation Review Committee, MC = Management Committee, TPC = Transportation Policy Committee

3. The year the federal funds (if any) were apportioned by Congress. This item is included only for informational purposes.

4. For federal projects, this is the year the project will authorize. For transit projects, this is the year the project will appear in a grant.

5. Changes made since Management Committee are tinted in purple highlight.

6. Clerical changes since Regional Council approves are tinted in orange highlight.

Transportation Policy Committee

INFORMATION SUMMARY

AGENDA ITEM # 3C

DATE

September 16, 2020

SUBJECT

Draft MAG Policy Principles

CONTACT

Nathan Pryor, Policy and Government Relations Director, (602) 254-6300.

SUMMARY

MAG staff has updated the draft regional policy principles, a document that summarizes MAG's legislative positions and the agency's roles and responsibilities. The MAG Policy Principles are updated annually or as needed. In the month of September 2020, the draft MAG Policy Principles are being presented to the MAG Management Committee, Executive Committee, Transportation Policy Committee, and Regional Council for review and input. It is anticipated that the draft MAG Policy Principles will be presented for action at the October 2020 policy committees with approval at the October 28, 2020, Regional Council meeting. Contact Nathan Pryor, Policy and Government Relations Director, with any questions and proposed input.

PUBLIC INPUT

None.

PROS & CONS

PROS: Defining MAG's policy principles in a single document has been of benefit to member agencies and staff.

CONS: None

TECHNICAL & POLICY IMPLICATIONS

TECHNICAL: None.

POLICY: The MAG Policy Principles document is intended to inform MAG member agencies and external entities as to the positions the agency has on priority issues.

ACTION NEEDED

Information.

PRIOR COMMITTEE ACTIONS

This item is on the September 21, 2020, MAG Executive Committee agenda for information.

This item was on the September 16, 2020, MAG Management Committee agenda for information.

MEMBERS ATTENDING

#Goodyear: Julie Arendall, Chair	#Guadalupe: Jeff Kulaga
#Tempe: Andrew Ching, Vice Chair	*Litchfield Park: Bill Stephens
#ADOT: Katy Proctor as proxy for John Halikowski	#City of Maricopa: Nathan Steele as proxy for Rick Horst
#Apache Junction: Matt Busby as proxy for Bryant Powell	#Maricopa County: Reid Spaulding as proxy for Joy Rich
#Avondale: Gina Montes as proxy for Charles Montoya	#Mesa: Christopher Brady
#Buckeye: Roger Klingler	#Paradise Valley: Jill Keimach
*Carefree: Gary Neiss	#Peoria: Jeff Tyne
*Cave Creek: Carrie Dyrek	#Phoenix: Ed Zuercher
#Chandler: Marsha Reed	#Pinal County: Himanshu Patel as proxy for Louis Andersen

#El Mirage: Crystal Dyches #Florence: Benjamin Bitter as proxy for Brent Billingsley *Fort McDowell Yavapai Nation: Phil Dorchester #Fountain Hills: Grady Miller #Gila Bend: Kathy Valenzuela *Gila River Indian Community: Kathyleen Curley #Gilbert: Rob Bohr as proxy for Patrick Banger #Glendale: Kevin Phelps	#Queen Creek: John Kross, Past Chair *Salt River Pima-Maricopa Indian Community: Bryan Meyers #Scottsdale: Brad Lundahl as proxy for Jim Thompson #Surprise: Mike Frazier *Tolleson: Reyes Medrano, Jr. #Valley Metro/RPTA: Scott Smith #Wickenburg: Vince Lorefice #Youngtown: Jeanne Blackman

* Those members neither present nor represented by proxy.

Participated by webinar/telephone conference call.

Transportation Policy and Planning

- Support legislative efforts to increase statewide transportation funding.
- Evaluate alternative revenue sources, in addition to the countywide sales tax, to fund needed future transportation investments.
- Support the pursuit of enabling legislation that would allow the Maricopa County Board of Supervisors the authority to put the extension of the county's regional tax for transportation before the voters.
- Support MAG's continued federal statutory responsibility as the developer of the multimodal Regional Transportation Plan.
- Oppose the transfer of Highway User Revenue Fund monies.
- Support funding distributions as agreed upon in the Casa Grande Resolves.
- Oppose diversions or sweeps of the regional voter approved half-cent transportation funds.

Transportation Technologies & Services

- Support analytical, planning and engineering efforts of MAG member agencies by providing technical services within available MAG resources.
- Support MAG's role in providing long-range transportation forecasts, technical services and data to MAG member agencies.
- Maintain MAG's role as a regional data hub and as a center for regional technical services in core planning areas.

Regional 9-1-1

- Support the MAG Maricopa Region 9-1-1 System. The 9-1-1 System must proactively address population growth and the implementation of new technologies to properly maintain public safety.
- Support the scope of new communication platforms with the ability to communicate to 9-1-1 Centers through voice, texting, live video, and smart devices.

Regional Analytics

- Support collaboration and data sharing with state agencies, universities, councils of governments, metropolitan planning organizations, and other private and public sector entities that develop data analytics to advance our state and regional economies.
- Support accurate data collected by the U.S. Census bureau through ongoing surveys and other efforts, which are used as the basis for planning efforts for the region and the state.
- Support consistency in the interpretation of building codes and provide a forum for construction, development, and other issues as they relate to building codes and building construction.
- Support MAG's role in development of long-range socioeconomic projections and regional datasets that are needed for planning and economic development activities.
- Support the development and publication of data and analysis to provide insight into issues that impact the MAG region and the state of Arizona.

Economic Development

- Support growing the economic vitality of the region through collaboration with regional, state, national and international organizations, the Ari-Son Megaregion Council, and Joint Planning Advisory Council, among others.
- Support passage of the Southwest Tourism Expansion Act, which would enable Mexican visitors, with a border crossing card, to travel statewide. This would have a positive economic impact of $181 million to the state in the first year of implementation.
- Support MAG's efforts to provide additional tools for economic development, such as legislation to enable tax increment financing in Arizona that would enhance redevelopment efforts.
- Support communities and the region in utilizing smart technology to improve the lives of residents. This will be done by implementing MAG emerging technology pilot projects and by participating in community efforts such as the Connective, the Greater Phoenix Smart Region Consortium.

Human Services

- Support MAG's role as the collaborative applicant for the Continuum of Care homeless assistance funding.
- Support MAG's role in working collaboratively to make homelessness rare, brief, and nonrecurring.
- Support regional planning issues related to domestic violence and MAG as a forum for communication and coordinated action to effectively address, prevent, and eradicate domestic violence in the MAG region.

Environmental

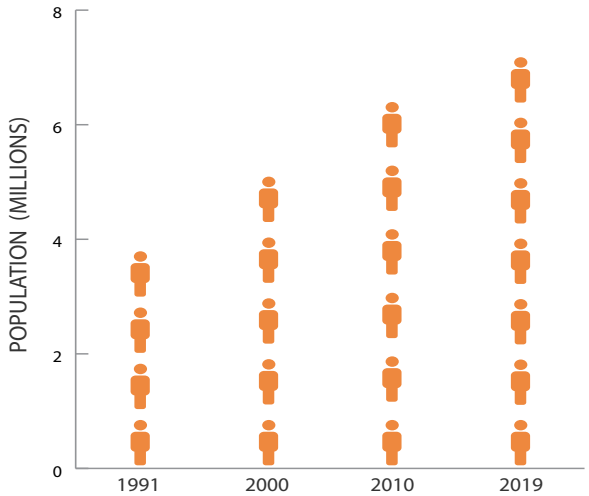
- Support federal legislation to streamline the documentation required to demonstrate to the Environmental Protection Agency that exceedances of the air quality standards were caused by Exceptional Events such as wildfires, high winds, and dust storms, as appropriate. Congress recognizes that exceptional events cannot be controlled by air quality plans.
- Support federal legislation to provide relief for areas with a significant amount of background ozone that cannot be controlled with state and local government measures, as appropriate. Background ozone is produced from natural sources like plants, vegetation, and wildfires. It can be transported downward during storms. Background ozone also can originate in other countries and be transported far distances.
- Support MAG's continued responsibility to develop regional air quality plans as the designated Lead Air Quality Planning Organization.
- Support MAG's continued responsibility to develop the areawide water quality management plan as the designated Regional Water Quality Management Planning Agency.
- Support MAG's continued responsibility to undertake areawide solid waste management planning as the designated Regional Solid Waste Management Planning Agency.

Administration

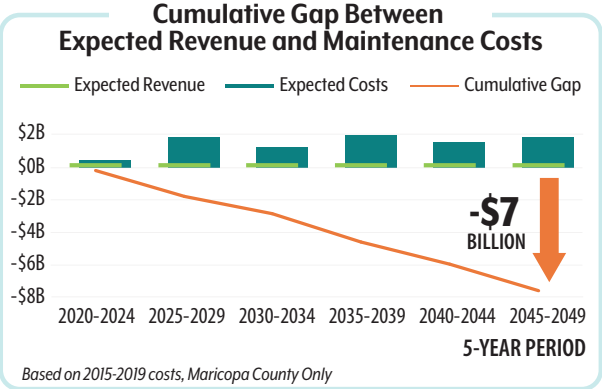
- Support MAG's continued participation in the Arizona State Retirement System. Transferability of ASRS is a significant tool in recruiting and retaining MAG employees who provide essential public services.
- MAG is committed to prohibiting discrimination in the planning and delivery of our programs and initiatives. MAG is a forum—for governments, stakeholders, and the public—that works to serve our communities and endeavors to improve the quality of life for all of our residents.

Did You Know?

Arizona's 18¢ per gallon gas tax hasn't changed since 1991. Since that time, Arizona's population has almost doubled, while the purchasing power of that 18 cents has decreased by 50%.



Today, 18¢ has the purchasing power of 9¢.



If the level of maintenance funding for freeways and highways does not increase from 2015-2019 levels, there will be a cumulative revenue shortfall of more than **$7 billion** by 2049 to address expected needs in Maricopa County.

About MAG

- The Maricopa Association of Governments (MAG) is a Council of Governments (COG) and the designated Metropolitan Planning Organization (MPO) for regional planning in the greater Phoenix region.
- Established in 1967, MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality, human services, and economic development.
- MAG consists of 27 incorporated cities and towns, three Native nations, Maricopa County, and portions of Pinal County.
- The Regional Council serves as the governing board and includes representatives from the above agencies, as well as the Arizona Department of Transportation.

MAG
POLICY PRINCIPLES

MARICOPA ASSOCIATION of GOVERNMENTS

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September 16, 2020

TO: Members of the Transportation Policy Committee

THROUGH: Eric J. Anderson, Executive Director

FROM: Audra Koester Thomas, Transportation Planning Program Manager

SUBJECT: MANAGEMENT COMMITTEE RTP WORK GROUP UPDATE

Recap

Management Committee RTP work group on September 9, 2020, focused on three topics summarized below.

RTP and Extension Policy Questions

As the Regional Transportation Plan development process has progressed, policy questions about the planning process and extension effort have been identified. At the suggestion of, and in coordination with, Management Committee Chair Julie Arendall, MAG has documented these questions and provided a "road-map" of where they will be addressed in the process. Two draft documents, *Proposition 400 Extension Policy Framework* and *RTP Planning Process Overview*, were distributed to Management Committee on August 18, 2020, with the expectation the September 9, 2020, work group would be an opportunity to review, discuss and further develop prior to distribution to MAG's policy committees.

The following summarizes policy question discussion at the September 9, 2020, work group:

Transit planning roles and responsibilities. As outlined in the August 5, 2020, memo, it was reaffirmed that transit planning and policy decisions related to the development of the Regional Transportation Plan and extension occur at MAG. Coordination with Valley Metro is ongoing and continuous. Work is currently underway to organize a presentation to Valley Metro's Regional Transit Advisory Group on the RTP development process and to discuss a regional approach to future transit investments; this presentation was originally scheduled for March 2020 but postponed due to the onset of the pandemic. Engagement with Valley Metro's boards

is also planned. Valley Metro and MAG are unified in forwarding a regional approach to future transit investments.

Funding of maintenance and operations. Robust discussion ensued about infrastructure maintenance and operations needs, and the funding role of the region in addressing those needs. Arizona's Highway User Revenue Fund (HURF) is a primary funding source for statewide freeway and highway capital, maintenance and operations, as well as a primary roadway funding source for cities and counties. ADOT and MAG project that without action, HURF's insufficiency will result in a cumulative funding shortfall of more than $7 billion by 2049 in Maricopa County freeway and highway maintenance needs; that figure more than doubles when adding the gap expressed in city and county roadway and street needs. Regional Council approved MAG policy principles support legislative action to increase statewide transportation funding. The concern was expressed that if the region funds *any* roadway maintenance and operation's needs – freeway, highway or local – this action would relieve pressure for the state to act to increase HURF revenues. Discussion suggested the region should step back from considering funding highway and roadway operations and maintenance. Policy makers will need to deliberate whether or not the region should continue to invest in the expansion of the region's freeway network if it cannot be maintained.

Potential future regionally-funded programs. While the majority of regional funding is focused in the signature Prop 400-era programs – the Freeway Life Cycle Program, the Arterial Life Cycle Program, and the Transit Life Cycle Program – there are several, albeit smaller, regionally-funded programs. The RTP Call for Projects expressed continued support (and growth) of these existing regional programs, but also identified dozens of new program ideas the region should consider funding.

In developing both Proposition 300 and Proposition 400, identified investments were regionally significant and focused on regional benefit; an alternative jurisdictional revenue sharing model for the half-cent sales tax was rejected by policy makers.

Discussion in the work group ensued about the role of the regional tax and the extent to its use to support local projects—and if the legacy of regionally-focused investments should change. MAG noted that conversations about jurisdictions getting their "fair share" would run counter to the regional sales tax's precedent of funding regionally-significant projects. MAG noted that the region's policy makers will need to determine whether or not a revenue sharing option should be included as part of the plan early in the process.

Discussion in the work group supported the need to identify priorities and apply different funding alternative scenarios to see the composition of projects and programs that could be funded if the sale tax rate remained a half-cent or if the tax rate is set at a higher level. These

scenarios would demonstrate the trade-offs at different funding levels. Support was also expressed to solicit public feedback on the alternative scenarios to gauge whether the identified investments resonate with the public, and moreover, if there is constituent support to increase the tax rate.

The *Proposition 400 Extension Policy Framework* and *RTP Planning Process Overview* draft policy question documents are included as attachments to this transmittal.

Peer Region Analysis

The purpose of this analysis is to highlight key similarities and differences in how the peer regions plan, fund, and coordinate transportation investment programs and strategies. In a review of 14 different peer regions, the Peer Region Analysis documents best practices in the development of Regional Transportation Plans and well as a review of funding portfolios. Interviews were also facilitated with several peer regions to better understand plan development elements including performance-based evaluation process, scenario planning and plan flexibility. Notable findings include:

- Peer regions are outpacing MAG in transportation investment. Dedicated regional sales taxes are common, ranging from a half-cent to two cents when multiple tax initiatives are compounded. Agencies often have access to an additional tax dedicated to supporting regional transit investments. Today, peer regions are outpacing MAG in transportation investment with more robust regional funding sources and more significant state-generated revenues.
- MAG is heavily reliant on regional funding relative to other transportation revenues. As federal and state funding continues to decrease in real value over time and erode in size due to unpredictable economic events and policy uncertainty, pressure will continue to increase on regional sources to deliver a growing number of future projects to address regional needs.
- Agencies commonly fund operations and maintenance expenses. Agencies distributing funding by improvement type commonly allocated at least half of funds to operations and maintenance across all modes.
- The region has opportunities to leverage revenue through public-private partnerships. In other regions, transportation agencies have leveraged public-private partnerships, tapping capital markets to underwrite new infrastructure expansion based on forecasted revenue streams. The most common examples of these partnerships are toll roads and managed lanes, which have enabled regions to expand their roadway networks in ways that could not have otherwise been funded through more conventional delivery models.
- Scenario planning is an important tool to understand the outcomes of policy decisions and give policymakers confidence in long-range plan decisions. While carried out by agencies in a variety of ways, many of those interviewed use scenario planning to

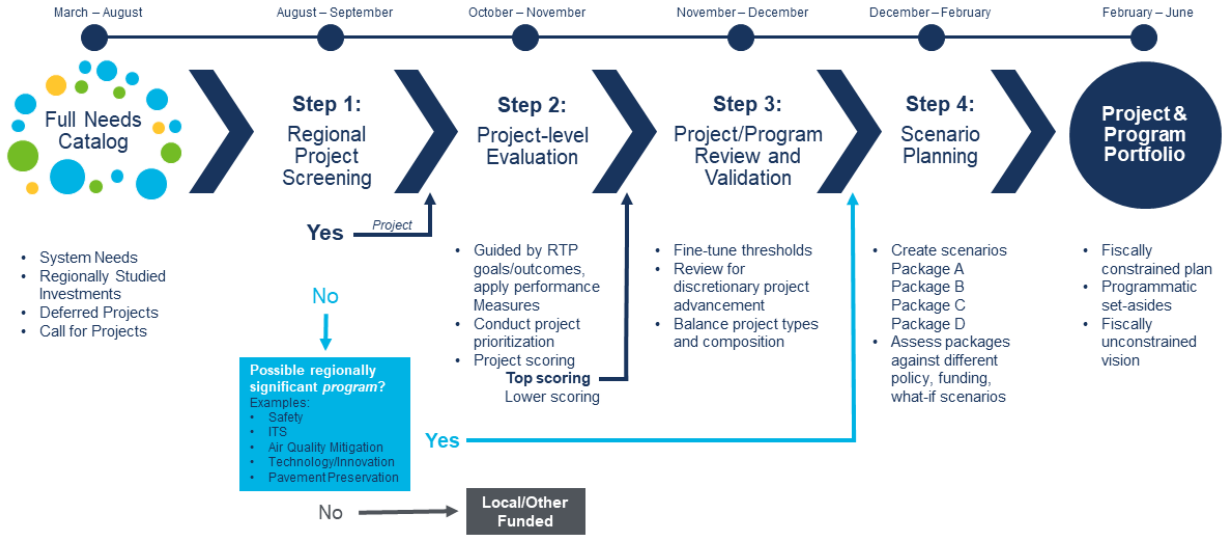
evaluate the resiliency of projects and programs against alternative futures, while others use scenario planning to test the implications of different policy decisions.

The *Peer Region Analysis* is included as attachments to this transmittal.

Draft Needs Catalog

Both federal and state guidance require a performance-based evaluation process in developing the fiscally constrained plan and investment strategy. The performance-based evaluation process was presented at the July 1, 2020, Management Committee Work Group and is depicted in Figure 1. This process illustrates how the regional needs catalogue—comprised of system identified needs, regionally studied investments, deferred projects from Proposition 400, and member agency submissions from the RTP Call for Projects—will be evaluated to identify the highest performing projects and programs.

Figure 1: RTP Performance-Based Evaluation Process



The *Draft Needs Catalog, Version 1* was prepared and presented at the September 9, 2020, work group. The Draft Needs Catalog comprises member agency submissions from the 2020 RTP Call for Projects, deferred Proposition 400 projects, and regional system and studied needs. The Draft Needs Catalog also applies Step 1 in the RTP performance-based evaluation process: sorting regionally significant *projects* that will be individually technically evaluated, from potential future-funded regional *programs* that contain collections of projects or ideas.

With each step of the performance-based evaluation process, the universe of potential projects and programs is narrowed in order to arrive at a fiscally constrained plan and investment strategy. Step 1 includes an initial screening to identify regionally significant projects and

programs to move forward in the process. In keeping with the regionally-focused legacy of Propositions 300 and 400, MAG presented draft recommendations (Table 1) on which potential programs are regionally significant and should initially move forward in the performance-based evaluation process.

Table 1: Step 1 Regionally Significant Programs (For Discussion and Direction)

Programs Recommended to Move Forward in Evaluation Process	Programs Recommended to Drop From Evaluation Process
• Active Transportation*	• ADA Improvements
• Active Transportation Barrier Crossing	• Bridge Replacement/Rehab
• ADA Paratransit*	• Bus Stop Improvements
• Air Quality*	• Circulator
• Bus Rapid Transit	• Complete Streets
• Commuter Rail	• Freeway Art
• Emerging Technology	• Light Rail Operations
• Freeway Management System*	• Micro-transit
• Freeway Operations and Maintenance	• Pedestrian Shade
• Freight Improvements	• Roadway Inspection and Maintenance
• Intersection Improvements	• Roadway Landscape
• ITS*	• Scalloped Streets
• Local Roadway Turnbacks	• Sign Replacement
• Pavement Preservation	• Streetlights
• Regional Bus*	• Utility Relocation
• Regional Commuter Bus*	
• Regional Traffic Counts*	
• Regional Transit Operations Support	
• RideChoice*	
• Safety*	
• Transit Asset Management*	
• Transportation Planning*	
• TDM*	
• Vulnerable Population Transportation*	

*denotes a current Proposition 400-era program
Program insufficiently funded by HURF

This draft recommendation will be presented to MAG's policy committees in September 2020, for discussion and direction. Each step in the performance-based evaluation process will further refine and narrow the field of highest performing priority projects and programs in order to arrive at a fiscally constrained investment portfolio.

What's Next

Coordination with ADOT and Valley Metro continues in order to identify any remaining system need gaps; as a result of this coordination, any remaining identified projects or programs will be added before the Need Catalog is finalized. Member agencies are also requested to review submissions and flag edits, duplicates, recommended potential program classification, etc. Direction will be sought in September policy committee meetings on which Regionally Significant Programs should move forward and which should be dropped at this step of the evaluation process. The September 30, 2020, Management Committee RTP work group meeting will initiate policy conversations about the desired approach to regional transit, including operating assistance as well as the role of the region versus local jurisdictions in funding transit.

Attachments: Proposition 400 Extension Policy Framework
RTP Planning Process Overview
Peer Region Analysis
Draft Needs Catalog (Version 1)

Proposition 400 Extension Policy Framework

As MAG proceeds into several critical phases of the Regional Transportation Plan development process, several policy questions have been identified, including at the Management Committee RTP work group. At the suggestion of and in coordination with the Management Committee, MAG has developed a policy framework from a list started at a work group and is intended to serve as a reference and guide.

This is a working draft, welcoming the opportunity to build from or otherwise add detail to as policymakers reflect on its content and discussions aligned with the planning process proceed.

Prop 400 Extension Legislative Considerations

Arizona Revised Statutes provide authority to the state's 14 other counties to pursue voter approval for up to a one-cent tax for transportation investments. Maricopa County remains the lone county without such authority. Instead, this region is statutorily limited to a half-cent sales tax rate and must pass additional legislation in order to call for an election to continue or expand the current regional transportation tax.

Further plan development needs to occur in order to determine provisions needed in future legislation, such as the maximum tax rate, its duration and potential uses of the revenues. But legislative authorization is a concrete requirement prior to a public vote.

There have been many lessons learned from past legislative efforts (most recently in 2018). Successful legislative advocacy requires a broad coalition of support, including a unified message from local municipalities and the county, feedback from the public and polling research and a well-defined transportation plan to which the business community, advocates and legislators can respond. By its own admission, the Arizona Legislature does not excel at detailed transportation planning, but without a complete, sound transportation plan presented for its consideration, the Legislature will by default attempt to assume such a role.

MAG's Regional Council, through its approved policy principals, will provide direction regarding timing of state legislation. It is possible to secure legislative approval in the 2021 or 2022 legislative session for a November 2022 ballot, or in subsequent sessions if the preference is to pursue a November 2024 election.

While MAG legislative policies currently include a potential pursuit of Prop 400 extension (Prop 500) enabling legislation in the 2021 session, the timing of this effort will be influenced by the outcome of the November 2020 elections and progress in plan development.

The process to develop the RTP will provide the analytic framework for the discussion and recommendations concerning many of the policy questions that are on the table. The process to develop the plan is summarized in a separate document, RTP Planning Process Overview, orienting when various policy questions will occur in each stage of plan development.

Reflections on Specific Policy Questions or Future Decision Points

What is the Proposed Rate and Term of the Extension?

- ***What's the plan look like with a ½ cent? ¾ cent? Full cent? 2 cents?***
- ***How long should the tax last?***
- ***Should it be quasi-permanent? Only requiring majority Board of Supervisor approval for continuance/lowering?***
- ***Do we put a statutory cap on light rail?***

These questions are best addressed in the context of the planned scenario planning and tradeoff analysis (Step 4) which will include investment packages under different regional tax scenarios and different mixes of transportation mode options. This analysis will provide policy makers with the information necessary to evaluate the performance of the system under different funding scenarios.

The sentiment of the voters in Maricopa County will also be an important factor in determining the rate and term proposed for the extension. If we find that voters have lower confidence in their economic future, then the timing of the election and/or the proposed rate and term of the extension might have to be changed.

These activities are expected to occur with the Step 4 Scenario Planning and Tradeoff Analysis beginning in late 2020 and extending throughout 2021.

What is the Political Reality and Temperament of the Voters? When do we go to voters?

- ***Does the Regional Council support a higher tax rate?***
- ***Does the Legislature? Governor?***
- ***Board of Supervisors?***
- ***Voters?***

The current plan is to go to the voters in November 2022. Proposition 400 sales tax revenue collection does not expire until December 31, 2025. This provides the flexibility to wait and place the question on the November 2024 ballot, if needed. Waiting until November 2024 would parallel the timing of the Proposition 400 process, where the election was held in November of 2004, a year before Proposition 300 expired on December 31, 2005. A major factor in deciding

the election date will be voter sentiment toward renewing and possibly increasing the tax rate. Economic security for voters is one among many factors that will have to be tested through surveys of voters.

There would be tradeoffs associated with waiting to place the question on the ballot until 2024 that should be considered. Delivery of the major capital projects in Proposition 400 is dependent on financing; if we do not know the outcome of the extension until November 2024, debt could not be issued until after that point which would slow down development of planned and future projects. Additionally, in the last year of Proposition 400, approximately 25 percent of the revenues are tied up in on-going operations—the vast majority of which are transit bus operations. If we wait to place the question on the November 2024 ballot, there is not current legislatively permitted fallback option should outcome be unsuccessful.

In the fall of 2019, MAG staff received direction from policy makers that the plan needed to be more completely developed before working with the legislature for enabling legislation. As a result, MAG does not expect to seek direction on when to go to the voters until the planning process is nearly complete. MAG expects this to be in summer or fall 2021.

Do we need approval from the Board of Supervisors to put a transportation sales tax initiative on the ballot?

It depends on how the enabling legislation is written. The enabling legislation for Proposition 400 made it mandatory for the Board of Supervisors to put the question on the November 2004 ballot upon the request of MAG, the regional planning agency. The enabling legislation for the extension could be written in a similar manner to again make it mandatory for the Board of Supervisors to put the question on the ballot. Alternatively, the enabling legislation could give the Board of Supervisors the discretion as to whether to put the question on the ballot.

As noted above, MAG does not expect to seek direction on enabling legislation until the planning process is nearly complete. MAG expects this to be in summer or fall 2021.

Can we extend the ½ cent indefinitely?

- ***Can the ballot question include a tax that doesn't sunset?***
- ***Can the tax be structure so that it only requires majority Board of Supervisor approval for continuance/lowering?***

This issue is dependent in part on what is included as part of the enabling legislation. A major driver will be how a permanent tax would be seen by the voters. MAG, in coordination with member agencies, will utilize public opinion polling to help inform the decision.

MAG anticipates that decisions related to rate and term of the tax will be discussed as part of the planned tradeoff analysis (Step 4: Scenario Planning and Tradeoff Analysis). This is expected to occur in late 2020 and early 2021. This issue will also directly inform enabling legislation, for which MAG will seek policy direction on in summer or fall 2021.

What about sending two questions the ballot? One with permanent ½ cent extension and one with new ½ cent for additional projects?

Multiple questions could be placed on the ballot depending on enabling legislation. One of the primary tradeoffs to multiple questions is the added complexity of the message to the voters. In addition, the failure of one question could jeopardize the feasibility of elements of other questions on the ballot. For example, if there were two questions – one including funding for transit capital and the other including funding for transit operations. If the question with transit capital passes but the one that would provide operating funds fails, the public transportation system could be substantially harmed or portions inoperable.

MAG anticipates that decisions related to rate and term of the tax will be discussed as part of the planned tradeoff analysis (Scenario Planning). This is expected to occur in late 2020 and early 2021. This issue will also directly feed into enabling legislation, for which MAG will seek policy direction on in summer or fall 2021.

Do we include HURF/gas tax/maintenance solutions in the Prop 400E enabling legislation?

The Arizona Highway User Revenue Fund (HURF) is the statewide funding source for the capital and maintenance of roads and highways in Arizona. The fund is comprised of fuel taxes, which account for just over half of the revenue, a portion of the vehicle license tax, registration fees, and some miscellaneous revenues. It would not be appropriate to include a statewide tax question in a Proposition 400 extension question. A county-specific tax, such as a Maricopa County gas tax, would require legislation, but is not seen as a sustainable revenue source moving forward because of continued increases in fuel efficiency and the electrification of fleet.

MAG's approved policy principles include support for remedying the statewide transportation funding needs, opposition to transfers from the Highway User Revenue Fund, and opposition to sweeps of regional voter-approved transportation sales tax funds.

What are the Funding Categories (buckets) to be Included in the Prop 400 Extension and What Percentages will go to each?

- **Will there be regional funding for micro-transit/circulators?**
- **What about funding for other programs like fiber optics, traffic management and ADA?**
- **Will local street maintenance and improvements be eligible for regional dollars?**
- **Will the region fund commuter rail?**

The Proposition 400 program included three major programs: freeways/highways, public transportation, and arterial streets. In addition to these three, MAG also has several smaller transportation programs funded from federal transportation funds. A competitive call for projects is used to select projects based on program-specific criteria. The specific allocation of Proposition 400 extension funding or other sources of transportation funding will be made as part of the process to develop the investment program for the extension.

The program elements and projects to be included in the Prop 400 extension will be an outcome of the evaluation process—how different investment packages perform, and the determination of the rate and term of the extension. Consideration of funding programs will start in the fall of 2020 and continue through 2021 as part of programmatic evaluation process articulated above.

The establishment of funding categories (buckets) will occur throughout the fall of 2020, beginning September with the review of the needs catalogue. As part of the RTP Call for Projects, member agencies submitted suggested programs for micro-transit, circulators, fiber, traffic management, ADA investments, local street maintenance, commuter rail, bus operations, high capacity transit operations and many more potential investments. Programs will first be reviewed in Step 1: Regional Project Screening, where regional priority programs will be advanced, and others removed from further consideration. The final funding categories ("buckets" or programs) and allocations to each will be determined as part of the planned tradeoff analysis (Step 4: Scenario Planning and Tradeoff Analysis). This is expected to begin in late 2020 or early 2021.

Will there be a local match requirement?

Proposition 400 included a required 30 percent match for projects funded from the Arterial Life Cycle Program (ALCP). Several of MAG's smaller programs also require local match contributions, some in response to federal match requirements. The purpose of a local match requirement is to ensure that the sponsoring jurisdiction is committed to the project. A higher match requirement incentives higher quality projects by requiring local agencies to have a substantive interest in the project. In addition, the inclusion of a local match requirements serves to stretch the regions funding for other projects and programs. The requirement for a local

match and the size of the local match are part of the policy discussions in Step 4: Scenario Planning and Tradeoff Analysis, which is expected to begin in late 2020 or early 2021.

What are our options for maintenance/preservation for freeways and arterials?

The usual source of funding for maintenance and preservation of freeways and arterial streets is the Arizona Highway User Revenue Fund (HURF). Over half of Arizona's HURF comes from fuel taxes which have not changed since October of 1990 and remain at 18 cents per gallon. As a result of inflation and increasing fuel economy of the vehicle fleet, the purchasing power of HURF funding has been declining to a point that neither ADOT, who owns and maintains the State Highway System, nor cities, towns and counties have sufficient HURF dollars to adequately maintain the existing road network and system needs. The options to remedy this roadway maintenance revenue shortfall include increasing the funding flowing into HURF, using general fund dollars to maintain the system, or allocating a portion of the region's future federal, state or sales tax revenues for maintenance and preservation of freeways, highways and streets. Proposition 400 included funding for landscape maintenance, litter pick-up and litter education for the freeways and highways in Maricopa County.

Discussions about whether or not to include funding for maintenance/preservation of freeways and arterials will take place first as part of the process to identify potential programs (fall 2020) and later as part of the tradeoff analysis (Step 4: Scenario Planning and Tradeoff Analysis) in late 2020 or early 2021.

How is geographic balance being considered in the planning process?

- **When and how does each sub-region determine what projects are most important to them?**
- **Should the sub-regions select sub-regional priorities?**
- **When and how does each jurisdiction ensure its priority projects will be included in the RTP?**

The selection of which regional projects and programs to be included in the investment package for the extension of Proposition 400 will be part of the multi-step performance-based planning process. The foundation of this evaluation is how the projects or programs serve the region's multimodal transportation system in achieving the goals, performance criteria and outcomes. MAG is a very large, very diverse region; an effective way to respond to this unique challenge is to ensure that the suite of recommended new programs respond to the diversity of needs and development pattern stages that exist across the region.

Step 3: Project/Program Review and Validation will be the initial opportunity to review the refined list of potential projects and programs to see if any adjustments are needed, and to

ensure the portfolio of potential projects and programs is collectively representative to use in Scenario Planning and Tradeoff Analysis (Step 4). Ultimately, investment strategies must be tested with the voting public.

Was Jurisdictional Equity a component of Proposition 400's development?

No. One of the goals of Proposition 400 was to provide geographic balance between investments in the Regional Transportation Plan. "Jurisdictional Equity" allocations that are reflected in the bus component of the Transit Life Cycle Program represent a calculation of the percentage of funding per jurisdiction for transit operations in the original Proposition 400 plan. However, this calculated allocation does not tie back to the overall distribution of funding contained in the full Proposition 400 plan. The full Proposition 400 plan provided geographic balance across the region, not between specific jurisdictions. Moreover, this balance was assessed using all revenues available to the region (regional, state, and federal), not just the half-cent sales tax.

How do deferred projects rank?

Projects that were deferred in the Proposition 400 program as a result of the loss of funding as a result of the recession will be subjected to the same technical evaluation process as other projects being proposed to be included in the investment package. Discussion about whether to give additional weight to deferred projects will occur as part of Step 3 in the evaluation process. This is expected to occur in the fall of 2020.

How do we account for future transportation and technologies?

All the expected funding over the life of Proposition 400 was programmed over the 20-year life of the tax, which reduced the flexibility to meet unexpected needs or significant changes in technology. Considering the lessons learned, to develop a programmatic set-aside the enables investment when deemed viable and necessary. Alternatively, it may be appropriate not to specifically allocate all the funding at the beginning of the program but rather leave unallocated funds that can be used to meet future, unforeseen needs.

How might future annexations impact the Regional Transportation Plan?

Future annexations should not significantly impact the Regional Transportation Plan.

What is the federal strategy to free up regional dollars?

Federal transportation funding is allocated based on various formulas. Under current federal authorizing legislation, the allocation to states is based on the allocations that were made in 2009. These allocations were made under the provisions of SAFETEA-LU which Congress passed in 2005. Therefore, the allocations to Arizona are based on population figures that are 20 years old and the values of other variables in the allocation formulas that are over ten years old. Arizona and other high growth states are not getting their appropriate shares of federal transportation funding. There have also been discussions at the federal level about the need to increase the federal gas tax, which has not changed since 1993. If this happens, then Arizona and the MAG region would benefit from higher levels of federal transportation funding.

Besides federal funds allocated by formula, there are federal grant opportunities that will be pursued in the future which could bring additional federal funds to the region. The most viable federal discretionary program is Capital Investment Grants, a program that support heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Projects compete nationally and because of the high cost to implement projects, grant award is assumed in order to deliver the region's high capacity transit investments.

What is Valley Metro's role in the development of the next Regional Transportation Plan?

Detail on MAG and Valley Metro's roles with respect to transit planning were articulated in a memorandum distributed to members of the Management Committee at the August 12, 2020, meeting. Valley Metro provides valuable support in future transit planning, including identification of long-range system needs and asset management, as well as input into future regional transit opportunities. MAG and Valley Metro have been collaborating on various transit aspects, including review of the RTP Call for Projects, identifying of large transit capital needs, noting regional bus service gaps, and analyzing park and rides. Valley Metro, as well as the region's designated recipient for transit funding City of Phoenix, have been instrumental in providing technical insight to MAG and helping to inform future funding discussions.

MAG's focus is on system planning, identifying the best transit corridors to fund and include in the Regional Transportation Plan. Valley Metro facilitates alternatives assessments to identify the best value alignment within a funded RTP corridor, carrying that planning work through project development stages (e.g., pre-design, environmental, engineering) to construction and ultimately operation.

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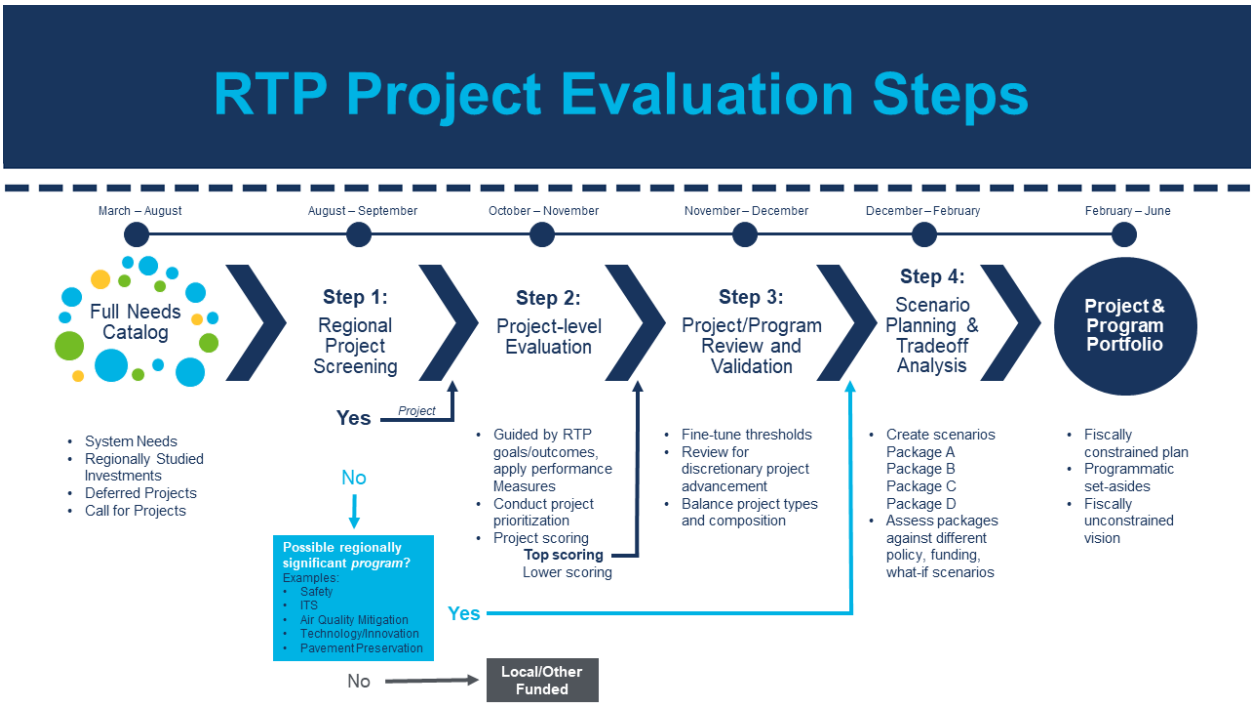
RTP Planning Process Overview

As MAG proceeds into several critical phases of the Regional Transportation Plan development process, several policy questions have been identified, including at the Management Committee RTP work group. MAG has developed a draft policy framework document, outlined as a separate list started at the work group, intended to serve as a reference and guide.

The process to develop the RTP will provide the analytic framework for the discussion and recommendations concerning many of the policy questions that are on the table. The process to develop the plan is summarized herein and orients where policy questions will occur during each phase of plan development.



MAG's performance based RTP planning process is depicted above. With each step of the process, another layer of evaluation is applied. Starting from the large universe of potential projects and programs, each step further narrows down to identify the highest value regional projects and programs, ultimately to end at a fiscally constrained plan and investment portfolio. **In whole, the final plan and investment strategy represent the collection of policy decisions made at each step. Since a planning process in inherently iterative, MAG policymakers will have the opportunity to revisit previous decisions if desired outcomes are not achieved.**

Policymakers will start to develop the specific funding categories and allocations in September 2020. A comprehensive "needs catalogue" has been developed that is inclusive of:

1. Every project and program submitted as part of the RTP call for projects process;
2. Deferred Proposition 400 investments; and,
3. Projects and needs identified as part of regionally studied efforts.

The first step will be to apply the regional significance definitions to the needs catalogue to identify which move forward in the process to be evaluated for inclusion as: A) specifically funded projects in the Regional Transportation Plan and investment portfolio, or B) those which fall into a potential programmatic opportunity.

A) Projects that move forward in the process to be considered for specific funding will be evaluated against each other in three modal categories: highways/freeways, arterials, and high capacity transit. This evaluation process (Step 2) will occur throughout the fall of 2020 and is based on technical criteria that supports the goals and objectives previously presented to policymakers. An opportunity will be provided in Step 3 to introduce qualitative criteria for those projects that achieve regional priorities but could not be fully captured as part of the purely technical evaluation in Step 2's analysis.

Note that bus transit will be considered in a programmatic context, and among other things, MAG will seek direction from policymakers about whether to identify specific regional routes for funding or to provide operations funding programmatically. MAG will initiate the bus transit conversation at the September 30, 2020, Management Committee RTP work group.

B) The programmatic category represents set-aside funding for regional priorities but isn't necessarily programmed to specific projects. Beginning in September 2020, MAG policymakers will be presented with all the potential programs to be considered. MAG policymakers will decide which ones should move forward in the process and which ones should not. Examples of programs include ITS funding, commuter rail, arterial and street maintenance, landscape beatification, etc.

Once the projects in section A have been evaluated, and programs in section B have been shortlisted, a tradeoff analysis will be conducted (Step 4: Scenario Planning and Tradeoff Analysis). As part of this, MAG will test different assumptions (such as tax rate, changes in commuter behavior, etc.) and provide results to policy makers. As part of this process, policy makers will determine the allocation of funding between the different programs.

The following further narrates the development steps the performance-based approach, and when direction on various policy questions will be needed. Additionally, reflections on several questions, future decisions and several specific questions have been provided.

Step 1: Regional Project Screening

The regional needs catalogue, comprised of system identified needs, regionally studied investments, deferred Proposition 400 projects, and member agency submissions to the RTP Call for Projects, is Step 1 in the process. Using the regional significance definitions, this test is applied to sort the discrete regionally significant projects (freeway/highway, arterial, high capacity transit) to be technically scored in Step 2, from the groups of smaller project or ideas that could substantiate development of new regional programs. Based on the RTP Call for Projects, there is interest in a vast number of new types of regionally supported programs. MAG's delivery of the draft needs catalogue at the beginning of September 2020 will list each of these potential new programs.

- **What are member agency perspectives on which programs should be regional priorities?**
- **Which programs should be dropped from further consideration?**

Regional Transit System. *There is a desire to deliver a robust regional transit system, as evidenced by the RTP Call for Projects. This necessitates a deliberate focus on fundamental policy questions about the region's high capacity transit vision, desired approach to regional bus service, composition and responsibilities of agency's funding contributions, and more. Guided by a white paper inclusive of a peer region comparative analysis to outline fundamental aspects of regional transit delivery, MAG has planned to initiate a focused discussion on regional transit policy at the September 30, 2020, Management Committee RTP work group.*

Step 2: Project-level Evaluation

Regionally significant projects will be technically assessed to identify the best performing candidate projects within each of the region's three unique modes: freeway/highway, arterial, and high capacity transit. Policy questions include:

- **What are the outcomes, criteria, measures, and weighting used to evaluate candidate freeway/highway projects, candidate arterial projects, and candidate high capacity transit projects?**

Step 3: Project/Program Review and Validation

After an initial refinement of projects and programs, it will be important to review whether any adjustments are needed. The following policy questions will assist in this effort:

- **Do the potential regional programs recommended for advancement respond to the diversity of needs and development pattern stages across the region?**
- **Is the composition of refined projects and programs balanced across the region? If not, what constitutes this imbalance?**
- **Does the composition of top scoring projects reflect the region's desired outcomes?**
- **What lower-scoring projects should be pulled forward and continue through the process (e.g., address a unique regional priority or desired outcome).**
- **What programs should be dropped from further consideration because they do not reflect the region's highest priorities?**
- **Should scoring include the opportunity for member agencies to identify their highest priority project?**
- **Should the project evaluation process give preferential scoring to deferred projects? Should we give additional weight to deferred projects for which a regional investment already exists under Proposition 400?**

A fundamental component of the planning process is revenue and cost projections. Federal and state statute require our plan and programs to be fiscally constrained—that planned investments do not exceed available revenue. A planning level cost estimate methodology is being developed and will be applied to create standardized cost estimates. Project cost estimates, along with the methodology and key assumptions, will be presented to policymakers in the fall of 2020.

The Regional Transportation Plan and investment strategy includes revenues from different sources, including the region's transportation sales tax , Arizona's Highway User Revenue Fund, federal transportation formula funds, and federal transportation discretionary funds. Significant effort has been put into the development of the new revenue projections and documentation of assumptions. The projections will be presented to policymakers in the fall of 2020.

- **Are there alternative or new revenue options the region should pursue?**
- **What are the assumptions used to estimate revenues available to the region (federal, state, county)? How resilient are those assumptions to various risks?**
- **What assumptions should be made about federal discretionary funds? What are the risks associated with those assumptions?**
- **What are the assumptions used to estimate project costs? How resilient are those assumptions to various risks?**

Step 4: Scenario Planning & Tradeoff Analysis

This is a robust part of the planning process and where different policy considerations can be tested against the refined list of potential projects and programs. Several different packages of projects and programs will be created to test against different policy questions. Examples of these questions include:

- **What projects and programs would comprise the investment portfolio using different sales tax rates (½ cent, ¾ cent, 1 cent, etc.)?**
- **What should be the local match requirements? How do different match levels affect the amount of transportation projects and programs the region can support?**
- **How do different packages perform against MAG's federally required performance targets?**
- **Does the composition of projects and programs address federal formula funding requirements for the region (designated urbanized areas, Transportation Management Area, air quality non-attainment, etc.)?**
- **Does the composition of projects and programs put the region's federal formula funding at risk?**
- **Does the composition of projects reflect federal transportation priorities that may increase probability of federal discretionary funding award?**

- **How resilient is the composition of projects and programs to unforeseen disruptions and an unknown future (e.g., technologies, work/live patterns, market shifts)?**
- **Does the composition of projects and programs continue to bolster the economic competitiveness of the region?**

As tradeoff analysis informs further refinement to a fiscally constrained long-range plan, development of the strategic investment strategy will detail the composition of programs, the funding allocation and the policies for managing the portfolio of projects enabled by different revenue sources, including the county sales taxes. Developing the programmatic architecture will answer the following questions:

- **What programs will the region establish and at what funding level?**
- **What policies should be established to enable a comfortable level of program flexibility through a transparent decision-making process?**
- **How will programs be maintained and reviewed (e.g., annual reporting)?**

Public and stakeholder engagement will be vital during this step, not just to help inform tradeoff decisions, but moreover, to ensure the refined portfolio is not just technically sound but resonates with constituents. Robust public engagement and targeted stakeholder briefings will occur. Additionally, polling to gauge public sentiment on important proposed plan elements or difficult tradeoffs will occur. Further, with an uncertain economic future associated with the ongoing pandemic, it will be important to understand how constituents view economic conditions to help inform timing of a future election.

Does the composition of projects and programs reflect the RTP's vision to deliver a world-class transportation system that reflects the following mission-critical goals of safety, prosperity, responsiveness, livability, preservation and mobility?

- **What is public sentiment?**
- **Does the plan resonate with stakeholders, the business community and advocacy groups?**
- **Does the plan have political support?**

Collectively, this work will inform a decision on the composition of the plan.

- **Does the recommended projects and programs meet air quality conformity and all federal requirements?**

Project & Program Portfolio

The analysis and outputs from Step 4: Scenario Planning and Tradeoff Analysis will answer the fundamental questions associated with the composition of the plan and specific investment strategy, including the regionally significant projects proposed for funding, along with the programmatic set-asides. To arrive at fiscal constraint, the final decisions will be made:

- **Election date**
- **Sales tax rate**
- **Sales tax term**

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- Which programs should be dropped from further consideration? 3
- What are the outcomes, criteria, measures, and weighting used to evaluate candidate freeway/highway projects, candidate arterial projects, and candidate high capacity transit projects? 3
- Do the potential regional programs recommended for advancement respond to the diversity of needs and development pattern stages across the region? 4
- Is the composition of refined projects and programs balanced across the region? If not, what constitutes this imbalance? 4
- Does the composition of top scoring projects reflect the region's desired outcomes? 4
- What lower-scoring projects should be pulled forward and continue through the process (e.g., address a unique regional priority or desired outcome). 4
- What programs should be dropped from further consideration because they do not reflect the region's highest priorities? 4
- Should scoring include the opportunity for member agencies to identify their highest priority project? 4
- Should the project evaluation process give preferential scoring to deferred projects? Should we give additional weight to deferred projects for which a regional investment already exists under Proposition 400? 4
- Are there alternative or new revenue options the region should pursue? 4
- What are the assumptions used to estimate revenues available to the region (federal, state, county)? How resilient are those assumptions to various risks? 4
- What assumptions should be made about federal discretionary funds? What are the risks associated with those assumptions? 4
- What are the assumptions used to estimate project costs? How resilient are those assumptions to various risks? 4
- What projects and programs would comprise the investment portfolio using different sales tax rates (½ cent, ¾ cent, 1 cent, etc.)? 5
- What should be the local match requirements? How do different match levels affect the amount of transportation projects and programs the region can support? 5
- How do different packages perform against MAG's federally required performance targets? 5
- Does the composition of projects and programs address federal formula funding requirements for the region (designated urbanized areas, Transportation Management Area, air quality non-attainment, etc.)? 5
- Does the composition of projects and programs put the region's federal formula funding at risk? ... 5
- Does the composition of projects reflect federal transportation priorities that may increase probability of federal discretionary funding award? 5

- How resilient is the composition of projects and programs to unforeseen disruptions and an unknown future (e.g., technologies, work/live patterns, market shifts)? 5
- Does the composition of projects and programs continue to bolster the economic competitiveness of the region? 5
- What programs will the region establish and at what funding level? 5
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MEMORANDUM #1

Peer Region Analysis

The Peer Region Analysis memorandum displays best practices in the development of Regional Transportation Plans (RTP), including sections addressing RTP development strategies, funding portfolio and revenue analysis, and peer region interview summarization.

September 3, 2020

Executive Summary

The Maricopa Association of Governments (MAG) *Peer Region Analysis* was initiated to analyze best practices in the development of Regional Transportation Plans (RTP). Section 1 begins with a summary of selected peer regions before outlining characteristics and best practices of RTP composition in Section 2. Section 3 provides an overview of peers' funding portfolios before detailing a comparative analysis of funding sources in Section 4. Section 5 summarizes interviews conducted with selected peer regions to better understand elements of their plan development process, including performance-based project and program evaluation, scenario planning, and plan flexibility.

While each Section includes with key takeaways, the following notable findings will shape policy discussions related to the development of MAG's next RTP:

- **Peer regions are outpacing MAG in transportation investment.** Dedicated regional sales taxes are common, ranging from a half-cent to two cents when multiple tax initiatives are compounded. Agencies often have access to an additional tax dedicated to supporting regional transit investments. Today, peer regions are outpacing MAG in transportation investment with more robust regional funding sources and more significant state-generated revenues.

- **MAG is heavily reliant on regional funding relative to other transportation revenues.** As federal and state funding continues to decrease in real value over time and erode in size due to unpredictable economic events and policy uncertainty, pressure will continue to increase on regional sources to deliver a growing number of future projects to address regional needs.

- **Agencies commonly fund operations and maintenance expenses.** Agencies distributing funding by improvement type commonly allocated at least half of funds to operations and maintenance across all modes.

- **The region has opportunities to leverage revenue through public-private partnerships.** In other regions, transportation agencies have leveraged public-private partnerships, tapping capital markets to underwrite new infrastructure expansion based on forecasted revenue streams. The most common examples of these partnerships are toll roads and managed lanes, which have enabled regions to expand their roadway networks in ways that could not have otherwise been funded through more conventional delivery models.

- **Scenario planning is an important tool to understand the outcomes of policy decisions and give policymakers confidence in long-range plan decisions**. While carried out by agencies in a variety of ways, many of those interviewed use scenario planning to evaluate the resiliency of projects and programs against alternative futures, while others use scenario planning to test the implications of different policy decisions.

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1.0 Peer Region Analysis Overview

This *Peer Region Analysis* features 14 peer planning agencies representing metropolitan areas bearing a range of common characteristics with the Phoenix metropolitan region. The purpose of this analysis is to highlight key similarities and differences in how the peer regions plan, fund, and coordinate transportation investment programs and strategies.

Multiple attributes were considered when selecting peer regions, including geographic size, population density, urban form, travel patterns, and/or recognition as mega-regions. Furthermore, the selected peer regions represent areas that have undergone or are currently undergoing a significant commitment and investment in multimodal regional transportation, including rail systems. Peer regions assessed as part of the preliminary review (displayed in **Figure 1-1**) include:

- Atlanta Regional Commission (ARC)
- Capital Area MPO (CAMPO) (Austin, TX)
- Chicago Metropolitan Agency for Planning (CMAP)
- Delaware Valley Regional Planning Commission (DVRPC) (Philadelphia, PA)
- Denver Regional Council of Governments (DRCOG)
- Houston-Galveston Area Council (HGAC)
- Metropolitan Council (Twin Cities, MN)
- Metropolitan Transportation Commission (MTC) (Bay Area, CA)
- North Central Texas COG (NCTCOG) (Dallas – Fort Worth, TX)
- Oregon Metro (METRO) (Portland OR)
- Puget Sound Regional Council (PSRC) (Seattle, WA)
- San Diego Association of Governments (SANDAG)
- Southern California Association of Governments (SCAG) (Los Angeles, CA)
- Wasatch Front Regional Council (WFRC) (Salt Lake, UT)

Figure 1-1: Peer Regions

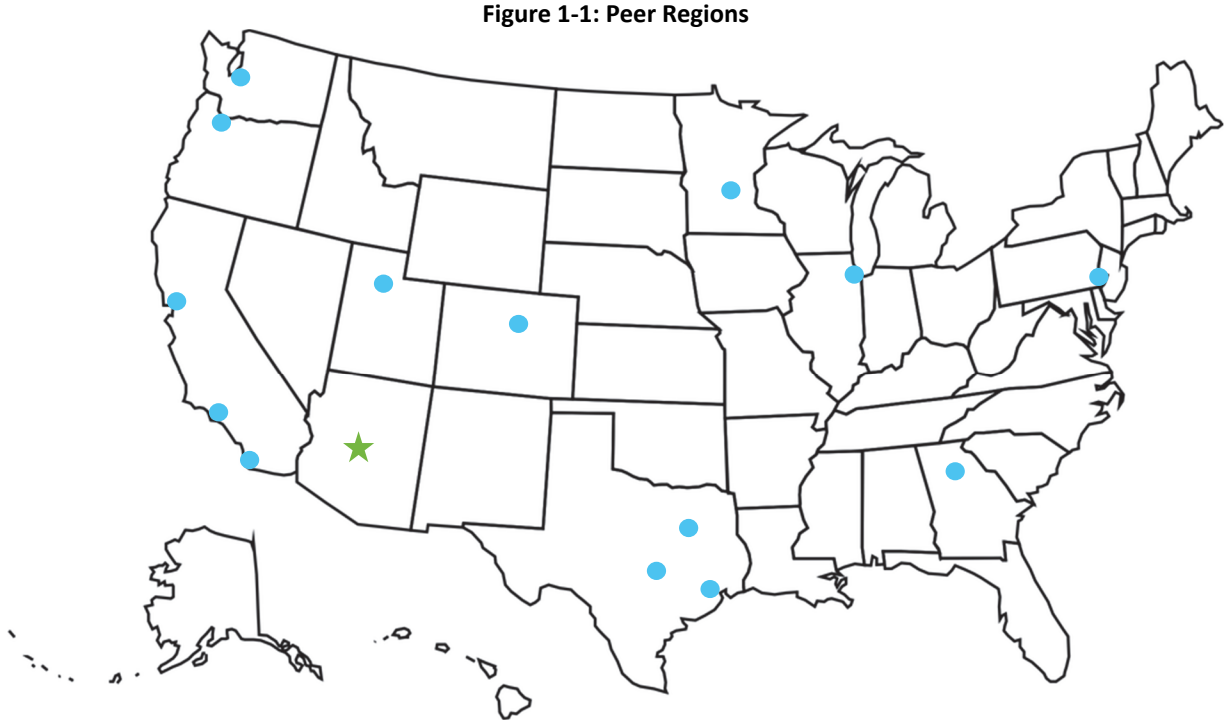


Table 1-1 summarizes general characteristics of each of the peer regions and how they compare to the MAG region; bolded information signifies attributes that are similar to MAG. Overall, the MAG region covers the second largest geography of the peer group, due primarily to the absence of major physical barriers that constrain the urban geography of other regions and the comparatively large geography of Arizona counties. As such, MAG's population density is on the lower range of the peer group. It should also be noted that MAG covers only two counties, whereas the other metropolitan planning organizations (MPOs) include up to 16 different counties.

Table 1-1: Peer Agency Characteristics Summary

	MAG Phoenix, AZ	**PSRC** Seattle, WA	**DRCOG** Denver, CO	**MTC** San Francisco, CA	**CMAPO** Chicago, IL	**ARC** Atlanta, GA	**WFRC** Salt Lake City, UT	**METRO** Portland, OR
Agency Type	**COG, MPO**	MPO	**COG, MPO**	MPO	MPO	MPO	MPO	MPO
Transportation Management Area	**X**	**X**	**X**	**X**	**X**	**X**	**X**	**X**
# of Counties	**2**	4	8	9	7	10	6	3
# of States	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**
Approximate Land Area (sq miles)	**10,654**	6,290	5,289	7,000	4,102	2,974	1,835	470
Geographic Context[1]	**b, f**	a, b	**b**	a	c	N/A	**b**	d, e, f
Population	**4.3M**	**3.9M**	3.1M	7.6M	8.5M	5.6M	1.5M	2.5M
Annualized Population Growth Based on RTP	**1.4%**	**1.3%**	**1.5%**	1.1%	0.8%	1.8%	1.0%	1.2%
Population Density (pop/sq mile)	**400**	619	593	1,087	2,078	1,880	1,001	5,360
Employment	**1.9M**	**2.1**	**1.7M**	4.0M	4.3M	2.9M	1.1M	0.9M
Non-Attainment Area (Air Quality)	**X**		**X**	**X**	**X**	**X**	**X**	
	MAG Phoenix, AZ	**CAMPO** Austin, TX	**HGAC** Houston, TX	**NCTCOG** Dallas-Fort Worth, TX	**DVRPC** Philadelphia, PA	**SANDAG** San Diego, CA	**SCAG** Los Angeles, CA	**Metropolitan Council** Minneapolis, MN
Agency Type	**COG, MPO**	MPO	MPO	**COG, MPO**	MPO	MPO	MPO	MPO
Transportation Management Area	**X**	**X**	**X**	**X**	**X**	**X**	**X**	**X**
# of Counties	**2**	6	8	16	9	**2**	6	7
# of States	**1**	**1**	**1**	**1**	2	**1**	**1**	**1**
Approximate Land Area (Sq miles)	**10,654**	7,110	**11,200**	13,349	3,811	4,261	38,000	3,000
Geographic Context*	**b**	N/A	A	N/A	a	A	a	c, d
Population	**4.3M**	2.1M	6.5M	6.9M	5.7M	3.2M	18.8M	3.0M
Annualized Population Growth Based on RTP	**1.4%**	4.0%	1.9%	2.3%	0.5%	0.6%	0.7%	1.0%
Population Density (pop/sq mile)	**400**	290	583	556	1,500	757	**494**	1,003
Employment	**1.9M**	0.9M	3.2M	4.2M	3.1M	1.4M	8.0M	1.6M
Non-Attainment Area (Air Quality)	**X**	**X**	**X**	**X**	**X**	**X**	**X**	**X**

[1] Geographic Context Key: a. Coastal, b. Terrain, c. Lake(s), d. River(s), e. Forest(s), f. Public Lands

2.0 RTP Characteristics

2.1 Introduction

One of the primary objectives of this *Peer Region Analysis* is to document the approach that each MPO adopted to prepare its Regional Transportation Plans (RTPs) and highlight best practices that can inform the development of MAG's RTP process. The primary focus was to understand the relationship between the goals of the plan and how MPOs establish performance measures. In addition, key performance indicators (KPIs) were reviewed to understand how agencies move from high-level goals towards performance-based planning and decision-making.

2.2 Setting Goals, Measures of Success, and Key Performance Indicators

Nearly all the peer agencies establish a vision framework that links regional goals to specific performance measures and policy objectives, with a process that, at a minimum, balances several core goals: Congestion, Mobility, Safety, and Environmental considerations. **Figure 2-1** shows an example of the layered process common to several of the RTPs reviewed.

Figure 2-1: Example RTP Process

Source: Oregon METRO, 2018

2.2.1 Phrasing Approaches

Peer agencies used two main phrasing approaches when developing their plan goals:

- **Goal-Oriented:** This approach incorporates technical words or phrases and does not address the specific impact transportation has on people's lives. The majority of peer agencies used this phrasing approach in their RTP. Historically, MAG has also used this approach.
- **People-Oriented:** This approach phrases the goals in a way that relates more tangibly to the impact the goal would have on people's lives. METRO best utilizes this approach.

Table 2-1 compares examples of the two different types of phrasing to MAG's most recent RTP (approved February 2020) and highlights the differences between Goal- and People-Oriented approaches. For comparison purposes, only goals that were consistent across multiple agencies were included in the table.

Table 2-1: Examples of Goal Phrasing

	MAG	Goal-Oriented Phrasing	People-Oriented Phrasing
Safety	Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.	**PSRC** Create a safe and secure transportation system. **NCTCOG** Achieve significant reduction in traffic fatalities and serious injuries on public roads.	**METRO** People's lives are saved, crashes are avoided, and people and goods are safe and secure when traveling in the region.
Mobility	Transportation systems and services that provide accessibility, mobility, and modal choices for residents, businesses, and the economic development of the region.	**CAMPO** Improve connectivity within and between various transportation modes for goods and for people of all ages and abilities. **SCAG** Maximize mobility and accessibility for all people and goods within the region.	**METRO** People throughout the region have safe, convenient, healthy, and affordable options that connect them to jobs, school services, and community places, support active living and redact transportation-related pollution.

Objectives and measures of success define what constitutes achievement of the plan's goals. Peer agencies defined their measures of success differently based on transportation needs and priorities unique to each region. Some regions developed questions that would indicate whether the region was moving towards its goals while others used phrases or statements. **Table 2-2** provides examples of how the peer agencies incorporated objectives and measures of success into their plans.

Table 2-2: Examples of Objectives/Measures of Success

	MAG	MTC	METRO	DVRPC	SANDAG
Modal Options	Provide the people of the region with transportation modal options necessary to carry out essential daily activities and support equitable access to the region's opportunities.	Increase non-auto mode share.	Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.	Are fewer people driving to work?	Are more people walking, biking, using transit, and sharing rides?
Air Quality	Make transportation decisions that are compatible with air quality conformity and water quality standards, the sustainable preservation of key regional ecosystems and desired lifestyles.	Reduce per-capita CO2 emissions.	Reduce transportation-related air pollutants, including air toxic emissions.	Are GHG emissions lower?	Is the region's air quality improving?

KPIs are typically quantitative metrics that measure the region's performance at implementing the goals and objectives of the plan. CAMPO, NCTCOG, DVRPC, SANDAG, SCAG, and the Metropolitan Council identified metrics to monitor performance, but did not articulate specific targets for which they were

aiming to meet within the RTP. DRCOG, MTC, and METRO include specific targets for their KPIs. **Table 2-3** shows examples of the differences in the way the peer agencies approach setting KPIs.

Table 2-3: Examples of Key Performance Indicators

	MAG	DRCOG	MTC	SANDAG	SCAG
System-Wide Monitoring	Per Capita Freeway Vehicle Miles of Travel	- Decrease daily VMT per capita by 10% from the 2010 VMT per capita. - Keep person delay per capita less than 9 minutes.	Reduce per capita delay on the Regional Freight Network by 20%.	- Travel time to jobs - Travel times and volumes for all modes	- Vehicle miles traveled per capita - Person-delay per capita - Person-delay by facility type - Truck delay by facility type
Multi-Modal Mode Share	N/A	Increase non-single occupant vehicles mode share to work by 35%	Increase the non-auto mode share by 10%	Commute mode share	- Transit mode share - Mode share of walking and biking

2.2.2 Addressing Quality of Life

Several peer agencies incorporated goals, measures of success/objectives, and KPIs into their RTP to address quality of life. Some elements incorporated include growth locations, transportation affordability, and impacts on disadvantaged populations. **Table 2-4** provides examples of how peer agencies incorporated quality of life components.

Table 2-4: Examples of Quality of Life

Growth/ Livable Communities		
METRO	**Goals**	Portland region is a great and affordable place to live, work and play where people can easily and safely reach jobs, schools, shopping services, and recreational opportunities from their home by walking, biking, transit, shared trip or driving.
	Objectives / Measures of Success	- Focus growth and transportation investment in designated 2040 growth areas - Increase the share of households in walkable, mixed-use areas served by current and planned frequent transit service
	KPIs	Number of jobs accessible in 30 minutes by car, 45 minutes by transit, 30 minutes by bike, 20 minutes by walking
	Data Source	Longitudinal Employer Household Dynamics (LEHD), a census program, would provide job location data. Census data provides where people live; regional data sets of facilities for each mode and the average speed of each mode would determine the travel time for residents to reach jobs with different modes
DVRPC	**Goals**	Develop Livable Communities
	Objectives / Measures of Success	Is the population in the Core Cities and Developed Communities increasing?
	KPIs	- Population in Centers - Employment in Centers
	Data Sources	Census data for population location. LEHD data for job locations. Regional data on where urban centers are located.
SANDAG	**Goals**	Healthy environment and communities
	Objectives / Measures of Success	Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas
	KPIs	Share of new housing units and jobs located in Smart Growth Opportunity Areas
	Data Source	Development plans from member agencies, as well as Census and LEHD data over time; regional data on where Smart Growth Opportunity Areas are located

Table 2-5: Examples of Quality of Life (continued)

Affordability & Equity		
MTC	**Goals**	- Adequate Housing - Equitable Access
	Objectives / Measures of Success	Decrease share of lower-income households' budgets spent on housing and transportation
	KPIs	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10 percent
	Data Source	Based on information from the Census on income levels as well as data on the median cost of housing and cost of transportation (gas prices, transit fare costs, number of people using each mode, average distance people travel per year)
METRO	**Goals**	The transportation-related disparities and barriers experienced by historically marginalized communities, particularly communities of color, are eliminated
	Objectives / Measures of Success	Eliminate disparities related to access, safety, affordability, and health outcomes experienced by people of color and other historically marginalized communities Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meet their travel needs
	KPIs	Measure access in equity focus areas and non-equity focus areas: 20 minutes by car, 30 minutes by transit, 20 minutes by bicycle, and 20 minutes walking
	Data Source	Based on identified equity focus areas, average speed of mode, and the available network for each mode of transportation
DVRPC	**Goals**	Advance equity and foster diversity
	Objectives / Measures of Success	N/A
	KPIs	- Annual household transportation costs as a percent of income
	Data Source	Based on information from the Census on income levels as well as other factors such as cost of gas, average distance people travel per year, amount of car owners, amount of people taking transit, cost of transit fare
SANDAG	**Goals**	Healthy environment and communities
	Objectives / Measures of Success	Increase the supply and variety of housing types - affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services
	KPIs	- Real per capita income, compared with California and the United States - Regional poverty rate, compared with California and the United States
	Data Source	Based on information from the Census on income levels as well as data on the median cost of housing and cost of transportation (gas prices, transit fare costs, number of people using particular modes, average distance people travel per year)

2.3 Regionally Significant Projects

As part of the planning process, many of the peer agencies developed a definition or guidance to help determine whether a project is regionally significant. While definitions differ somewhat, the effort to define regional projects was generally recognized as an essential first step in facilitating the prioritization

process and determining priorities across the planning horizon. **Table 2-6** summarizes how peer agencies have defined regionally significant projects.

Table 2-6: Regionally Significant Project Definition

Agency	Regionally Significant Project Definition
CMAP	Regionally significant projects are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. These include large reconstruction projects and additions to the system. The federal government requires regional planning agencies to demonstrate fiscal constraint by showing that sufficient resources will be available to construct projects recommended in the plan.
CAMPO	Regionally significant project means a transportation project (other than an exempt project) on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned development such as new retail malls, sport complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all minor and principal arterial highways and regional high-capacity transit services. Regionally significant projects include: • Roadway and intermodal connectors included in the federally adopted National Highway System (NHS) • Roadways identified as minor arterials or higher in the Federal Regional Functional Classification System or are expected to be re-classified as an arterial or higher when open for public use • Grade-separated interchange projects on regionally significant roadways • Frontage and backage roads (up to ¼ mile from the corridor) • Roadways that serve as a connection to/or between existing or planned regional activity centers and corridors.
HGAC	<u>Regionally Significant Roadway Projects</u> Non-exempt projects on regionally significant roadways will be treated as regionally significant if they: a. Provide additional traffic lanes greater than 1 mile in length; b. Construct a bypass to a principal arterial/interstate along a new alignment; c. Add or extend freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange; d. Construct a new interchange that provides access from or allows movement between facilities which previously existed; Regionally significant roadways are limited to: 1. All freeways, tollways, and other highways classified as principal or higher; and 2. As identified in the conformity document, select highways currently designated as minor arterials that serve significant interregional and intraregional travel, and connect rural population centers, not already served by a principal arterial, or connect with intermodal transportation terminals not already served by a principal arterial <u>Regionally Significant Transit Projects</u> Any transit facility within an exclusive right-of-way ("fixed guideway") that offers an alternative to regional highway travel including light rail, commuter rail, intermodal transportation terminals no already served by a principal arterial.

In general, definitions align with the intent of the Federal Highway Administration's (FHWA) definition, as shown below:

> *Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.* (23 CFR §450.104)

FHWA's definition highlights three specific criteria commonly referenced in the peer agency RTP definitions: 1) proximity to a facility that serves regional transportation needs; 2) the extent to which a facility provides access to and from major activity centers in the region, or to major planned developments (e.g., sports complexes and employment centers); and 3) principal arterials and fixed-guideway transit facilities. Overall, the definitions imply that the benefit of a regionally significant project should extend beyond the limits of the city or town in which the project is located.

To determine which projects qualify as regionally significant, peer agencies typically held a "Call for Projects" and applied their definition and supporting evaluation criteria to identify regionally significant, fiscally constrained projects to include in their RTP and Transportation Improvement Program (TIP). Examples of agencies who employ a formal Call for Projects process include MTC, CAMPO, Metropolitan Council, and DRCOG.

2.4 Key Observations and Findings

- All the agencies included goals on Safety, Congestion, Mobility, and Environmental considerations.
- MTC, DVRPC, METRO, and SANDAG addressed quality of life in their plans by incorporating goals, measures of success, and KPIs that relate to growth, affordability, and equity.
- Identification of a regionally significant project definition is a customary step in refining the project composition of RTPs.

3.0 RTP Funding Overview

3.1 Introduction

This Section discusses the revenue sources that planning agencies use to fund regional transportation projects and approaches to distribute funding. All information related to funding sources and distributions are derived from information contained in the agency's RTP.

3.2 Revenue Sources

Every peer agency included a section in their RTP on the sources of revenue used to fund transportation projects through their planning horizon. Like MAG, all peer agencies receive a combination of federal, state, and local funds. There were, however, variations in the way the peer agencies summarized their funding sources. In order to compare between peers, the primary revenue sources were categorized as federal, state, or regional/local. In addition to this section's overview, funding sources and distribution are discussed in further detail in Section 4.

3.2.1 Federal

Peer agencies are recipients of transportation federal formula and program funds from both the FHWA and the Federal Transit Administration (FTA), which commonly include Surface Transportation Block Grant Program (STBGP), Congestion Mitigation and Air Quality Improvement (CMAQ), and 5307 formula funding, as well as funds from discretionary grant programs, such as 5309 New Starts funds.

For most peer agencies, federal funding accounts for a small portion of their projected revenue compared to other sources, with most agencies relying on federal funding for less than 20 percent of their overall projected revenues. Instead, most peer agencies relied on funding from the state and regional/local sources for their transportation programs.

3.2.2 State

State funding includes any funds originating with and administered by the state Department of Transportation (DOT), most commonly in the form of state motor fuel taxes. State funding sources may also include other taxes and fees, toll revenue, and programs managed at the statewide level.

Like MAG, almost all the agencies receive funding from the state motor fuel tax as well as other state-administered federal funding sources. However, several peer regions receive different forms of revenue from the state, including:

- **Fees:** WFRC receives a large share of state funding from Class B and C revenue. In Utah, Class B and C revenue is generated from a state motor fuel tax, vehicle registration fees, temporary permit fees, motor vehicle control fees, proportional registration fees, a highway use tax, and special transportation permit fees. In addition to the motor fuel tax, ARC receives Georgia DOT generated revenue from lodging fees, heavy vehicle impact fees, and electric vehicle registration fees. In a response to the 2008 economic recession, DRCOG established the FASTER Transit Program to deliver transit projects, which is funded by state vehicle registration fees and fines.
- **State Revenue from Tolls:** DRCOG and CMAP both receive toll revenue from their respective state DOTs.
- **Statewide Transportation Taxes:** While there is no dedicated statewide funding source for transit in Arizona, Oregon has implemented a statewide 0.1 percent income tax to fund transit projects. Oregon DOT distributes the collected funds to METRO and transit agencies throughout the state.

3.2.3 Regional/Local

Regional/local funding for regional transportation investments includes funding from single or multi-municipality or county-level taxes, transit service area taxes, parking revenue, and congestion pricing. This Section does not include local-only sales taxes implemented to fund local projects and priorities rather than contributions towards the region holistically.

At the local and regional level, several peer agencies receive funds from sales or property taxes for transportation investments. Most of the local taxes were voter-approved in individual member cities and/or counties and are often structured as sales taxes.

In addition to local transportation taxes, most peer regions have one or multiple transit agencies within their region with taxing authority. **Table 3-1** presents a sample of the regional/local taxes used by peer regions to fund transportation.

Table 3-1: Peer Agency Regional/Local Taxes

	NCTCOG	SANDAG	SCAG	Metropolitan Council
Tax Type	Sales	Sales	Sales	Property
Tax Amount	- Two 0.5% sales taxes combined up to 1% - 1% DART – Transit Sales Tax	- 0.5%	- Four 0.5% sales taxes totaling 2%	- 1.6%
Applicability	- Most cities within NCTCOG boundary have at least one sales tax - DART contributing agencies *Texas state regulations limit the amount of additional local sales taxes (2%) any one agency within the state can implement.*	San Diego County; funding must be used for projects in TransNet-specific Plan.	LA County; each funding initiative has specified focus areas the funding can be spent on.	Region-wide; primarily used to fund transit debt and projects.

Multi-Jurisdiction Local Revenue Sources

In addition to singular-entity local funding, multi-jurisdictional revenue sources are utilized by peer agencies to generate revenue across multiple jurisdictions both within and beyond the regional planning boundary. For example, MTC, CAMPO, HGAC, and NCTCOG collect multi-jurisdictional tolling revenues. MTC is a partial funding recipient of the Bay Area Toll Authority's $6 facility usage toll. This funding source is anticipated to generate revenues totaling $13.88 billion between 2015 and 2040. In addition to the toll revenue, California's Cap and Trade program generates revenue that can be used by MTC. Major emitters can buy allowances as offsets to carbon emissions through the Cap and Trade program. The revenue from the Cap and Trade program is primarily used to fund the region's transit projects, with the intention that those investments will improve regional air quality. Other regions that have recently invested in urban toll facilities have also supplemented local transportation sales taxes with revenue that is generally reinvested into the maintenance of the toll facility.

Transit-Specific Local Revenue Sources

Transit-specific funding is a common sub-category of local funds that are exclusively dedicated to transit, including both transit taxes and transit fares. All peer agencies received federal funding from the FTA for transit funding; however, almost all the peer agencies also had a combination of state and regional/local funding dedicated to transit improvements. PSRC, MTC, and METRO had the highest percentages of their overall revenue dedicated toward transit.

These agencies generate most of their transit-dedicated funding from a combination of transit farebox recovery and taxes. PSRC and MTC both have sales taxes that generate revenue to fund transit improvements. The current PSRC sales tax is 1.4 percent and was voter approved in 2016. Within the MTC region there are several different transit taxes levied by various transit agencies.

Table 3-2 summarizes peer agency transit-specific local taxes that are used exclusively to fund transit investments. In partnership with BART, MTC has a region-wide, half-cent sales tax dedicated to transit improvements. MTC administers 25 percent of the revenue generated from the sales tax while BART administers the other 75 percent. AC Transit, another transit agency in the MTC region, also has a parcel tax that is applied uniformly to all commercial and residential properties to generate revenue. In addition to PSRC and MTC, DRCOG, CMAP, WFRC, ARC, CAMPO, HGAC, and NCTCOG all have transit-specific, voter-approved sales taxes.

Compared to the peer agencies, MAG has a much lower percentage of transit-dedicated funding.

Table 3-2: Peer Agency Transit Sales Tax

	MAG	PSRC	MTC	DRCOG	WFRC
Sales Tax Amount	0.17% sales tax[1]	1.4% sales tax	0.5% sales tax	1.0% sales tax	Salt Lake County 2.5% sales tax
Agency that Controls Funds	Valley Metro	Sound Transit	BART and MTC	RTD	UTA
Applicability	Maricopa County	Sound Transit District	Alameda, Contra Costa, and San Francisco counties	Regional Transportation District	Salt Lake City County
	ARC	**CAMPO**	**HGAC**	**NCTCOG**	**CMAP**
Sales Tax Amount	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.25% tax in Cook County and 0.75% in DuPage, Kane, Lake, McHenry, and Will counties
Agency that Controls Funds	MARTA	Capital Metro	METRO	DART	Regional Transportation Authority
Applicability	Fulton, Clayton and DeKalb counties	Jurisdictions of all member agencies	City of Houston	Jurisdictions of all member agencies	Cook, DuPage, Kane, Lake, McHenry, and Will counties

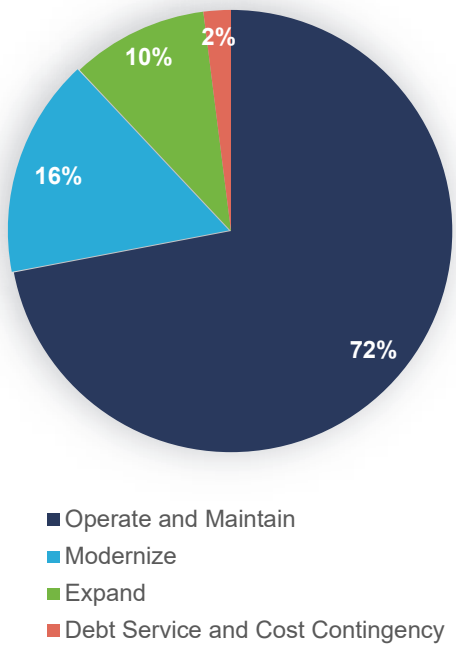
[1] MAG transit funding is represented as one-third of the half-cent multimodal Proposition 400 tax.

3.3 Funding Distributions

3.3.1 Improvement Type

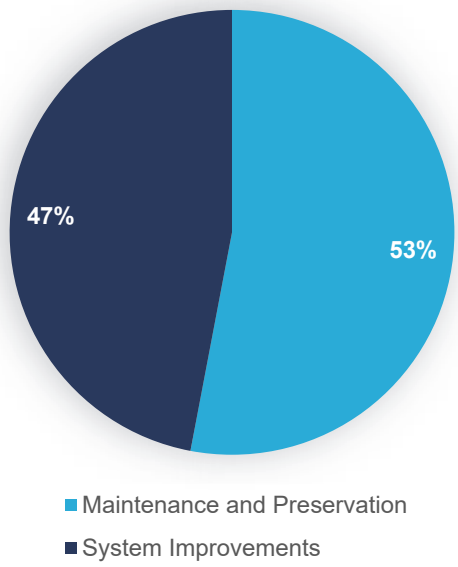
Each peer agency adopted slightly different approaches to distributing transportation funds by investment type. Generally, agencies break out funding between maintenance and capital improvements, but some also include more specificity (e.g., maintain and operate, modernize, and expand). This approach was used by both the MTC and PSRC. **Figure 3-1** and **Figure 3-2** show the share of funding that is allocated to various investment and other categories.

Figure 3-1: MTC Funding Distribution



Source: MTC

Figure 3-2: PSRC Funding Distribution

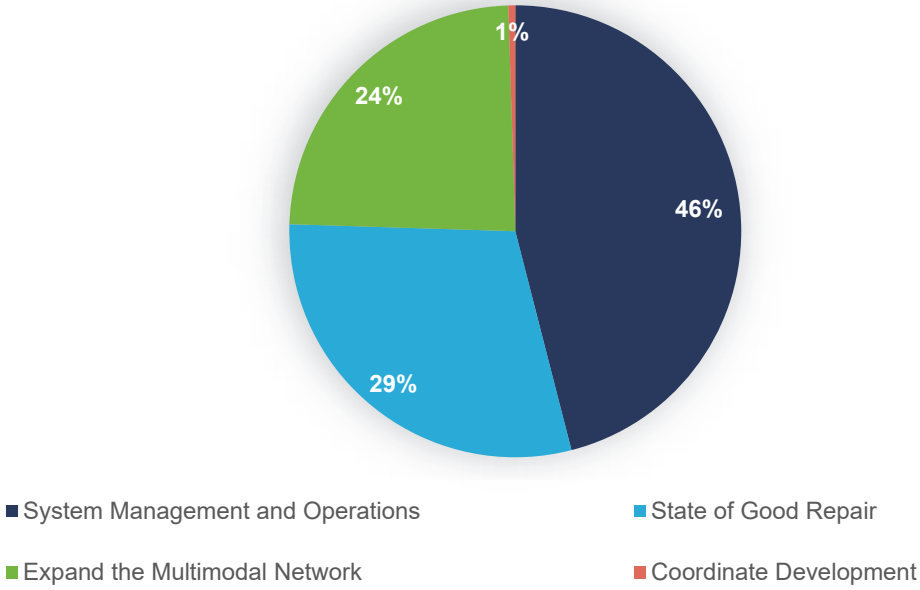


Source: PSRC

3.3.2 Goal

Another approach is to align funding with RTP goals (e.g., System Management and Operations, State of Good Repair, Expand the Multimodal Network, and Coordinate Development). This approach was used by HGAC as shown in **Figure 3-3**.

Figure 3-3: HGAC Funding Distribution

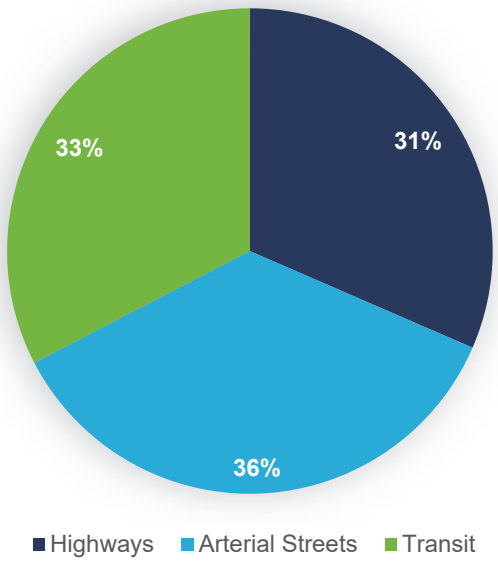


Source: HGAC

3.3.3 Infrastructure Mode

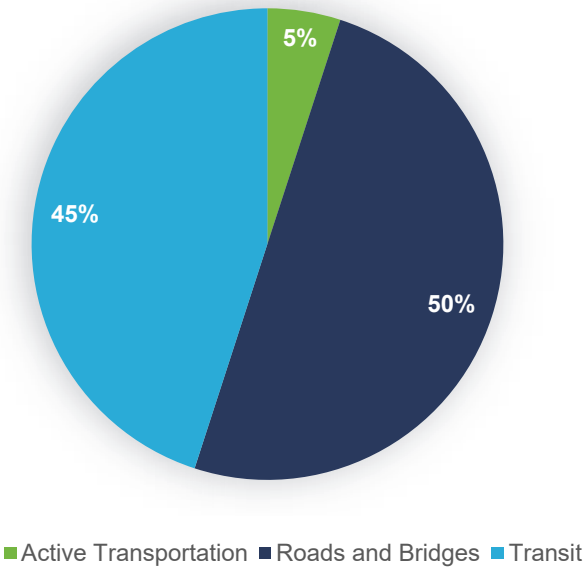
A final approach allocates funding by infrastructure mode (e.g., transit, highways, and local roads). This approach was the most common among peer agencies, including WFRC, METRO, and CAMPO. MAG uses this approach for Proposition (Prop) 400 and the current RTP. **Figure 3-4** and **Figure 3-5** show the funding distributions for WFRC and METRO.

Figure 3-4: WFRC Funding Distribution



Source: WFRC

Figure 3-5: METRO Funding Distribution



Source: METRO

3.3.4 Flexibility with Funding Allocations

Allocating funding based on general expenditure categories (as demonstrated in the examples above) provides more flexibility than the traditional methods that commit funding to specific projects. With transportation needs constantly evolving, it can be challenging to commit funds to specific projects that are 20 to 30 years in the future. As a result, allocating funding based on general expenditure categories affords regional planning agencies the flexibility they need to meet changing transportation needs over time and incorporate innovations where appropriate. Flexibility is important, especially in a constrained fiscal environment, as it also allows regional planning agencies to leverage scarce funding as it becomes available to make the best use out of every dollar.

3.4 Key Observations and Findings

- **Most agencies have dedicated regional transportation taxes.** Sales tax revenues range from a half-cent to two cents, when multiple taxes were compounded.
- **Multi-jurisdiction sources can provide substantive contributions to a region's revenue portfolio.** Several peer agencies receive revenues from multi-jurisdiction toll and managed lane programs.
- **Eight of the reviewed agencies have a transit-specific sales tax.** Transit-specific sales taxes range from a half-cent to 1.4 cents.
- **Agencies commonly fund operations and maintenance expenses.** Agencies distributing funding by improvement type commonly allocated at least half of funds to operations and maintenance across all modes.

4.0 RTP Funding Sources and Distribution Comparison

4.1 Introduction

This Section discusses historic MAG revenues and sources from Fiscal Year (FY) 2006, the year Prop 400 became effective, to FY 2019 and compares MAG revenues and sources to a subset of peer agencies. This information is intended to be used to support policy discussions relating to the investment portfolio in the RTP and extension of Prop 400.

4.1.1 Overview of Regional Transportation Funding by Source

Transportation funding for the MAG region is derived from three principal sources: MAG Region Federal Transportation Funds, ADOT Funds, and a county-wide half-cent sales tax.

MAG Region Federal Transportation Funds consist of FHWA funds and FTA funds allocated to the MAG region. The FHWA funds include CMAQ funds, STBGP funds, and other miscellaneous funds. The FTA funds include Section 5307/5340 funds, Section 5309 funds, Section 5310 funds, Section 5337 funds, and Section 5339 funds.

State transportation funds are administered by ADOT and are inclusive of Highway User Revenue Fund (HURF) and ADOT Federal Aid Highway Funds. State statute provides that 12.6 percent of the HURF funds to ADOT be allocated to the MAG and Pima Association of Governments (PAG) regions. In addition, the State Transportation Board has established a policy that an additional 2.6 percent of ADOT HURF funds be allocated to the two regions. These funds are commonly referred to as the "15 percent funds." The MAG region receives 75 percent of the "15 percent funds" while PAG receives the remaining 25 percent. In addition to the HURF funding, MAG receives 37 percent of ADOT Federal Aid Funding.

Regional transportation revenue is derived from the Maricopa County half-cent sales tax, Proposition 400, which is collected by the Arizona Department of Revenue. Based on ARS-42-6105, 66.7 percent of the sales tax revenues are allocated to the Maricopa County Regional Area Road Fund (RARF), with 56.2 percent allocated to the freeway and highway system and 10.5 percent to the major arterial network and intersections. The remaining 33.3 percent is directed to the Public Transportation Fund (PTF). ADOT is responsible for administering the RARF funds and the PTF funds are administered by Valley Metro.

4.1.2 Historic Trends

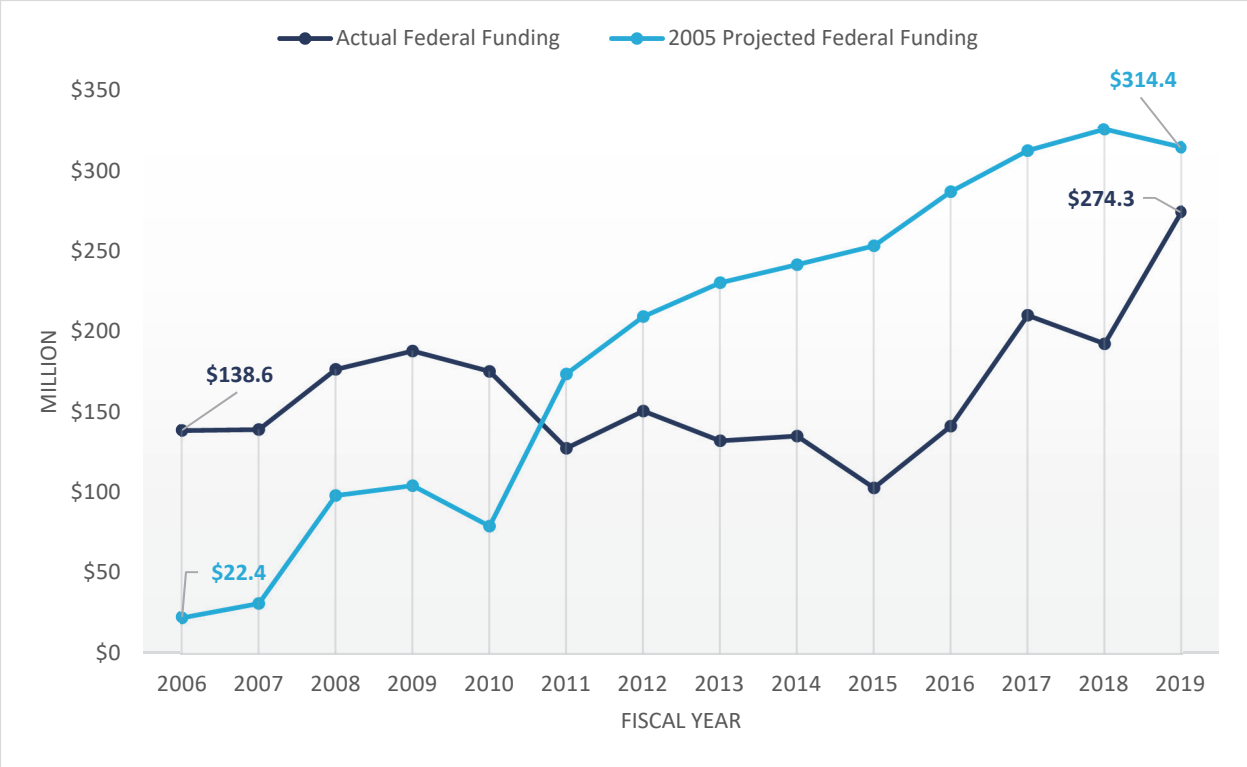
Federal Funding Trend Analysis

Federal funding for the MAG region is comprised of three primary sources: FTA funds, CMAQ, and STBGP. **Figure 4-1** presents the projected federal funds from the *MAG 2005 Annual Report on the Status of the Implementation of the Proposition 400* and actual federal funds that have been disbursed. Actual disbursements of federal funds increased over 320 percent, from $138.6 million in 2006 to $274.3 million in 2019. The overall trend is upward, with two decreasing periods from 2009 to 2015, and from 2017 to 2018. The actual federal disbursement was $274.3 million in 2019, approximately 13 percent less than what was originally projected in 2005.

The gap between the projected and actual federal funding received is exacerbated by the eroding purchasing power of federal gas tax receipts. Transportation in the US is largely funded through revenues from the federal fuel tax (on gasoline, diesel, and other motor fuels) to fund the Federal Highway Trust Fund (HTF). The federal gasoline tax rate has been stagnant since 1993 and is insufficient to keep pace with rising infrastructure costs and inflation. Surface transportation authorizations like the FAST Act have authorized general fund transfers to keep the HTF solvent. However, these transfers only serve as a

temporary solution to meet infrastructure needs nationwide. An increase in excise taxes or identifying new revenue sources is needed to ensure that federal funds be a stable and reliable long-term funding source.

Figure 4-1: Total Federal Funding Historic Trend (in millions)



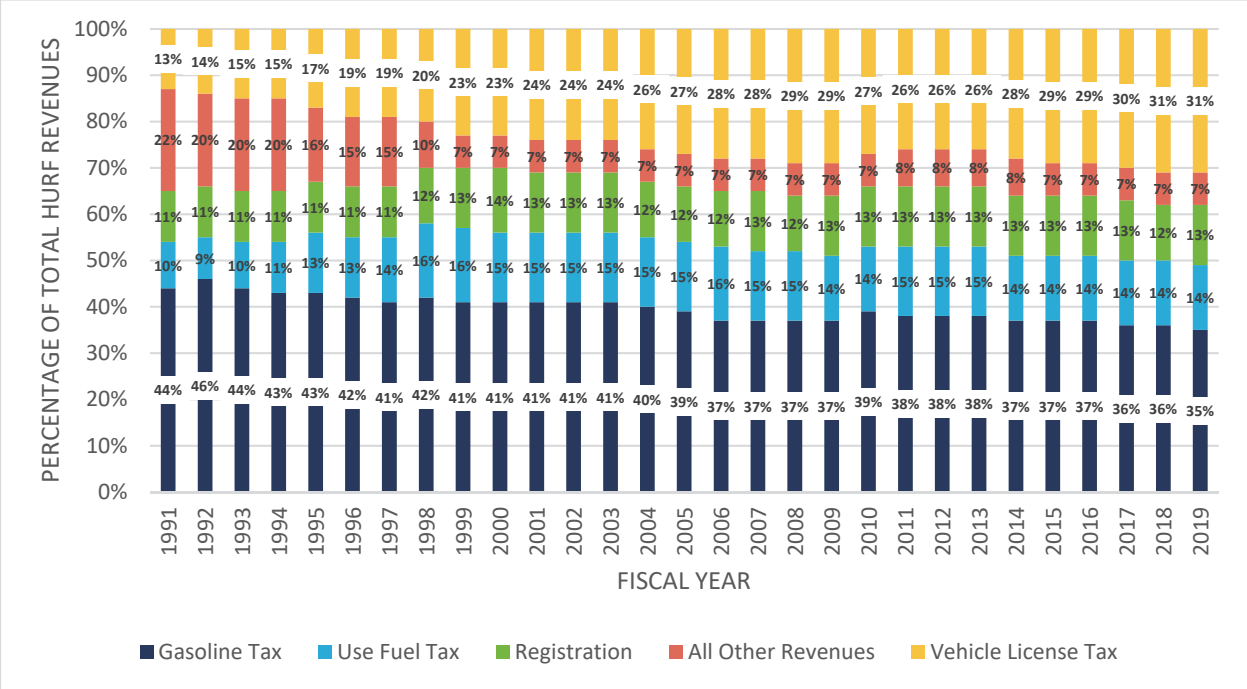
Note: Values above represent use of federal funds in life cycle programs, only. Values above represent obligation authority available during the fiscal year, except for FTA funds and CMAQ transit funds, which are the amounts actually expended.
Source: 2005 and 2019 Annual Report on the Status of the Implementation of Proposition 400, MAG historical federal revenue information

State Funding Trend Analysis

State transportation revenues are inclusive of HURF and ADOT Federal Aid Highway Funds. HURF is primarily funded through the state gasoline tax, vehicle fuel tax, and licensing and registration fees. HURF is also the primary funding source for statewide highway construction and maintenance, and regional and local roadway improvements. **Figure 4-2** provides a nearly thirty-year breakdown of HURF revenue sources between FY 1991 and FY 2019. Gasoline and fuel tax receipts constituted approximately half of the HURF since 1991. Since then, the share of gasoline tax receipts to the HURF has decreased nine percent.

Arizona's state fuel taxes are currently 18 and 26 cents per gallon for gasoline and diesel respectively. Similar to the federal gas tax, Arizona's gasoline and diesel taxes have not increased, or been adjusted for inflation, since 1991 and 1993 respectively. The gasoline tax, levied on a per gallon basis instead of a price percentage basis, further prevents tax revenue from being recalibrated over time. As a result, 2019 gasoline tax receipts are less than that of 2000. Compounded by fuel efficiency improvements, alternative fuel development, and increased maintenance needs brought by population growth, the cumulative gap between the expected revenue and state-level costs has increased significantly.

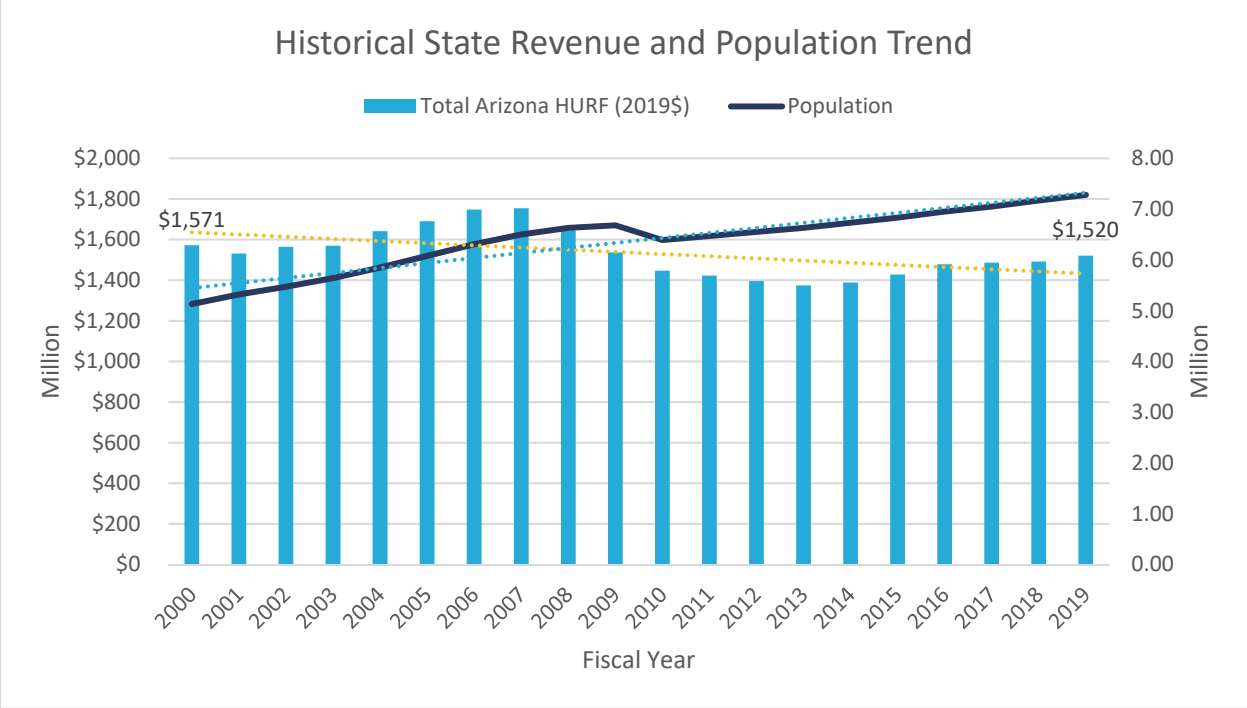
Figure 4-2: Revenue Categories as a Percentage of HURF



Source: Arizona Department of Transportation

Figure 4-3 shows total statewide HURF collections, controlled for inflation, relative to population growth over the past two decades. When controlling for inflation, HURF revenues were higher in 2000 than they were in 2019, despite the state's population growth of more than 40 percent over that same period.

Figure 4-3: Total State HURF Arizona State Highway Fund Funding and Population Historic Trend

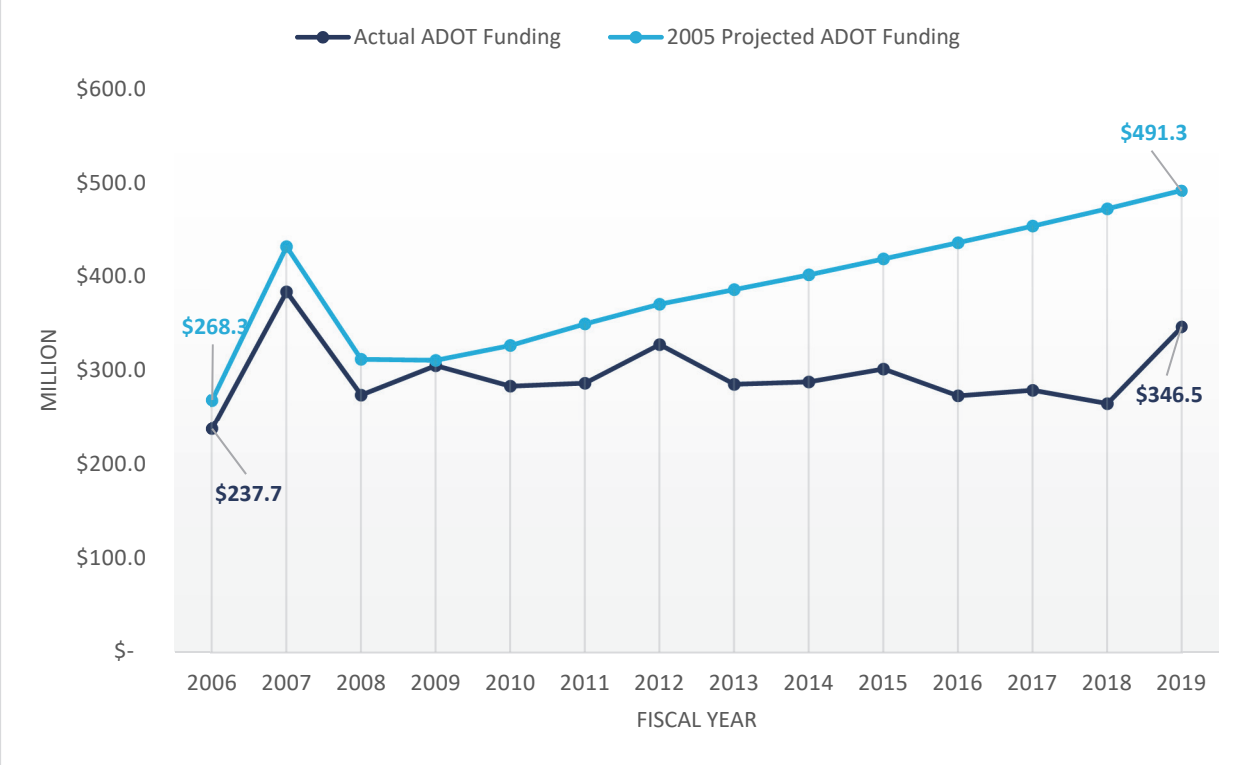


Source: Arizona Department of Transportation

Figure 4-4 presents the historic trend in the projected state transportation revenues from the *MAG 2005 Annual Report on the Status of the Implementation of the Proposition 400* and the actual state transportation revenues that have been disbursed to the MAG region. Note that state transportation revenues, as represented in the chart, include MAG's share of both HURF funding and statewide federal funding. Between 2006 and 2019, the projected and disbursed state transportation revenues both generally increased, but the trends differed. Following 2009, actual state transportation revenues began to diverge from the original 2005 projections, coinciding with the effects of the Great Recession. As the economy improved between 2010 and 2012, there was modest growth in actual state revenues. However, since 2012, revenues have remained flat or declined, hovering between $265 million to $300 million.

State transportation revenues into the MAG region were projected to experience linear growth after 2008 and eventually reach $491.3 million. While the disbursed revenue in 2019 marks a notable increase of revenue, it is still approximately 30 percent less than the original projection. The erosion, in real dollar terms, of state transportation revenue allocated to the MAG region is a trend observed in many metro regions in states that have not increased or indexed their motor fuel tax.

Figure 4-4: Total ADOT Funding Historic Trend



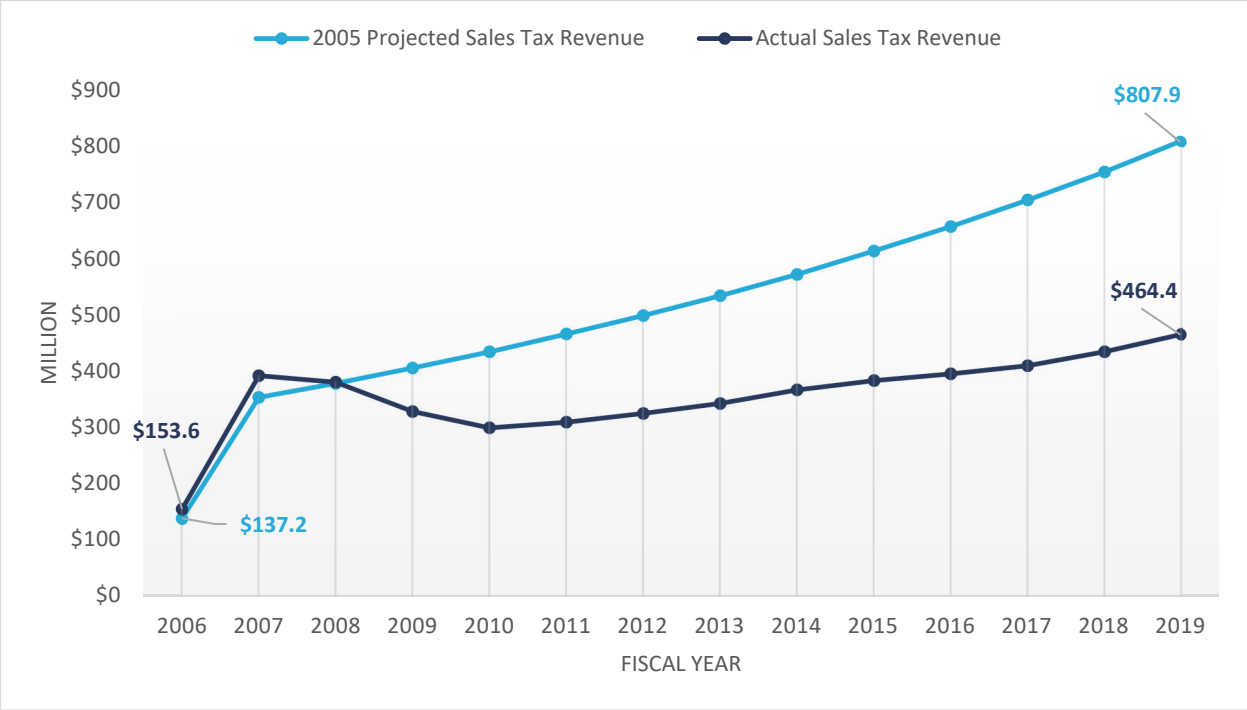
Note: The 2007 HURF component of Actual Funding is reflective of 2006 and 2007 combined values.
Source: 2005 and 2019 Annual Report on the Status of the Implementation of Proposition 400, ADOT Finance

Regional Revenue Trends

Figure 4-5 presents the historic trend of Proposition 400 sales tax revenue projections from the *MAG 2005 Annual Report on the Status of the Implementation of the Proposition 400* and actual sales tax funds that have been disbursed. Both the projections and actual disbursement trend similarly, and even exceed the projected revenue prior to 2008. However, actual sales tax revenue started to decline due to the Great Recession and did not begin to recover until 2010. When comparing the growth rate of the 2005 projection

with the actual revenue disbursed after 2008, the Great Recession not only set back the immediate regional sales tax revenue but slowed the pace of its long-term recovery. By 2019, actual Prop 400 revenue was $464.4 million—about 43 percent less than the projected value of $807.9 million.

Figure 4-5: Total Proposition 400 Funding Historic Trend



Source: 2005 and 2019 Annual Report on the Status of the Implementation of Proposition 400

4.1.3 Key Observations and Findings

- **The regional sales tax became the main source for transportation funding.** Based on the historic trends of MAG's three primary transportation funding sources, the share of regional revenue as a proportion of total transportation funding has increased over time, due in part to the erosion of state revenues.
- **Transportation funding decreases in real dollars over time.** Unpredictable economic crises, compounded by constant inflation, contributed to a decrease in real dollars for transportation funding over time.
- **MAG maintains a stable financial portfolio.** Table 4-1 shows that total transportation expenditures between 2006 and 2019 are approximately equal to revenue generated. The amount of debt service required to finance transportation capital needs is low. However, the catalogue of deferred capital projects is large and continues to grow due to the transportation funding deficit.

Table 4-1: Transportation Revenue and Expenditure 2006-2019 (YOE Dollars in Million)

	Expenditure (2006-2019)			Revenue (2006-2019)		
Category	**Freeway**	**Arterial**	**Transit**	**Proposition 400**	**ADOT**	**Federal**
Amount	$6,188.9	$894.9	$3,042.3	$ 4,972.5	$3,705.0	$2,285.0
Sum	$10,126.1			$10,962.0		

Source: MAG RTP 2019 Annual Report

4.2 Peer Agencies Comparison of RTP Revenues

This Section discusses MPO funding by source and compares the amount of funding received by MAG and several peer agencies to identify similarities and differences. This section also shares information on the experiences from peer agencies to shed insight on regional funding-related policy issues.

The peer agencies chosen for the comparison analyses in this section are: North Central Texas Council of Governments (NCTCOG), Houston-Galveston Area Council (HGAC), Wasatch Front Regional Council (WFRC), San Diego Association of Governments (SANDAG), and Capital Area Metropolitan Planning Organization (CAMPO). These agencies were selected to represent a range of metropolitan areas that share geographic, growth, and/or transportation investment patterns similar to the MAG region. Additionally, these peer regions have already or are in the process of advancing transportation funding initiatives like the MAG region.

4.2.1 Federal, State, and Regional Funding Sources

Table 4-2 presents the total funding at the federal, state, and regional levels. Other funding sources, such as municipal revenues and private funds, are not included in the analysis. Federal funds include programs offered by both FHWA and FTA. State funds include funding provided through state agencies. Regional funds consist of county-wide taxes, regional toll road revenue, regional transit service fares, and other road user revenues.

Total federal revenue is annualized based on the number of years in the planning horizon of each peer agency's published RTP. The values for WFRC and SANDAG have been scaled down to 21 years and 16 years, respectively, based on the RTP's interim horizon years to provide a more comparable projection timeframe. The annual revenues were then normalized by the total estimated population in 2019.

Table 4-2: Annual Revenue by Peer Agency (YOE Dollars in Million)

	MAG	NCTCOG	HGAC	WFRC	SANDAG	CAMPO
Core City	Phoenix, AZ	Dallas-Fort Worth, TX	Houston, TX	Salt Lake City, UT	San Diego, CA	Austin, TX
Years	20	27	25	21	16	25
Federal Funds	$8,356.3	$12,643.6	$26,460.0	$3,858.8	$13,005.0	$3,994.1
State Funds	$13,821.5	$40,656.6	$19,110.0	$18,242.3	$18,399.0	$4,668.7
Regional Funds	$18,517.6	$44,182.0	$73,500.0	$7,389.9	$14,155.0	$19,878.7
Annualized Revenue	$2,034.8	$3,610.5	$4,762.8	$1,404.3	$2,847.4	$1,141.7
Annual Revenue Per Capita	$476.5	$520.1	$687.5	$756.3	$833.7	$472.6

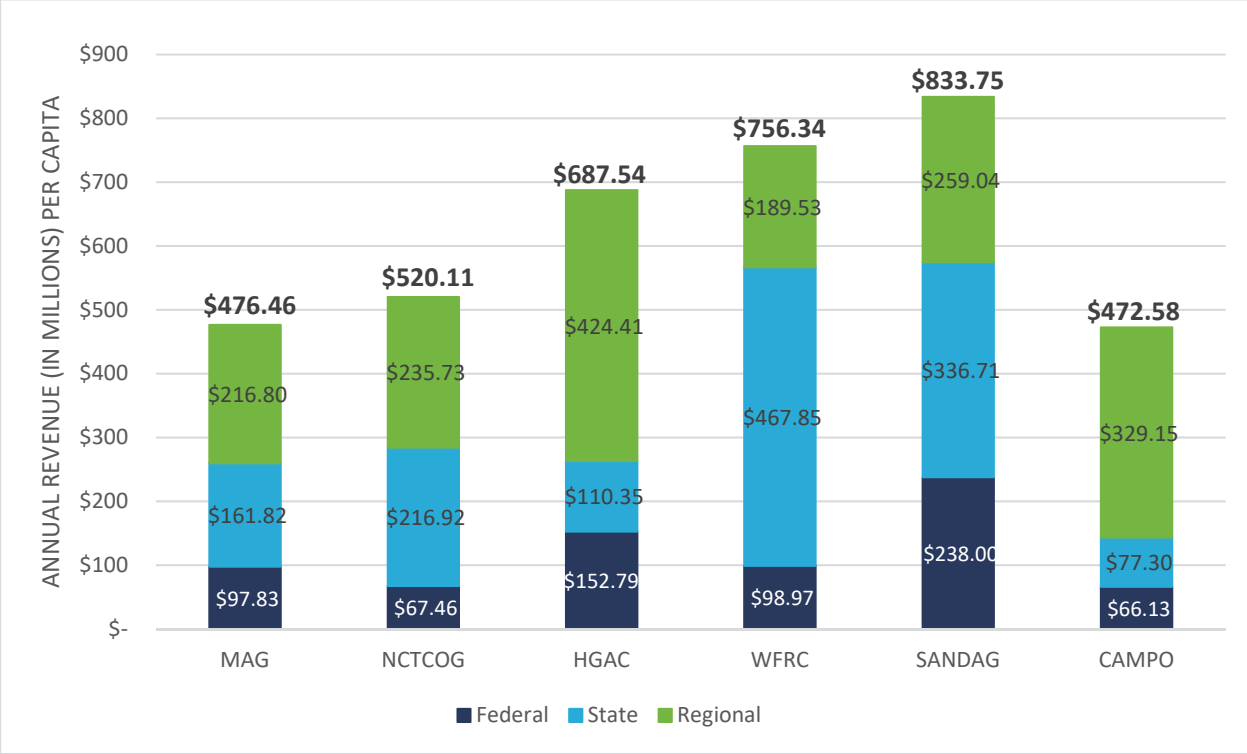
Note: State funding sources has primarily been focused to state originating, categorizing all funds by individual programs. There are instances in MPO reporting that have combined state-generated funds with state-distributed federal funds.
Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

Figure 4-6 compares how transportation revenues are structured differently across all peer agencies. Overall, the MAG region's revenue per capita is second lowest among the peer agencies.

MAG's funding levels by source (federal, state, and regional) resemble that of the three Texas MPOs: NCTCOG, HGAC, and CAMPO. These four MPOs rely primarily on their regional funding. Conversely, WFRC and SANDAG benefit significantly more from state funding sources as part of their overall revenue portfolio.

The level of state funding correlates to each state's respective level of transit funding commitment. Arizona's transportation revenues do not contain transit funding programs, as state funds are exclusively focused on roadway projects. Similarly, Texas has a very limited dedicated transit program budget, with most transit funding focused on non-urbanized systems. Conversely, both Utah and California have robust state transit-dedicated programs that provide essential transit funding to WFRC and SANDAG.

Figure 4-6: Total Per Capita Revenue by Peer Agency (Annualized in YOE Dollars)



Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

4.2.2 Federal Funding Breakdown by Program

Most federal funding comes through various programs such as grants allocated through the Federal HTF established by FHWA and formula-based grants apportioned by FTA. **Table 4-3** presents annual revenues by federal program for most peer agencies, including MAG. (Note: HGAC's 2020-2045 RTP does not break down the federal revenue into individual programs.) Additionally, the CMAQ and STBGP programs in SANDAG's 2019-2050 RTP are grouped together as shown in **Table 4-3**. Discretionary and freight-related federal funds not distributed via formula programs have been excluded.

Table 4-3: Annual Federal Funding by Program (YOE Dollars)

Funding Program		MPO Name					
		MAG	NCTCOG	HGAC	WFRC[1]	SANDAG	CAMPO
Federal Highway Fund	CMAQ	$65,685,000	$129,555,556	$1,058,400,000	$9,710,893	$ 113,812,500	-
	STBGP	$68,040,000	$177,018,519		$32,529,35		$73,164,000
	Other	-	-		$6,844,682	$ 12,250,000	$27,384,000
FTA	FTA 5307/5340	$80,375,000	$103,466,667		$3,636,237	$ 167,187,500	$30,251,200
	FTA 5309	$115,750,000	$13,629,630		$24,854,753	$ 308,875,000	$18,652,800
	FTA 5311	-	-		-	-	$6,551,600
	FTA 5339	$7,620,000	-		-	-	$2,237,200
	FTA 5310	$4,255,000	-		-	-	$1,522,400
	FTA 5337	$13,215,000	-		-	-	-
Total Federal Revenue		$417,812,500	$468,280,247	$1,058,400,000	$183,754,054	$ 812,812,500	$159,763,200

[1] Only 30.2 percent of WFRC's federal revenues are identified by program. 58 percent of federal revenues are distributed through UDOT and are not categorized by federal programs and are not included in Table 2-4.

Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

Table 4-4 provides the percent of funding received by federal program. In most cases, the FHWA and FTA programs make up over 80 percent of the total federal funding picture of each peer agency.

MAG's federal revenue structure is similar to SANDAG, where over 50 percent of federal funds are from FTA programs for regional transit projects, whereas NCTCOG, CAMPO, and WFRC receive more federal revenue from FHWA programs. FHWA funds are usually distributed by the state DOT in support of highway activities while FTA funds are distributed by the "Designated Recipient" within urbanized areas, usually the local transit agency or MPO to support transit activities. The City of Phoenix is the Designated Recipient in the MAG region. As the regional planning agency, MAG has programming authority for FHWA and FTA funds.

Table 4-4: Percent of Federal Program Funding

Funding Program		MPO Name					
		MAG	NCTCOG	HGAC	WFRC	SANDAG	CAMPO
Federal Highway Fund	CMAQ	15.7%	27.7%	100.0%	5.3%	14.0%	0.0%
	STBGP	16.3%	37.8%		17.7%		45.8%
	Other	0.0%	0.0%		3.7%	1.5%	17.1%
FTA	FTA 5307/5340	19.2%	22.1%		2.0%	20.6%	18.9%
	FTA 5309	27.7%	2.9%		13.5%	38.0%	11.7%
	FTA 5311	0.0%	0.0%		0.0%	0.0%	4.1%
	FTA 5339	1.8%	0.0%		0.0%	0.0%	1.4%
	FTA 5310	1.0%	0.0%		0.0%	0.0%	1.0%
	FTA 5337	3.2%	0.0%		0.0%	0.0%	0.0%
Federal Program Funding Sum Percentage		85.0%	90.5%	100.0%	42.2%	74.1%	100.0%

Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045.

4.2.3 Regional and County-Wide Transportation Sales Taxes

Table 4-5 summarizes the regional sales tax programs dedicated to transportation projects within each MPO's jurisdiction.

Table 4-5: Regional or County-wide Sales Tax by Peer Agency (YOE Dollars)

	Name	Normalized Sales Tax Over RTP Horizon	Normalized Revenue Over RTP Horizon	Regional Sales Tax % of Total Revenue
MAG	Proposition 400	$893,215,000	$3,825,980,000	23.3%
NCTCOG	Transit Sales Tax	$951,959,259	$5,050,107,407	18.9%
HGAC	METRO Sales and Use Tax	$940,800,000	$5,880,000,000	16.0%
WFRC	Local Option Sales Tax	$264,354,839	$1,625,387,097	16.3%
SANDAG	TransNet Program	$631,200,000	$5,327,975,000	11.8%
CAMPO	MTA Sales Tax	$333,215,600	$1,404,204,800	23.7%

Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

MAG Proposition 400 Sales Tax: The Prop 400 half-cent Maricopa County sales tax[2] is dedicated to transportation projects. In accordance with state statutes, 56.2 percent is allocated to freeways and highways and managed through the Freeway Life Cycle Program (FLCP), 33.3 percent is allocated to transit and managed through the Transit Life Cycle Program (TLCP), and 10.5 percent is allocated to arterial streets and managed through the Arterial Life Cycle Program (ALCP).

[2] The MAG 2020-2040 Update assumes a continuation of the half-cent sales tax through its horizon.

NCTCOG Transit Sales Tax: The Dallas Area Rapid Transit (DART) collects a one percent sales tax to fund transit projects within its service area. Trinity Metro imposes an additional half-cent sales tax on its member cities to fund transit projects in its service area. These two regional sales taxes make up the composite transit sales tax for NCTCOG.[3]

HGAC METRO Sales and Use Tax: The Metropolitan Transit Authority of Harris County (METRO) is authorized to collect a one percent sales tax from all transactions to fund transit projects within its service area. As the major regional transit service provider, METRO's tax is included in the RTP revenue forecast.

WFRC Local Option Sales Tax (or equivalent): Beginning on July 1, 2019, Davis, Salt Lake, and Weber counties enacted each of the four local option transportation sales tax "quarters" as shown in **Table 4-6**. By enacting all four transportation quarters, these counties are eligible to, and have subsequently chosen to, impose an additional 0.20 percent sales tax increase exclusively for transit funding, as authorized by SB136. Both Tooele and Box Elder counties have enacted three and two of the tax quarters respectively and subsequently have a lower imposed total tax rate. Approximately 44 percent of the sales tax revenue is allocated to transit projects in the region.

Table 4-6: WFRC Local Option Sales Tax Breakdown

County	Quarter 1	Quarter 2	Quarter 3	Quarter 4	New 0.20%	Current Imposition Total
Weber	0.30%	0.25%	0.25%	0.25%	0.20%	1.25%
Davis	0.30%	0.25%	0.25%	0.25%	0.20%	1.25%
Salt Lake	0.30%	0.25%	0.25%	0.25%	0.20%	1.25%
Tooele	0.30%	-	0.25%	0.25%	-	0.80%
Box Elder	0.30%	0.25%	-	-	-	0.55%

Source: Wasatch Front Regional Council - Local Option Transportation Sales Taxes Imposition. January 2019

SANDAG TransNet Sales Tax: TransNet is the half-cent sales tax for local transportation projects that was first approved by voters in 1988. In November 2004, San Diego County voters approved an extension of the sales tax for transportation through the year 2048. The 2050 RTP further assumes that San Diego voters will approve a second extension of the TransNet sales tax program prior to 2048. The TransNet FY 2009 – FY 2048 revenue projection indicates that the net annual revenues will be applied to major capital corridor projects, the major corridor project Environmental Mitigation Program (EMP), local project EMP, a smart growth incentive program, arterial projects, transit services, and new major corridor transit operations.

CAMPO MTA Sales Tax: As the regional public transportation service provider, the Capital Metropolitan Transportation Authority (Cap Metro) has been funded in part by a one percent sales tax from its member cities since it was established in 1985. The one percent sales tax is dedicated to transit projects.

All peer MPOs have dedicated county-wide sales taxes to fund transportation projects. The three MPOs in Texas also have a regional Metropolitan Transit Authority that collects regional sales taxes that further contribute to transit projects. As noted in **Table 4-5** and **Figure 4-6**, MAG's regional sales tax accounts for a larger percentage of the total revenue projection than most of its peers but maintains a lower per capita revenue. This imbalance illustrates the significance of a regional sales tax to support transportation improvements in the MAG region while also highlighting the demand for regional funding to close the gap on diminishing state and federal revenues.

[3] https://comptroller.texas.gov/taxes/sales/mta.php

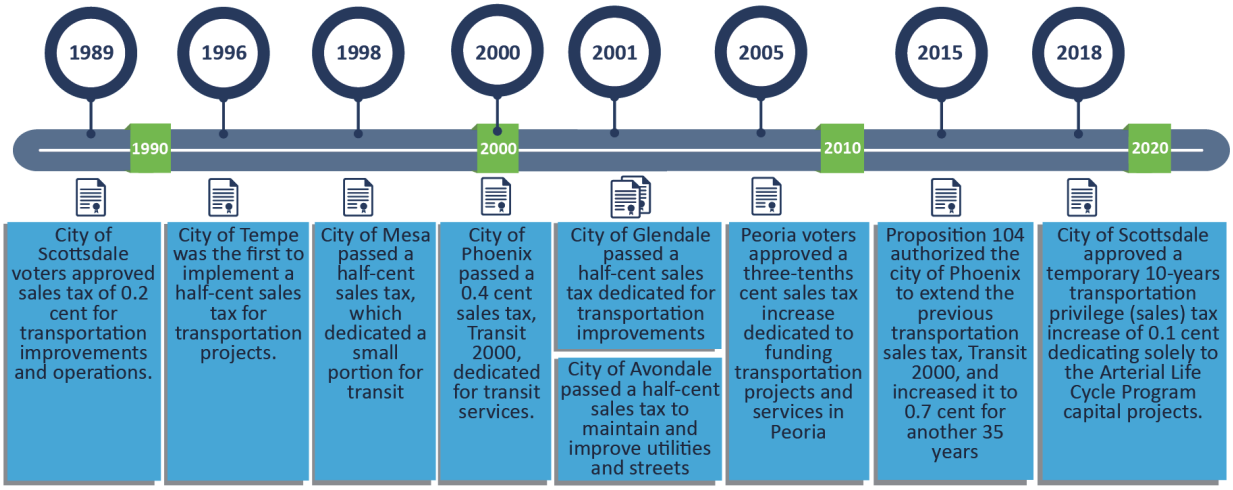
4.2.4 Dedicated Municipal Transportation Taxes

Although member municipalities of an MPO benefit from a regional sales tax, the region's ability to grow existing local transit service or roadway capital investment without additional revenue is constrained. Several MAG member agencies also have dedicated sales taxes to support transportation investments locally, while others have successfully levied bond packages to address local transportation priorities.

Municipal sales taxes have gained popularity as a tool that allows local governments to use tax revenue income to match or leverage federal transportation funds for implementing transportation improvements. In rapidly growing areas, municipal transportation taxes can produce a secure revenue stream with which to support bond financing for certain kinds of projects. Some municipalities in the MAG region have taken the initiative to fund local projects to address pressing local needs and priorities.

Figure 4-7 shows that since 1996 several municipalities in the MAG region have passed local sales taxes to fund transportation projects. A total of six cities within the MAG region have passed a local sales tax to fund transportation projects: City of Glendale, City of Mesa, City of Peoria, City of Phoenix, City of Scottsdale, and City of Tempe. A local sales tax is one way for municipalities to fund local transportation needs. The City of Scottsdale, for example, listed a total of $35.6 million for transportation spending in their FY 2019-2020 budget.[4]

Figure 4-7: Timeline of Passage of Municipal Transportation Sales Tax in MAG Region



Data Source: City of Avondale, City of Glendale, City of Mesa, City of Peoria, City of Phoenix, City of Scottsdale, City of Tempe, and Valley Metro

Similar to the municipalities in the MAG region, cities in peer regions have also taken actions to formulate their own local sales taxes. For example, in November 2006, voters in the City of Grapevine, Texas passed a 3/8-cent sales tax to participate in the commuter rail system spanning from Fort Worth to Dallas/Fort Worth International Airport, independently joining the multi-jurisdictional local tax commitments from DART-participating agencies and the Fort Worth Transportation Authority across Tarrant and Dallas counties.[5] Service at the Airport station started in January 2019.

[4] https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Finance/Archive/FY+2019-20/FY2019-20Volume1BudgetSummary.pdf
[5] http://www.grapevinetexas.gov/DocumentCenter/View/2592/Comprehensive-Annual-Financial-Report-2015?bidId=

4.2.5 Key Observations and Findings

- **Transportation revenue structure of MAG is heavy on regional funding.** The MAG region relies more on regional revenues than federal and state revenues. As federal and state funding continue to decrease in real value over time and erode in size due to unpredictable economic events and policy uncertainty, pressure will continue to increase on regional sources to deliver future projects to address regional needs. Further enlarging the regional sales tax, like many other regions, could enable greater revenue security. Seeking more local revenues for regional needs is another viable strategy that other MPOs, like SANDAG, are implementing. Lastly, maximizing private funding opportunities is a potential revenue source that has been explored by some peer agencies. While not explored extensively in Arizona, private funding opportunities could take different forms such as NCTCOG and SANDAG's public-private partnership, WFRC's private developer funds, and SANDAG's developer impact fees.
- **Higher percentage of regional sales tax revenue go to the total transportation revenue.** MAG's regional sales tax makes up a higher percentage of the total revenue projection compared to other MPOs. As a result, any changes to the regional sales tax will not only directly affect the total transportation revenue, but also generate more profound ripple effects to the MAG region than its peer agencies.
- **Municipalities have been seeking local transportation taxes for local transportation improvements.** Municipalities have turned to local taxes as additional sources to fund their local transportation projects including, but not limited to, transit, arterial, and new mobility improvements. These municipal taxes require approval of the voters.

4.3 MAG Funding Trends and Considerations

4.3.1 Historic MAG Trends

Transportation funding has declined in real value over time due to factors including inflation, improved fuel efficiency, and unpredictable economic disturbances. While the purchasing power of transportation funding has eroded over time, federal and state revenues have not sufficiently compensated for this decrease. For example, the gasoline tax that makes up half of HURF has remained at 18 cents per gallon since 1991. Similarly, according to the American Petroleum Institute, the gasoline tax in Texas also remained at 20 cents per gallon since 1991. Conversely, the percentage-based gasoline tax in Utah increased to 31.1 cents per gallon in January 2020 and California's indexed gasoline tax was 50.5 cents per gallon in July 2020. The gasoline tax in Arizona has not changed since 1991 and is the lowest among the peer agencies' respective states and ranked 46th amongst all states. With improving vehicular fuel economy, economic disruptions, and inflation, gasoline tax revenues in Arizona and the MAG region will continue to decrease.

4.3.2 Long-Term Transportation Funding Considerations

Because federal and state funding has fallen below projected levels, regional revenue has become the primary funding source for the MAG region. The current revenue structure at MAG, although possessing strong resiliency compared to some other MPOs, requires new considerations for the development of the proposed extension of Proposition 400. Current funding levels and structures are insufficient to support the region's entire needs catalogue. Furthermore, the MAG region's catalogue of needs continues to grow with projects and programs, including deferred projects from Prop 400, the emergence of critical preservation and maintenance commitments, and new transportation opportunities such as bus rapid

transit. Determining the structure of various funding programs is an essential policy-level discussion to defining the extension of Proposition 400.

Based on both historic precedent and policy shifts occurring in other regions, there are several trends that will shape policy discussions related to regional transportation funding.

1. **Increasing reliance on regional revenue.** MAG's regional sales tax makes up the largest share of transportation revenue as compared to its peer agencies. Given the uncertainty in both federal and state funding, the regional sales tax is likely to continue to be the principal generator of transportation revenue for the regional transportation system. The development of the RTP investment strategy should be accompanied by a policy discussion exploring alternative funding scenarios.
2. **Municipal transportation sales taxes.** Municipalities have turned to local sales taxes to fund their local transportation projects. In fact, several of MAG's member agencies have approved local transportation taxes to address mounting local transportation needs.
3. **Opportunities to leverage revenue through public-private partnership.** In other regions, transportation agencies have leveraged public-private partnerships, tapping capital markets to underwrite new infrastructure expansion based on forecasted revenue streams. The most common examples of these partnerships are toll roads and managed lanes, which have enabled regions to expand their roadway networks in ways that could not have otherwise been funded through more conventional delivery models.

5.0 RTP Development and Scenario Planning

5.1 Introduction

MAG conducted peer interviews with five MPOs to better learn about the general RTP planning process and how policy decisions influenced RTP development. The five organizations interviewed were DRCOG, MTC, SANDAG, NCTCOG, and CAMPO. The goal of this effort was two-fold. First, MAG aimed to gain insights from peers that could inform the development of a performance-based framework for the RTP. MAG sought to understand how agencies incorporated performance-based planning in their RTP. Each interview covered information on the peer agency's approach to performance measures and targets, regional significance, project and program evaluation, and scenario planning. The second objective of these interviews was to identify best practices and lessons learned about completing RTP updates. Topics for this portion of the interview included plan resiliency and flexibility, emerging transportation technologies, and challenges in plan development or implementation.

Each agency was interviewed separately. A standard set of questions was used for each interview, shown in **Appendix A**.

5.2 Regional Transportation Plan Update Process

5.2.1 Plan and Funding Horizons

MPOs interviewed did not align their horizon year with a funding stream or tax measure, although SANDAG's most recent plan has a current horizon (2050) that closely corresponds with their transportation sales tax horizon (2048). All peer agencies followed federal requirements for at least a 20-year plan and the need to update the RTP every four years to an appropriate new horizon year.

5.2.2 Performance Measures and Targets

Peer agencies included the federally mandated performance measures at a minimum and to the degree applicable, state mandated measures or targets. For the California-based MPOs, greenhouse gas emissions and housing targets are mandated and thus included in their plans.

Two MPOs, SANDAG and NCTCOG, generally have not set specific targets. SANDAG uses performance measures to compare the benefits, or lack of benefits, of potential networks over time. SANDAG relays this information to decision makers who then use the findings to weigh tradeoffs. However, SANDAG has set a target for reducing Vehicle Miles Traveled (VMT). NCTCOG will be setting performance measures in the next plan update and anticipates moving toward setting performance targets in future plans.

MTC, DRCOG, and CAMPO have additional performance targets, beyond those that are federally required, in their plans. In their previous plan update, MTC's Performance Working Group selected the metrics and targets for the RTP. The Performance Working Group consisted of stakeholders from other agencies, advocates, and MTC staff. MTC had thirteen targets with associated metrics for their last plan. In MTC's current effort to update their RTP, they are again using a Performance Working Group to select performance measures.

DRCOG draws their RTP targets from their Metro Vision Plan, which is a comprehensive, aspirational regional plan for the future. The Metro Vision Plan establishes the policy framework while the RTP helps implement the Metro Vision Plan. The targets in the Metro Vision Plan were created with their Board over the four-year period during which the plan was assembled. Assessment of whether the targets were both aggressive enough and attainable was a focus for DRCOG.

CAMPO noted that Texas-based MPOs generally use the same performance targets as the Texas Department of Transportation (TxDOT), in part because of the availability of data for those performance measures. CAMPO indicated that the availability of data is also a driving factor in performance measure selection.

5.2.3 Project and Program Evaluation

Projects are evaluated based on criteria related to peer agency RTP goals and objectives. However, the process for evaluating projects varied across peer agencies. DRCOG used a manual quantitative scoring method in their previous RTP. They scored the 65 submitted projects on about 10 criteria and used the scoring to select projects for the fiscally constrained plan. This method was an onerous process that took months of work and may not have been the most appropriate for a 30-year plan. For their current RTP update, DRCOG is considering a qualitative evaluation. The criteria used for the evaluation corresponds to the primary objectives from the RTP and project sponsors are responsible for describing how the project addresses the criteria using either qualitative or quantitative data. DRCOG then reviews the information and scores the project. Currently, program-level performance evaluation at DRCOG is limited to establishing air quality conformity, but the region intends to do program performance evaluation in their 2050 RTP.

CAMPO also scores projects based on criteria related to their RTP goals. Criteria are formulated with input from the Technical Advisory Committee and are ultimately approved by the Board. Board priorities have some influence over the criteria used for project selection. Projects are scored and compared by mode, not across modes.

MTC also evaluates projects based on the RTP goals as well as cost effectiveness. Project-level evaluation guides the recommendations for project inclusion and timing in the RTP. MTC used a similar methodology for the last two plans and is continuing to use the methodology for the current plan update. After the project prioritization for the regional projects is established and the local municipalities have determined their locally funded project portfolio, MTC puts the entire suite of projects into the travel demand model. Using the agreed upon performance metrics, MTC evaluates the full program using the model. This evaluation technique is limited by model outputs.

SANDAG had a unique approach to project evaluation wherein projects are not assessed individually but instead bundled and evaluated as a package. The bundles of projects are multimodal and people-oriented. Project bundles are more reflective of the available travel choices. Like other MPOs, SANDAG uses weighted evaluation criteria that correspond to the RTP vision and goals. Bundling means SANDAG must use cross-mode criteria for evaluation. Project bundles are scored and then ranked accordingly. Changing to a bundle approach required fixing large portions of their activity-based model, so SANDAG instead evaluated project bundles based on characteristics using various data sets. This diverged from previous efforts that focused on model output data. Using characteristic data for evaluation made it easier to conduct the cross-mode evaluation. Some examples of the data SANDAG is considering are proximity to transit and characteristics of service (speed, cost, etc.). At the program level, SANDAG evaluated performance at three different phases and used the same performance measures used in the bundle evaluation.

5.2.4 Scenario Planning

Peer agencies used scenario planning in two ways. First, some MPOs used scenario planning to test the impact of certain policy or project changes by analyzing how the changes shift specific outcomes. This scenario planning strategy focused on the effects of adjusting factors within the control of the region or the municipalities therein. Other MPOs used scenario planning to assess the resilience of their plan by

assessing the outcomes of their project and policy portfolio in a range of possible futures. This strategy focused on the impacts of changes to factors outside the region's control.

NCTCOG is using scenario planning to test major assumptions and plan strategies under four different possible futures. While this is not formally included in the plan, it allows the agency to analyze how their plan performs under different futures. In conjunction with the scenario planning effort, NCTCOG is establishing a list of strategies to draw from, depending on future conditions. NCTCOG is considering running candidate projects through the different scenarios as a part of the scoring process in the future. Similarly, MTC tested each project under three different scenarios to assess project resilience.

On the other hand, DRCOG, SANDAG, and CAMPO use scenario planning to understand the impacts of policy or program changes. DRCOG conducted approximately a dozen model runs with different policy assumptions and/or project changes. They found that policies related to pricing, electric vehicle adoption, telecommuting, and land use patterns had the largest effect on certain behaviors and outcomes. DRCOG used these findings to inform conversations with their Board. Scenario planning allowed them to illustrate some of the possibilities for achieving their aggressive performance targets and integrate the role of policy into that discussion.

Similarly, SANDAG uses scenario planning to start conversations about how policies and modal investments can impact performance. In addition to including policy variations in their scenarios, SANDAG also used scenario planning to test the impacts of emphasizing certain modes, such as a transit-first scenario and a scenario that prioritized highway investments. Both the policy variations and the modal emphasis in the scenario planning contributed to conversations with the Board. In the end, SANDAG developed a hybrid scenario that is used for the fiscal constraint, environmental documentation, and project description of the plan. Notably, SANDAG did not adjust land use patterns in their scenario planning.

While CAMPO did not use scenario planning in their RTP, they used scenario planning as a part of modal studies prior to the RTP update. CAMPO's most robust scenario planning exercise occurred as a part of the arterial modal study and included five scenarios. From this exercise, local governments could choose to submit projects for RTP consideration that performed well. CAMPO avoids scenario planning exercises that yield academic, impractical, results and does not adjust land use patterns beyond what is expected by local governments and outlined in cities' comprehensive plans.

5.3 Plan Resiliency

5.3.1 Emerging Technologies

All agencies considered emerging technologies as an important, though still relatively unknown, factor in their RTP development. Both NCTCOG and MTC included potential technology trends in their future scenarios. NCTCOG and CAMPO both included a specific chapter on technology in their RTP. While both plans included narrative components related to technology, the information was not incorporated elsewhere in the plan. Difficulty including new technologies in the model and uncertainty about when and how new technologies would impact transportation were barriers for CAMPO to further integrate emerging technologies in their plan. MTC, CAMPO, and NCTCOG reported deliberate, on-going, efforts to monitor trends and research.

SANDAG and DRCOG have taken more action-oriented approaches. SANDAG has integrated emerging technology into their "Five Big Moves," which are the five major regional strategy categories that make up the framework for their RTP update. Two of these categories, or "Moves," have clear connections to emerging technology. First, the *Flexible Fleet* accounts for new trends in micro-mobility, on-demand ride

hailing, car sharing, and ride sharing. Second, the *Next Operating System* considers the ways in which technology and data will be used to connect and manage the transportation system. Additionally, SANDAG plans to adjust their activity-based model to account for technology trends. Like CAMPO, SANDAG acknowledged the challenges of modeling the impacts of new technology.

DRCOG has created the Mobility Choice Blueprint, which is an independent plan that focuses on how the region can take a proactive approach to responding to new technology as it relates to transportation. This plan was completed through a collaborative public-private partnership with the Colorado Department of Transportation (CDOT), the Denver Metro Chamber of Commerce, and the Regional Transportation District (RTD). The plan specifies clear actions each agency can take moving forward and how agencies might work together. DRCOG intends to directly incorporate this plan into their RTP update.

5.3.2 Flexibility

Flexibility was a common element of peer agencies' financial assumptions. NCTCOG keeps a catalog of illustrative projects that are not included in the financially constrained plan. These are projects that need more information or consensus. Categorizing projects as illustrative assures stakeholders that candidate projects are tracked for future consideration.

Flexibility was also built into plans by categorizing projects as near- or long-term. SANDAG commits to the projects they will program within the four-year TIP cycle. SANDAG also lists long-term projects but maintains flexibility until revenues are realized and the project is obligated. MTC specifies a set of projects for the first 15 years of the plan and a set for the second 15 years. Prioritized projects are included in the first 15 years while the set of projects for the second 15 years are more flexible.

CAMPO had a distinctive point of view on flexibility. CAMPO is studying how their system can be responsive to technology. Flexible curb space is one way they are looking at building flexibility. Specifically, they are considering how curb space might adapt to technology, such as repurposing parking spaces to be used as an automated vehicle (AV) loading space. Likewise, they are contemplating how dedicated or managed lanes, such as HOV lanes, might accommodate AVs in the future. CAMPO can more readily modify their RTP because they are in an attainment zone and, therefore, do not have to complete an air quality conformity process. They take advantage of this relative ease by adjusting their plan twice a year to account for external changes that impact the plan including the City of Austin's land use plan update, the Census, and a potential transit funding ballot measure.

5.4 Key Observations and Findings

- **Developing a data-driven, federally required performance-based plan is challenging**. Communicating the connection between performance-based measures and project or program selection is critical.
- **Scenario planning is an important tool to understand the outcomes of policy decisions and give policymakers confidence in long-range plan decisions**. While carried out by agencies in a variety of ways, many of those interviewed use scenario planning to evaluate the resiliency of projects and programs against alternative futures, while others use scenario planning to test the implications of different policy decisions.
- **Agencies acknowledge the unique challenge of accommodating emerging technology in a long-range transportation plan**. While including specific technology elements and future innovations in RTPs is limited, there is a universal commitment to continued research and proactive planning.
- **MPOs have a variety of ways to address flexibility in long-range plans**. Many regions reported utilizing the required four- or five-year updates as an opportunity to revisit assumptions, development changes, and transportation needs. Managing shorter-term, interim-year, programs (e.g., 10 or 15 years) is a frequently cited strategy to navigate the challenges of rapid change while cataloging potential project candidates for future, illustrative consideration.

Appendix A: Peer Region Interview Questions

1. RTP Update Process:
    - How did your agency identify the target horizon year for the RTP update? Did/does this horizon match or differ from major affiliated sales-tax or other dedicated funding horizons?
    - How did your agency establish performance targets? Are these performance targets on-track to be met?
    - What was the threshold or definition used to identify regional significant projects? What happened to projects that did not meet a regional significance definition?
    - Does your agency assess performance at both a project and a program scale? How do you select and assess performance measures for each application? (methods, criteria, etc.)
    - How did your agency conduct a scenario planning exercise if it was part of the process?

2. Plan Resiliency:
    - How did your agency account for new transportation technologies, trends, and respective penetration levels?
    - How did your agency build flexibilities into the identified plan and affiliated investment program?
    - How did your agency mitigate negative consequences of future traffic volumes exceeding the model's forecast in the system?

3. Lessons Learned:
    - What were the big issues raised or challenges during your RTP development and implementation?
    - Are the current regional conditions, challenges, and opportunities presently being experienced in alignment with the anticipated future(s) established during the RTP process?
    - If provided the opportunity, what would your agency have done differently during the RTP development process?

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MAG Draft Needs Catalog | Version 1.0

September 4, 2020

The Draft Needs Catalog comprises member agency submissions from the 2020 RTP Call for Projects, deferred Proposition 400 projects, and regional system and studied needs. The Draft Needs Catalog also applies Step 1 in the RTP performance-based evaluation process: sorting regionally significant *projects* that will be individually technically evaluated, from potential future-funded regional *programs* that contain collections of projects or ideas.

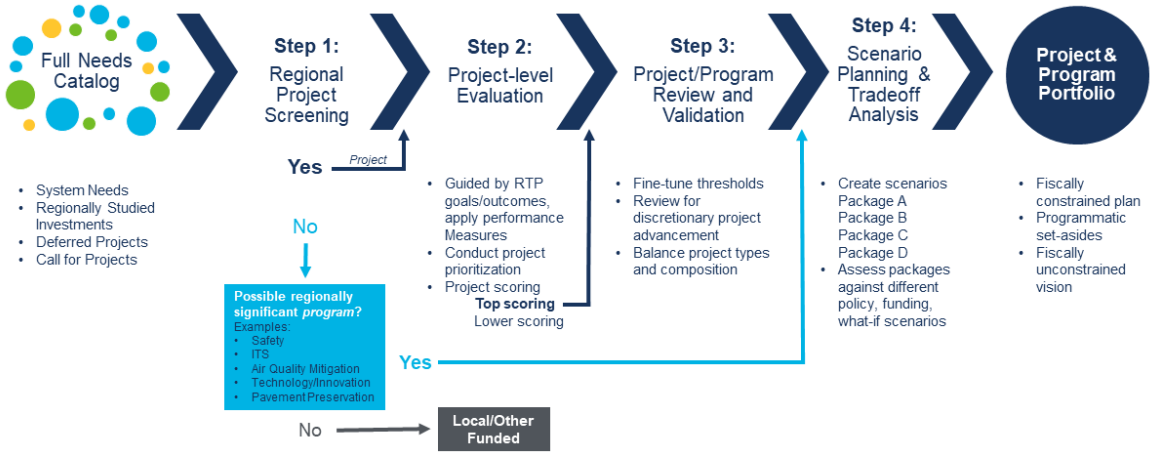
Regionally Significant Projects

Regionally Significant Projects are candidate capital improvements and would populate, for example, the next generation of the Freeway Life Cycle Program, Arterial Life Cycle Program or Transit Life Cycle Program.

Regional Programs

Regional Programs are collections of projects or ideas for which there would be a potential funding set-aside, with project selection facilitated on a parodic basis. Specific projects that fall into a regional program category would not be selected as part of the RTP development process.

This concept is similar to the several smaller regionally significant projects that the region currently funds as part of the Proposition 400 RTP. These programs are facilitated through periodic calls for projects and are successful in addressing a variety of regional priorities. Continued support for these existing programs was evidenced through the RTP Call for Projects, however, MAG received submissions that could formulate many new funded programs. In these instances, the Draft Needs Catalog sorts these projects and ideas into potential future program categories. As part of the RTP performance-based evaluation process, MAG will be seeking direction on which of these new potential future programs are deemed regionally significant priorities and therefore a new program established and funded. Because of the large number of potential program ideas submitted, a table has been included as reference.



Coordination with ADOT and Valley Metro continues in order to identify any remaining system needs gaps; as a result of this coordination, any remaining identified projects or programs will be added before the Need Catalog is finalized. While MAG has worked with member agencies to clarify any initial questions on submission project descriptions, duplications and GIS linework, we request your review to identify additional edits or clarifications.

Potential Program *denotes a current Proposition 400-era program	**Brief Description**
Active Transportation*	Continuation of currently funded Design Assistance and Infrastructure Projects programs; expansion to a wide range of active transportation project and program submissions spanning canals, pathway lighting, maintenance, signage, and more.
Active Transportation Barrier Crossing	Contains projects that would provide active transportation connectivity across barriers such as bridges across freeways and dry riverbeds.
ADA Improvements	Contains projects that would address a variety of ADA needs, including implementation of agency ADA Transition Plans.
ADA Paratransit*	Continuation of currently funded ADA Paratransit operations; further expansion of paratransit capital investments.
Air Quality*	Continuation of currently funded programs that address air quality and required non-attainment mitigation measures including but not limited to paving of unpaved roads.
Bridge Replacement/Rehab	Contains projects that address replacement, reconstruction or rehabilitation of bridges.
Bus Rapid Transit	Contains projects for a regional Bus Rapid Transit program, including capital and operations.

Potential Program *denotes a current Proposition 400-era program	**Brief Description**
Bus Stop Improvements	Contains projects for local bus stop infrastructure improvements.
Circulator	Contains projects for local or sub-regional circulator transit service.
Commuter Rail	Contains projects for construction, operations, and support infrastructure for the implementation of regional commuter rail.
Complete Streets	Contains projects for implementing Compete Street improvements to corridors.
Emerging Technology	Contains projects for future transportation innovation investments or emerging technologies. NOTE: Current MAG Pilot Program
Freeway Art	Contains projects to maintain or expand existing freeway art installations.
Freeway Management System*	Continuation of currently funded Intelligent Transportation System (ITS) infrastructure along the region's freeway/highway network.
Freeway Operations and Maintenance	Contains projects for the maintenance, preservation and operational needs to keep existing freeway and highway facilities in a state of good repair.
Freight Improvements	Contains projects for freight-specific improvements.
Intersection Improvements	Contains projects for roadway intersection improvements.
ITS*	Continuation of currently funded programs including the Regional Community Network/fiber, ITS and SM&O; expansion to a range of traffic signal management, infrastructure and system investments.
Light Rail Operations	Contains projects for light rail operating assistance.
Local Roadway Turnbacks	Contains projects that bring local roadways that are currently owned and maintained by ADOT up to local standards to be turned back to the local agency.
Micro-transit	Contains projects for micro-transit capital and operating assistance.
Pavement Preservation	Contains projects for arterial and street pavement preservation investments.
Pedestrian Shade	Contains projects for pedestrian, transit and active transportation shade investments.
Regional Bus*	Continuation of currently funded regional routes ("supergrid") operating assistance, and expansion to local route operating assistance.
Regional Commuter Bus*	Continuation of currently funded RAPID/Express operating assistance, and expansion including all day and reverse-route operating assistance.

Potential Program *denotes a current Proposition 400-era program	**Brief Description**
Regional Traffic Counts*	Continuation of the regional traffic count program.
Regional Transit Operations Support	Contains projects related to regional transit systems operations.
RideChoice*	Continuation of currently funded RideChoice operating assistance.
Roadway Inspection and Maintenance	Contains projects for local roadway inspection, infrastructure improvements, iterative reconstructions, roadway asset management, drainage improvements, spot maintenance, etc.
Roadway Landscape	Contains projects for local roadway landscape, right of way maintenance and beautification.
Safety*	Continuation of currently funded programs including Roadway Safety Program, Safe Routes to Schools (studies and projects), Roadway Safety Assessments; expansion to a wide range of education programs, safety countermeasures improvements, serious crash response, and traffic calming projects.
Scalloped Streets	Contains projects to improve streets to city's roadway classification and standards, or implement improvements to areas where future development gaps exist.
Sign Replacement	Contains projects to replace local street signs and/or provide new wayfinding infrastructure.
Streetlights	Contains projects including local streetlight maintenance, streetlight replacements, LED conversions, and new streetlight investments.
Transit Asset Management*	Continuation of currently funded investments and programs (e.g., bus replacements); robust expansion to a range of capital maintenance and operation needs including CAD/AVL, fare collection, technology, operations control center, park and ride refurbishment, operations and maintenance centers, scheduling and dispatch, railcar replacements, etc.
Transportation Planning*	Continuation of currently funded transportation planning studies and support.
TDM*	Continuation of currently funded transportation demand management programs; further regional expansion and inclusion of localized program support.
Utility Relocation	Contains projects for local utility relocations.
Vulnerable Population Transportation*	Continuation of current 5310 program; expansion of operating assistance to vulnerable or special populations.

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Apache Junction	APJ-20-RTP-014	ADA Compliance	Active Transportation	System-Wide Improvement	Starting to incorporate GIS with ADA compliance of existing sidewalks and ramps. An inventory of our existing infrastructure will be completed and a cost will be determined. The number of years to complete the work will be based on the estimated cost and money will be set aside to complete this work in the shortest practical time. The 2020 Active Transportation Plan will be followed and any additional improvements called out in the plan will be added as we do this work.	Program	ADA Improvements
Apache Junction	APJ-20-RTP-012	Yearly Pavement Preservation	Program Set Aside	"Yearly pavement preservation mainly consists of crack seals, slurry seals, chip seals and overlays. Approximately $1.6 million per year is needed to keep up and we are able to budget around $1.1 million. "		Program	Pavement Preservation
Apache Junction	APJ-20-RTP-005	E Williams Field Rd - From CAP to Peralta and US60 Intersection	Roadway and Intersection	New Roadway	"Further expansion of E Williams Field Rd from CAP east 2 miles and then NE to Peralta and US60 intersection. Preliminary plan is 4-lane separated with curb, sidewalk, bike lanes and signals as needed. Will cross the planned N-S corridor approximately 3 miles east of the CAP."	Yes	
Apache Junction	APJ-20-RTP-013	Traffic Signals	Roadway and Intersection	Other	"Install traffic signals as warranted at the following intersections: Idaho/Baseline, Tomahawk/Baseline, and Tomahawk/Superstition."	Program	Intersection Improvements
Apache Junction	APJ-20-RTP-001	E Ray Road - Meridian Rd to Idaho Rd	Roadway and Intersection	Roadway Extension	"Extend East Ray Rd from Meridian Rd to Idaho Rd (2 miles). Ray Rd is the south border of a planned residential area consisting of 3,500 acres. Initial planning shows a separated 4-lane road with curb, sidewalk and bike lanes. Signals installed as warranted."	Yes	
Apache Junction	APJ-20-RTP-002	E Warner Rd - Meridian to Idaho Rd	Roadway and Intersection	Roadway Extension	"Extend East Warner Rd from Meridian Rd to Idaho Rd (2 miles), then NE to the CAP. Warner Rd is included in the area to be auctioned by ASLD for development around May of 2020. This area consists of approximately 3,500 acres. Initial planning shows a separated 4-lane road with curb, sidewalk and bike lanes. Warner Rd will likely be installed by the developer."	Yes	
Apache Junction	APJ-20-RTP-003	"E Elliot Rd - Meridian East 1.8 miles, SE 1 mile, then south 1 mile to Ray Rd"	Roadway and Intersection	Roadway Extension	"Initial planning has E Elliot Rd extending from Meridian to Ironwood as a 6-lane with curb, sidewalk and bike lanes. A 4-lane road with curb, sidewalk and bike lanes will extend east for 1/2 mile, then SE for a mile, then 1 mile South and intersect with the extended Ray Rd alignment. "	Yes	
Apache Junction	APJ-20-RTP-004	E Williams Field Rd Extension to CAP	Roadway and Intersection	Roadway Extension	"Extend E Williams Field Rd from Meridian Rd to CAP to serve future residential and commercial area. Preliminary planning shows this as separated 4-lane with curb, sidewalk, bike lanes and signals (as warranted). Most likely the road will be installed when the area is developed. "	Yes	
Apache Junction	APJ-20-RTP-010	16th Ave from Cedar to Meridian	Roadway and Intersection	Roadway Extension	"Extend 16th Ave from Cedar Dr to Meridian Rd. Currently looking into R/W acquisition. After R/W is acquired we will extend 16th Ave west 650' to Meridian. Plan to extend with curb, sidewalk and bike lanes."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Apache Junction	APJ-20-RTP-006	Southern Ave from Meridian Dr to Delaware Dr	Roadway and Intersection	Roadway Widening	"Southern Ave from Meridian Dr to Delaware Dr. Widen from 2-lanes to 5-lanes with curb, sidewalk, bike lanes and signalize the Delaware intersection. Project will also include installation of box culverts and drainage channel to accommodate Palm Wash. "	Yes	
Apache Junction	APJ-20-RTP-007	Southern Ave from San Marcos Dr to Idaho Rd	Roadway and Intersection	Roadway Widening	"Southern Ave from San Marcos Dr to Idaho Rd. Widen from 2-lanes to 5-lanes with curb, sidewalk, and bike lanes."	Yes	
Apache Junction	APJ-20-RTP-008	Southern Ave from Cactus Rd to Tomahawk Rd	Roadway and Intersection	Roadway Widening	Southern Ave from Cactus Rd to Tomahawk Rd. Widen from 4-lanes to 5-lanes. Add curb to north side. Place sidewalk on north and south sides from Mariposa Rd to Tomahawk and place sidewalk on the north side from Royal Palm to Tomahawk.	Yes	
Apache Junction	APJ-20-RTP-009	Winchester Rd from Southern Ave to 29th Ave	Roadway and Intersection	Roadway Widening	Winchester Rd from Southern Ave to 29th Ave. Widen road from 2-lane to 2-lane with bike lanes. Add curb and sidewalk to the east side. Additional width will require installation of storm sewer pipe in the existing drainage ditch and added embankment.	Program	Active Transportation
Apache Junction	APJ-20-RTP-011	Meridian - Hwy60 to Superstition Blvd	Roadway and Intersection	Roadway Widening	"Meridian Rd from US60 to Superstition Blvd (University) has areas of 5-lanes, but a large portion of the surfacing is 2-lane without curb or sidewalk. Initial planning is 5-lanes with curb, sidewalk, bike lanes, storm sewer and additional signalization as warranted."	Yes	
Avondale	AVN-20-RTP-012	Agua Fria Multi Modal Trail: Indian School to Gila River	Active Transportation	Other	"Multi-Modal non-motorized trail system including pedestrian, bicycle, and equestrian paths. To be located within the river bed and/or on top of levees. Improvements will include paved and unpaved improved trails, gateways, parking and rest facilities, linear parks, training stations, safety, ADA accessibility, limited lighting and other related improvements. "	Program	Active Transportation
Avondale	AVN-20-RTP-013	Gila River Trail Dysart Road to Litchfield Road	Active Transportation	Other	"Extension of Tres Rios trails including unpaved pedestrian pathways, interpretive centers, access and parking amenities, rest facilities, and non-motorized small boat launch facilities."	Program	Active Transportation
Avondale	AVN-20-RTP-014	RID Canal 99th Ave to Dysart Road	Active Transportation	Other	Design and Construct multi-modal non-motorized improved pathways within the Roosevelt Irrigation District canal R/W.	Program	Active Transportation
Avondale	AVN-20-RTP-015	Thomas Road Pedestrian Corridor 99th Ave to Dysart Road	Active Transportation	Shared Use Path	"Design and Construction of a Pedestrian and Bicycle corridor including improved path, way-stations, rest areas, landscaping, possible pedestrian bridge over the Agua Fria and lighting. Project Includes R/W acquisition. "	Program	Active Transportation
Avondale	AVN-20-RTP-017	107th Avenue Trail Indian School Road to Gila/Salt River	Active Transportation	Shared Use Path	"Construct Pedestrian and Bicycle corridor including improved path, way-stations, rest areas, landscaping, and lighting. Includes R/W, design and construction. "	Program	Active Transportation
Avondale	AVN-20-RTP-018	Lower Buckeye Road Pedestrian Corridor 107th to Litchfield Road	Active Transportation	Shared Use Path	"Construct Pedestrian and Bicycle corridor including improved path, way-stations, rest areas, landscaping and lighting. Includes R/W, design and construction. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Avondale	AVN-20-RTP-031	ITS Backbone	Program Set Aside	"Installation of major ITS fiber network on principal Arterials. Includes conduit, fiber, cameras, electronic equipment, Traffic Ops Center equipment and software. "		Program	ITS
Avondale	AVN-20-RTP-050	McDowell Road Bridge at Agua Fria	Roadway and Intersection	Bridge Replacement	"Widen the existing 4 lane bridge to 6 lanes including curb, gutter,sidewalk, streetlights and conduits. "	Yes	
Avondale	AVN-20-RTP-051	Van Buren Bridge at Agua Fria	Roadway and Intersection	Bridge Replacement	"Widen the existing 4 lane bridge to 6 lanes including curb, gutter,sidewalk, streetlights, bikelanes and conduits. "	Yes	
Avondale	AVN-20-RTP-005	Lower Buckeye Rd Bridge at Agua Fria	Roadway and Intersection	New Bridge	"Design and construction of a six-lane bridge with curb, gutter, sidewalks, bike lanes, conduit, landscaped median and street lights."	Yes	
Avondale	AVN-20-RTP-011	Thomas Road Bridge at Agua Fria River	Roadway and Intersection	New Bridge	"This project includes the design and construction of improvements that will widen Thomas Road to two lanes in each direction with curb, gutter sidewalk and conduit, including a concrete bridge from approximately 0.5 miles west of the Agua Fria River westerly levee to 0.4 miles east of the easterly levee. The bridge will be approximately 1,300 feet in length spanning the Agua Fria River, and will include lighting, pedestrian and bicycle facilities. The project will require permits from the United States Army Corps of Engineers (404 and 408 permits) through coordination with the Maricopa Flood Control District for construction within navigable waters of the US. Major right of way acquisition will be required for the project. "	Yes	
Avondale	AVN-20-RTP-020	Dysart Road Bridge at Agua Fria River	Roadway and Intersection	New Bridge	"Design and construct a 4-lane bridge over Agua Fria River with landscaped median, curb, gutter, sidewalks, conduits and streetlights. "	Yes	
Avondale	AVN-20-RTP-021	Dysart Road Bridge at Gila River	Roadway and Intersection	New Bridge	"Design and construct a 4-lane bridge over the Gila River with landscaped median, curb, gutter, sidewalks, conduits and streetlights. The project also includes a connection to Indian Springs Road."	Yes	
Avondale	AVN-20-RTP-022	El Mirage Road Bridge at Gila River	Roadway and Intersection	New Bridge	"This project will design and construct a bridge on El Mirage Road at the Gila River crossing. The bridge will be approximately 3,300 ft long with one lane in each direction including 6 foot wide shoulders, conduit and 10-foot raised sidewalks on both sides to remove bikes from the travel way. Roadway improvements include transition from the 2-lane section to match the existing El Mirage Road condition. Intersection improvements at El Mirage and Indian Springs include widening the north leg to accommodate a separate left turn lane with 100-foot storage and 100-foot gap. "	Yes	
Avondale	AVN-20-RTP-023	Agua Fria Pedestrian Bridge	Roadway and Intersection	New Bridge	This project will design and construct a pedestrian/bike bridge including communications conduit across the Arizona Department of Transportation (ADOT) channel connecting Friendship Park to the existing trail head recently constructed with the Agua Fria I-10 Underpass Project.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Avondale	AVN-20-RTP-026	Pedestrian Bridge over Avondale Blvd	Roadway and Intersection	New Bridge	Project will design and construct an American with Disability Act (ADA) complaint pedestrian overpass across Avondale Blvd at a location between I-10 and Van Buren St. Land acquisition is anticipated with the project.	Program	Active Transportation
Avondale	AVN-20-RTP-009	107th Avenue (North) from Lower Buckeye Rd to SR30	Roadway and Intersection	New Roadway	"This project includes design and construction of improvements to 107th Avenue with three lanes in each direction from Lower Buckeye to Road to SR30 . The improvements include vertical curb and gutter, sidewalks, conduits, streetlights, a new pavement section and signing, striping and landscaping. "	Yes	
Avondale	AVN-20-RTP-016	Dysart Road (South) from Gila River to SR30	Roadway and Intersection	Roadway Extension	" Design and construct widening of existing road from 2 to 5 lanes with landscaped median, curb, gutter, sidewalks, conduits and streetlights. "	Yes	
Avondale	AVN-20-RTP-019	Dysart Rd (North) From SR30 to Lower Buckeye	Roadway and Intersection	Roadway Extension	"Design and construct the widening of Dysart Road from 2 to 5 lanes with landscaped median, curb, gutter, sidewalks, conduits and streetlights. "	Yes	
Avondale	AVN-20-RTP-024	119th Avenue Road Connection	Roadway and Intersection	Roadway Extension	"This project includes design and construction of one lane in each direction on 119th Avenue extending from the West Point High School Driveway to Virginia Avenue. The project will extend the existing 10-foot multi use path. Project will include curb, gutter, new asphalt pavement, guard rail at utility poles and street lighting. "	Yes	
Avondale	AVN-20-RTP-027	Dysart/McDowell Intersection	Roadway and Intersection	Roadway Realignment/Configuration	This project will design and construct improvements to the Dysart/McDowell intersection with dual left turn lanes. The proposed improvements will increase the left turn storage northbound and southbound to accommodate the traffic by implementing longer storage lengths and dual left turn bays. The existing traffic signal including the hardware will be replaced to accommodate the widening.	Program	Intersection Improvements
Avondale	AVN-20-RTP-025	Garden Lakes Parkway Improvements (Thomas Rd to Carnation Drive)	Roadway and Intersection	Roadway Reconstruction	This project will design and construct improvements along the Garden Lakes Parkway (GLP) corridor between Thomas Road and Carnation Drive. The project will include raised center medians with turn lanes at Garden Lake Parkway intersections. The existing at-grade footpath on the west side of GLP will be converted to a raised sidewalk with curb and curb ramps. Buffered bike lakes with medians will be located at intersections and mid-block locations to channelize vehicles entering and exiting GLP and reduce high risk passing maneuvers.	Yes	
Avondale	AVN-20-RTP-029	Buckeye Road (MC85) - Litchfield to Agua Fria Bridge	Roadway and Intersection	Roadway Reconstruction	"This project includes design and construction of improvements to Buckeye Rd (MC85) with two lanes in each direction from Litchfield Road to the Agua Fria River Bridge. The improvements include new vertical curb and gutter, sidewalks, streetlights, a new pavement section and new striping and landscaping. Undergrounding of the overhead utilities including power and telephone lines are included in the project. "	Yes	

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Avondale	AVN-20-RTP-002	99th Avenue Roosevelt to Indian School	Roadway and Intersection	Roadway Widening	"Design and construct 99th Avenue from two lanes in each direction to three lanes in each direction with a median. Project will include right of way acquisition, Roosevelt Irrigation District Bridge widening, Pipe SRP canal, relocate SRP well at Thomas, sidewalks, street lights."	Yes	
Avondale	AVN-20-RTP-003	Interstate 10 and 107th Ave	Roadway and Intersection	Roadway Widening	Design and construct 107th Avenue from two lanes in each direction to three lanes in each direction with a median. Project will include right of way acquisition. Add traffic signals at 107th & Pierce and 107th & Roosevelt. Project will also add dual left on 107th Avenue.	Yes	
Avondale	AVN-20-RTP-004	Lower Buckeye Road 107th Ave to Litchfield Rd	Roadway and Intersection	Roadway Widening	"Design and construct the widening of Lower Buckeye Road from three lanes to five lanes between 107th Avenue and Litchfield Road. The project will include rIght-of-way acquisition, traffic signals at 119th Ave, El Mirage, Dysart Rd, 4th Street, Central Avenue and Litchfield Rd, sidewalks, conduit and streetlights. The bridge across Agua Fria will be a separate project. "	Yes	
Avondale	AVN-20-RTP-006	Avondale Blvd. (North) from SR-30 to MC 85	Roadway and Intersection	Roadway Widening	"Design and construction of the widening of Avondale Boulevard from 4 to 6 lanes between SR-30 and MC 85, with curb, gutter, sidewalk, streetlights, conduits, landscaped median. The project includes Right of Way Acquisition and a traffic signal at intersections with Lower Buckeye and Broadway. "	Yes	
Avondale	AVN-20-RTP-007	McDowell Rd from Dysart to Avondale	Roadway and Intersection	Roadway Widening	"Design and construction of McDowell Road from 4 to 6 lanes with curb, gutter, sidewalk, streetlights, conduits and landscaped median. Project includes Right-of-Way Acquisition. McDowell Road bridge is a separate project. "	Yes	
Avondale	AVN-20-RTP-008	Avondale Blvd (South) & SR30	Roadway and Intersection	Roadway Widening	"Design and construction of improvements on Avondale Blvd between the SR-30 and Southern Avenue, with three lanes in each direction. The project will include curb, gutter, sidewalk, streetlights, conduits, and landscaped median. The project will include Right of Way acquisition and traffic signal at the intersection of Avondale Boulevard and Southern Avenue. "	Yes	
Avondale	AVN-20-RTP-010	Van Buren from Dysart to 99th Ave	Roadway and Intersection	Roadway Widening	"Design and construction of the widening of the existing 4 lane road to 6 lanes including curb, gutter,sidewalk, streetlights and conduits. Widening of the bridge at Agua Fria River is considered as a separate project. "	Yes	
Avondale	AVN-20-RTP-028	El Mirage Road - Lower Buckeye Road to Calle Hermosa	Roadway and Intersection	Roadway Widening	"This project will design and construct a roadway widening along the west side of El Mirage Road from Lower Buckeye Road north approximately 1,100 feet, to provide two lanes in each direction. The project improvements include vertical curb and gutter, sidewalk, street lights, a new pavement section, new striping, a temporary retention basin and catch basin with scupper. Existing utility poles and wires on the west side will be placed underground. The project will also include a traffic signal at Lower Buckeye Road and El Mirage Road. "	Yes	

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Avondale	AVN-20-RTP-030	107th Avenue Southbound Right Turn Lane at I-10	Roadway and Intersection	Roadway Widening	"This project will design and construct a 500-foot long dedicated southbound right turn lane from 107th Avenue onto the I-10 westbound ramp. This project will widen the existing bridge over the Arizona Department of Transportation (ADOT) drainage channel. Major utility relocation will be required for the bridge widening, and coordination with ADOT and SRP will be required. "	Yes	
Avondale	AVN-20-RTP-047	Route 563- Avondale/ Buckeye Express	Transit	Improve Local Bus Route	Expansion of Route 563	Program	Regional Commuter Bus
Avondale	AVN-20-RTP-049	99th Avenue Bus Service	Transit	Improve Local Bus Route	Addition of a bus route from 99th Avenue at its southernmost terminus to the Loop 303 to the North.	Program	Regional Bus
Avondale	AVN-20-RTP-052	Route 29	Transit	Improve Local Bus Route	Westward expansion of Rt 29	Program	Regional Bus
Avondale	AVN-20-RTP-048	Avondale/I-10 Park and Ride Update/ Expansion	Transit	Improve Park and Ride	Expansion of the Park and Ride at I-10 and Avondale Blvd	Program	Transit Asset Management
Avondale	AVN-20-RTP-033	Route 41	Transit	New Enhanced Bus Route	Extension of Rt 41 to the Loop 303	Program	Regional Bus
Avondale	AVN-20-RTP-034	Route 29	Transit	New Enhanced Bus Route	Westward expansion of Rt 29	Program	Regional Bus
Avondale	AVN-20-RTP-035	Route 13	Transit	New Enhanced Bus Route	Continue service from Avondale's western boundary at Central Avenue through to the City of Buckeye	Program	Regional Bus
Avondale	AVN-20-RTP-036	Litchfield Road Bus Service	Transit	New Enhanced Bus Route	New bus service from the southernmost teminus of Litchfield Road north to the Phoenix Goodyear Airport and Luke AFB.	Program	Regional Bus
Avondale	AVN-20-RTP-037	Avondale Boulevard Bus Service	Transit	New Enhanced Bus Route	New bus service along Avondale Blvd. from the SR30 to the BLVD and the Avondale Transit Center	Program	Regional Bus
Avondale	AVN-20-RTP-042	SR 30 Express Bus	Transit	New Express/Rapid Bus Route	Express Bus Service along the SR 30 corridor	Program	Regional Commuter Bus
Avondale	AVN-20-RTP-032	Zoom Circulator	Transit	New Local Bus Route	Assume existing Zoom circulator routes into RTP funding source and expand existing service area.	Program	Circulator
Avondale	AVN-20-RTP-038	Avondale Transit Center	Transit	New Park and Ride	Construct a 4-story parking structure with approximately 800 spaces jointly between Valley Metro and the City of Avondale. Will be a transit center connecting the local Zoom circulator and Valley Metro buses	Yes	
Avondale	AVN-20-RTP-040	Avondale/Goodyear SR 30 Transit Center/Park and Ride	Transit	New Park and Ride	Joint construction of a 4-story parking structure with approximately 800 parking stalls to accommodate transit and promote ridership along the SR 30 corridor. The intent is for the center to connect the local Zoom circulator and Valley Metro buses.	Yes	
Avondale	AVN-20-RTP-043	SR 30/ Avondale Blvd Transit Center	Transit	New Park and Ride	Transit Center/Park And Ride Facility	Yes	
Avondale	AVN-20-RTP-041	Commuter Rail	Transit	New Rail Route/Extension	"UPRR Rail Corridor. Stations at Avondale Blvd, Dysart Rd "	Yes	
Avondale	AVN-20-RTP-044	Transit Infrastructure	Transit	Other	"Capital Expenditure for buses, transit stops, bus shelters and the like. "	Program	Bus Stop Improvements
Avondale	AVN-20-RTP-045	Paratransit	Transit	System-Wide Improvement	Expansion of Paratransit to serve all eligible areas	Program	ADA Paratransit
Avondale	AVN-20-RTP-046	Implementation of Transit Study Recommendations	Transit	System-Wide Improvement	"As of February 2020, MAG is letting the solicitation for completion of the Avondale/Goodyear Transit Feasibility Study. Results of that study will inform projects that will be funded through Prop 400 Extension. "	Program	Regional Bus
Buckeye	BKY-20-RTP-021	El Rio Trail - Loop 303 to Arlington Canal Trail	Active Transportation	Shared Use Path	This project will construct a multi-use trail in compliance with the El Rio Trail study. It will provide connectivity of an active transportation corridor.	Program	Active Transportation

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Buckeye	BKY-20-RTP-027	Watson Drain Trail - El Rio Trail to RID Canal	Active Transportation	Shared Use Path	This project will construct an active transportation multi-use trail from the El Rio Trail north to the RID canal system.	Program	Active Transportation
Buckeye	BKY-20-RTP-031	Arlington Canal Trail - El Rio Trail to Palo Verde Channel Trail	Active Transportation	Shared Use Path	This project will construct and active transportation multi-use path along the Arlington Canal from the Apache alignment West to the Palo Verde Alignment. It extends the El Rio Trail from the East.	Program	Active Transportation
Buckeye	BKY-20-RTP-020	ITS Central West Ring - SR-30 to I-10 and SR-85 to Loop 303	Program Set Aside	"The City of Buckeye through cooperative funding through MAG, developed and adopted an ITS strategic plan. The City currently has approximately 30 signalized intersections. With the City of Buckeye being the fastest growing City with a population over 50,000 in the nation, and the fastest growing city in the MAG region, the City is warranting and adding signalized intersections at a rate of about 5-10 per year. This ITS central west ring is critical for the communications and operations of the rapidly growing signal network within the City of Buckeye. "		Program	ITS
Buckeye	BKY-20-RTP-017	Interstate 10 (I-10) Traffic Interchage at Jackrabbit Trail	Roadway and Intersection	Interchange Modifications	There is an approved warrant study on file with ADOT for signalization of the Jackrabbit Trail/I-10 traffic Interchange. MCDOT has recently identified the Jackrabbit Trail Alignment as a Road of Regional Significance (RRS). MCDOT has done a recent Design Concept Report for improvement of the interchange.	Yes	
Buckeye	BKY-20-RTP-001	Interstate 10 (I-10) Dean Road Traffic Interchange	Roadway and Intersection	New Interchange	"The project includes the construction of the Dean Road Traffic Interchange at I-10 as well as the extension of Dean Road north to the McDowell Road Alignment, and south to the Van Buren Street Alignment. it will provide a much needed service interchange between Verrado Way and Watson Road. The spacing from Verrado Way to Watson Road exceeds 3 miles. Adding the Interchange at Dan road will reduce that distance and alleviate the traffic volumes at both Watson Road and Verrado Way Ultimately."	Yes	
Buckeye	BKY-20-RTP-012	Interstate (I-10) Traffic Interchange at Johnson Road	Roadway and Intersection	New Interchange	This project will construct a traffic interchange at the Interstate 10 (I-10) and Johnson Road alignment.	Yes	
Buckeye	BKY-20-RTP-013	Interstate (I-10) Traffic Interchange at Desert Creek	Roadway and Intersection	New Interchange	This project will construct the traffic interchange at I-10 and Desert Creek Road to Major Arterial Standards per COB std. Det. 63120.	Yes	
Buckeye	BKY-20-RTP-006	Turner Parkway - I-10 to US 60	Roadway and Intersection	New Roadway	This project will construct Turner Parkway to Arizona Parkway Standards from I-10 north to US60. This includes between 6 and 8 thru lanes at various reaches.	Yes	

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Buckeye	BKY-20-RTP-009	McDowell Parkway - Sun Valley Parkway to Loop 303	Roadway and Intersection	New Roadway	"This project will construct McDowell Parkway to a 6-lane Parkway from Sun Valley Parkway to Turner Parkway and an 8-lane Parkway from Turner Parkway to Dean Road per COB parkway standards. This project will construct McDowell Road to Major Arterial Standards per COB std. Det. 63120 from Dean Road to L303. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 4 signalized intersections between Sun Valley Parkway and Dean Road, 5 signalized intersections between Dean Road and Loop 303, and full street improvements per the City Standard Detail, drainage wash crossings, multiple utility relocations (69/12kV, Irrigation, etc.)."	Yes	
Buckeye	BKY-20-RTP-022	Desert Creek Road - I-10 to Camelback Road	Roadway and Intersection	New Roadway	" Desert Creek Road is approximately the 339th Avenue Alignment and this project will construct Desert Creek Road from Interstate 10 north to Camelback Road. This project will likely have a wash crossing. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 3 signalized intersections, multiple wash crossings and full street improvements per the City Standard Detail."	Yes	
Buckeye	BKY-20-RTP-023	Johnson Road - I-10 to Camelback Road	Roadway and Intersection	New Roadway	This project will construct Johnson Road from Interstate 10 north to Camelback Road.	Yes	
Buckeye	BKY-20-RTP-024	Johnson Road - Southern Avenue to I-10	Roadway and Intersection	New Roadway	This project will construct Johnson Road to major arterial standards per COB Std. Det. 63120 from Southern Avenue north to the I-10 interchange.	Yes	
Buckeye	BKY-20-RTP-025	Camelback Road - Desert Creek Road to Turner Parkway	Roadway and Intersection	New Roadway	"This project will build Camelback Road to Major arterials standards per COB Std. Det. 63120 from Turner Parkway to Desert Creek Road. At all intersections with Arterial streets dual left turns will be designed. This project includes Right of way acquisition, 10 signalized intersections, several wash crossings, and full street improvements per the City Standard Detail."	Yes	
Buckeye	BKY-20-RTP-028	Southern Parkway - Johnson Road to SR-85	Roadway and Intersection	New Roadway	This project will construct Southern Avenue to Arizona Parkway standards from Johnson Road to SR-85.	Yes	
Buckeye	BKY-20-RTP-029	Broadway Road - Johnson Road to SR-85	Roadway and Intersection	New Roadway	"This project will construct Broadway Road to Major Arterial Standards per COB std. Det. 63120 from Johnson Road to SR-85. At all intersections with Arterial streets dual left turns will be designed. This project includes Right of way acquisition, 5 signalized intersections, and full street improvements per the City Standard Detail, 2 RID bridge crossings, multiple utility relocations (12kV, Irrigation, etc.). "	Yes	
Buckeye	BKY-20-RTP-002	SR-30 - I-11 (SR85) to L303	Roadway and Intersection	Other	This project will extend SR-30 from the Goodyear City Limit to the east and extend it to SR-85 Ogelsby Hwy. This first phase will be a divided rural Hwy.	Yes	
Buckeye	BKY-20-RTP-007	Interstate 11 (I-11) - I-10 to Wickenburg	Roadway and Intersection	Other	This project will construct Interstate 11 to urbanized freeway standards from I-10 north to US 93 in the Wickenburg area.	Yes	

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Buckeye	BKY-20-RTP-010	SR-85 - I-8 to I-10	Roadway and Intersection	Other	This project will improve SR-85 from I-10 to I-8. This project will convert SR-85 to a freeway system with grade separated interchanges and access control.	Yes	
Buckeye	BKY-20-RTP-030	Interstate 11 (I-11) - I-10 to SR 30	Roadway and Intersection	Other	This project will construct Interstate 11 to urbanized freeway standards from I-10 southeasterly to SR-30.	Yes	
Buckeye	BKY-20-RTP-003	Watson Road - MC85 3.5 miles North to Durango Road	Roadway and Intersection	Roadway Extension	"This project will construct Watson Road to Major Arterial Standards per COB std. Det. 63120 from Mc-85 to Durango Street. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 4 signalized intersections, and full street improvements per the City Standard Detail, 2 canal bridge crossings, a UPRR crossing, and multiple utility relocations (12kV, Irrigation, etc.). "	Yes	
Buckeye	BKY-20-RTP-016	Jackrabbit Trail - Elliot Road to Sun Valley Parkway	Roadway and Intersection	Roadway Extension	This project will improve or construct Jackrabbit Trail to Major Arterial Standards per COB Std. Det. 63120 (or MCDOT Equivalent) from Elliot Road north to Sun Valley Parkway.	Yes	
Buckeye	BKY-20-RTP-004	Miller Road From MC85 4.25 miles North of I-10	Roadway and Intersection	Roadway Widening	"This project shall construct Miller Road to Major Arterial Standards per COB Std. Det. 63120 from MC-85 North to Interstate 10 (I-10). At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 3 signalized intersections, and full street improvements per the City Standard Detail, 2 canal bridge crossings, UPRR crossing, and multiple utility relocations (12kV, Irrigation, etc.)."	Yes	
Buckeye	BKY-20-RTP-005	Southern Avenue - SR85 to Loop 303	Roadway and Intersection	Roadway Widening	"This project will construct Southern Avenue to Major Arterial Standards per COB std. Det. 63120 from SR-85 to L303. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 20 signalized intersections, and full street improvements per the City Standard Detail, 1 canal bridge crossing, a UPRR crossing, and multiple utility relocations (12kV, Irrigation, etc.). "	Yes	
Buckeye	BKY-20-RTP-008	Indian School Road - Jackrabbit Trail to Loop 303	Roadway and Intersection	Roadway Widening	"This project will construct Broadway Road to Major Arterial Standards per COB std. Det. 63120 from Jackrabbit Trail to L303. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 3 signalized intersections, and full street improvements per the City Standard Detail, Beardsley canal crossing, multiple utility relocations (12kV, Irrigation, etc.)."	Yes	
Buckeye	BKY-20-RTP-011	Interstate 10 (I-10) - SR-85 to Hassayampa River Bridge	Roadway and Intersection	Roadway Widening	"This project will widen Interstate 10 (I-10) to urban standards with at least 3 General purpose lanes in each direction with an asphalt concrete median, permanent concrete median barrier, lighting, sound walls, etc."	Yes	
Buckeye	BKY-20-RTP-014	Sun Valley Parkway - I-10 to Loop 303	Roadway and Intersection	Roadway Widening	This project will widen Sun Valley parkway to Arizona parkway standards for a minimum of 6 thru lanes and in some reaches 8 thru lanes from I-10 to Loop 303.	Yes	

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Buckeye	BKY-20-RTP-015	Broadway Road - SR85 to Loop 303	Roadway and Intersection	Roadway Widening	"This project includes improving the Broadway Road corridor to City of Buckeye Major Arterial standards per COB Std. Det. 63120 from SR-85 to L303. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 20 signalized intersections, and full street improvements per the City Standard Detail, multiple utility relocations (12kV, Irrigation, etc.)"	Yes	
Buckeye	BKY-20-RTP-018	Palo Verde Parkway - SR30 to I-10	Roadway and Intersection	Roadway Widening	"This project will widen Palo Verde Road into a Parkway per Arizona Parkway Standards from I-10 to SR 30. This project includes right of way acquisition, 5 signalized intersections, and full street improvements per the City Standard Detail, 2 canal bridge crossings, a UPRR crossing, and multiple utility relocations (12kV, Irrigation, etc.)."	Yes	
Buckeye	BKY-20-RTP-019	Verrado Way - SR-30 to I-10	Roadway and Intersection	Roadway Widening	The City of Buckeye Transportation Master Plan demonstrates the need for the Verrado Way to be widened to Major Arterial Street Standards per COB std. Det. 63120. This project will improve Verrado Way to Major Arterial Standards from SR-30 to Interstate 10.	Yes	
Buckeye	BKY-20-RTP-026	Yuma Road - Verrado Way to Loop 303	Roadway and Intersection	Roadway Widening	"This project will construct Yuma Road to Major Arterial Standards per COB std. Det. 63120 from Verrado Way to L303. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 7 signalized intersections, and full street improvements per the City Standard Detail, 2 canal bridge crossings, multiple utility relocations (12kV, Irrigation, etc.). "	Yes	
Buckeye	BKY-20-RTP-032	Miller Road - SR30 north to MC-85	Roadway and Intersection	Roadway Widening	"This project will construct Miller Road to Major Arterial Standards per COB std. Det. 63120 from MC-85 to SR30. At all intersections with Arterial streets dual left turns will be designed. This project includes right of way acquisition, 6 signalized intersections, and full street improvements per the City Standard Detail, a RID bridge crossings, multiple utility relocations (12kV, Irrigation, etc.). "	Yes	
Buckeye	BKY-20-RTP-036	"I-10 Widening, SR 85 to Loop 303"	Roadway and Intersection	Roadway Widening	Close the median on I-10 between SR 85 and Verrado Way to add a General Purpose Lane in both directions on I-10 from SR 85 east to match the existing roadway cross section at the Loop 303 interchange. This would also include adding light poles to the median barrier between SR 85 and east of Jackrabbit Trail.	Yes	
Buckeye	BKY-20-RTP-033	Buckeye Local Circulator	Transit	New Circulator Service	"This project will provide a new 16.2 miles (32.4 miles Roundtrip) circulator route, connecting the intersection of Miller Road and Beloat Road to the intersection of Verrado Way and McDowell Road. "	Program	Circulator
Buckeye	BKY-20-RTP-034	Sun Valley Parkway and I-10 Park and Ride	Transit	New Park and Ride	New Park and Ride generally located at Sun Valley Parkway and I-10.	Yes	
Buckeye	BKY-20-RTP-035	Route 563 Express Expansion	Transit	Other	Adding two more roundtrips to Express Route 563.	Program	Regional Commuter Bus

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Carefree	CFE-20-RTP-001	Intersection Capacity and Safety Enhancements	Roadway and Intersection	Other	"There are three arterial roads which link regional attractions of nearby desert preserves and lakes, both downtown Carefree and Cave Creek and numerous large master planned communities in adjacent Scottsdale. Due to the increasing regional traffic overtime, the service levels of the intersections along these corridors are declining. These intersections consist of mainly of four-way stops. There is also a desire to calm this growing traffic and improve pedestrian connections/crossings along these corridors. The use of traffic roundabouts can achieve these objectives. The Town would like to possibly introduce roundabouts at Tom Darlington Drive and Stagecoach Pass, Tom Darlington Drive and Cave Creek Road, Tranquil Trail and Cave Creek Road, Mule Train and Cave Creek Road and Pima Road and Cave Creek Road."	Program	Intersection Improvements
Chandler	CHN-20-RTP-030	Brooks Farm Road Bike Lanes: Gilbert to Mustang	Active Transportation	Bicycle Lane	This project will add bike lanes to Brooks Farm Road from Gilbert Road to Mustang Drive (approximately 0.5 miles) and provide bike route directional signage to Lindsay Road (approximately 0.5 miles).	Program	Active Transportation
Chandler	CHN-20-RTP-039	Warner Road Bike Lanes: N. Pennington to S. Pennington	Active Transportation	Bicycle Lane	"Construct bike lane for this 1,000' missing segment on Warner Road between N. Pennington Drive and S. Pennington Drive. "	Program	Active Transportation
Chandler	CHN-20-RTP-040	Arizona Ave. Bike Lanes: Erie to Western Canal	Active Transportation	Bicycle Lane	Install 3.25 miles of new bike lanes on Arizona Avenue from Erie Street to the Western Canal Path by narrowing travel lanes and removing and reconstructing outside curb and sidewalks.	Program	Active Transportation
Chandler	CHN-20-RTP-041	Ray Road Bike Lanes: Dobson to Comanche and McQueen to Cooper	Active Transportation	Bicycle Lane	This project will install 1.75 miles of bike lanes on Ray Road from Dobson Road to Comanche Drive and from McQueen Road to Cooper Road. Bike lanes will be added by narrowing medians and travel lanes.	Program	Active Transportation
Chandler	CHN-20-RTP-042	Alma School Road Bike Lanes: Elliot to Chandler	Active Transportation	Bicycle Lane	Add bike lanes on Alma School Road from Chandler Boulevard to Elliot Road. Lanes will be added by narrowing travel lanes and widening outside curb.	Program	Active Transportation
Chandler	CHN-20-RTP-043	Ellis Street Bike Lanes: Chandler to Frye	Active Transportation	Bicycle Lane	This project will install bike lanes on Ellis Street from Chandler Boulevard to Frye Road.	Program	Active Transportation
Chandler	CHN-20-RTP-044	Rural Road Bike Lanes: Chandler to Northern City Limit	Active Transportation	Bicycle Lane	"This project will install 1.25 miles of bike lanes on Rural Road from Chandler Boulevard to 1/4-mile north of Ray Road. Bike lanes will be added by narrowing the median and narrowing travel lanes between Ray Road and Chandler Boulevard. North of Ray Road, the roadway will need to be widened (along with narrowing travel lanes) to accommodate bike lanes. "	Program	Active Transportation
Chandler	CHN-20-RTP-045	Hunt Highway Bike Lanes: Arizona to East of McQueen	Active Transportation	Bicycle Lane	Add 1.25 miles new bike lanes on Hunt Highway between Arizona Avenune and just east of McQueen Road.	Program	Active Transportation
Chandler	CHN-20-RTP-046	McQueen Road Bike Lanes: Hunt to north of Hunt Hwy	Active Transportation	Bicycle Lane	Construct new bike lane on McQueen Road from Hunt Highway to just north of Hunt Highway.	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Chandler	CHN-20-RTP-051	Arizona Ave Protected Bike Lanes: Ray to Frye	Active Transportation	Bicycle Lane	"This project will install protected bike lanes on Arizona Avenue from Frye Road to Ray Road. Protected bike lanes will be accommodated by widening roadway and/or narrowing thru lanes. Bike lanes will be protected by rolled curb or bike rail. Additional safety measures such as signing, striping, and pavement painting or thermoplastic inlay will be applied in areas of conflict like driveways and street crossings."	Program	Active Transportation
Chandler	CHN-20-RTP-052	Chandler Blvd: I-10 to Gilbert Road	Active Transportation	Bicycle Lane	"Build new protected bike lanes on Chandler Boulevard by widening roadway and/ or narrowing thru lanes. Bike lanes will be protected by rolled curb or bike rail. Additional safety measures such as signing, striping, and pavement painting or thermoplastic inlay will be applied in areas of conflict like driveways and street crossings."	Program	Active Transportation
Chandler	CHN-20-RTP-029	Hunt Highway Traffic Calming and Protected Bike Lanes: Cooper to Val Vista	Active Transportation	Other	This project will install traffic calming features and separated/protected bike lanes on Hunt Highway from Cooper Road to Val Vista Drive (3 miles in length).	Program	Active Transportation
Chandler	CHN-20-RTP-038	Appleby Trail Crossings at McQueen and Cooper	Active Transportation	Other	This project will add signalized crossings for Appleby Trail/ bike lanes at McQueen Road and at Cooper Road and will provide a connection to the Paseo Trail by constructing a 250' path.	Program	Active Transportation
Chandler	CHN-20-RTP-050	Loop 101 Bicycle/Pedestrian Bridge at Calle del Norte	Active Transportation	Other	This project will construct a new bicycle/pedestrian bridge over Loop 101 at Calle del Norte Drive.	Program	Active Transportation Barrier Crossing
Chandler	CHN-20-RTP-001	Highline Canal Shared Use Path: Orchid Lane to Tempe/ Chandler Border	Active Transportation	Shared Use Path	"Build new shared use path along Highline Canal, connecting from the terminus of Tempe's existing path at the Chandler/Tempe border, and continuing southwest to Orchid Lane. The new shared use path will be approximately .25 miles in length. Additionally, stripe bike lanes on Orchid Lane and 54th Street to allow better access to the new path. This project is being proposed to be added to the Chandler Capital Improvement Program."	Program	Active Transportation
Chandler	CHN-20-RTP-005	Ashley Trail/Paseo Trail Connection	Active Transportation	Shared Use Path	This project will construct a 310-foot shared use path (10-foot width) to connect the Ashley Trail from its current terminus at Cooper Road between Chandler Boulevard and Ray Road to the Paseo Trail. This project will also install a pedestrian crossing signal or other crossing safety enhancement to provide a safe crossing for trail users. This project is being proposed to be added to the Chandler 2020-2029 Capital Improvement Program.	Program	Active Transportation
Chandler	CHN-20-RTP-027	Eastern Canal Shared Use Path: Glacier to Riggs	Active Transportation	Shared Use Path	"This project will build a new shared use path along Eastern Canal from Glacier Place to Riggs Road. The project will include signage improvements at the crossings of Ocotillo Road and Gilbert Road to direct users to cross at traffic signals at Gilbert/Ocotillo and at Gilbert/Brooks Farm. Additionally, the project will construct a signalized crossing at Chandler Heights Road."	Program	Active Transportation

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Chandler	CHN-20-RTP-031	Paseo Trail Improvements at Cooper/Chandler and McQueen/Queen Creek Intersections	Active Transportation	Shared Use Path	"This project will improve Paseo Trail shared use path and crossings near Chandler/Cooper and McQueen/Queen Creek intersections. This project will convert approximately 0.6 miles of 6'-wide sidewalks along Cooper Road, Chandler Boulevard, McQueen Road and Queen Creek Road to a 10'-wide shared use path to better help trail users reach signalized intersections to cross major arterial roadways. Additionally, barriers will be added to discourage trail users from crossing the arterial streets away from the signalized intersections. "	Program	Active Transportation
Chandler	CHN-20-RTP-032	Appleby Shared Use Path: Kibler to Lindsay	Active Transportation	Shared Use Path	"Build new shared use path on the Appleby Road alignment from Kibler Drive to Lindsay Road. Additionally, this project will install a signalized crossing at Gilbert Road and a bridge to cross the Eastern Canal. The new path's western edge is at the west side of Centennial Park where it meets an existing shared use path on the Appleby Road alignment. The new path will go east through Centennial Park and will continue east to Lindsay Road via established open spaces along the Appleby Road alignment."	Program	Active Transportation
Chandler	CHN-20-RTP-033	Ocotillo Road Shared Use Path	Active Transportation	Shared Use Path	"This project will build new shared use path in the Ocotillo Road alignment from Dobson Road to 1/2-mile east of Lindsay Road. Chandler has been awarded design assistance funding to conduct a study on this proposed pathway. The study will recommend a specific alignment for the path and make recommendations for signing or striping driveway and street crossings, and to estimate a cost."	Program	Active Transportation
Chandler	CHN-20-RTP-034	Brooks Farm Shared Use Path: Cooper to Gilbert	Active Transportation	Shared Use Path	This project will install a new 1.0 mile shared use path along the Brooks Farm Road alignment between Cooper Road and Gilbert Road. The project will include a bridge crossing of the Eastern Canal and a signalized bicycle/pedestrian crossing at Gilbert Road.	Program	Active Transportation
Chandler	CHN-20-RTP-035	Consolidated Canal: Riggs to Hunt	Active Transportation	Shared Use Path	Extend Paseo Trail/Consolidated Canal path from Riggs Road to Hunt Highway and install a signalized crossing at Riggs Road (1.2 miles in length).	Program	Active Transportation
Chandler	CHN-20-RTP-036	Price Road Shared Use Path: Loop 202 to Ocotillo	Active Transportation	Shared Use Path	"Build new 3.75-mile shared use path in the Price Road alignment from Loop 202 to Ocotillo Road. Chandler has been awarded design assistance funding to conduct a study on this proposed pathway. The study will recommend a specific alignment for the path (east side/west side/or both sides of roadway), make recommendations for signing or striping driveway and street crossings, and come up with a more precise cost estimate."	Program	Active Transportation
Chandler	CHN-20-RTP-037	Kyrene Branch Canal Path: Linda Lane to Northern City Limit	Active Transportation	Shared Use Path	This project will build a new 0.9-mile Shared Use Path on the Kyrene Branch Canal from Knox Road to Linda Lane. The project will also install signage for a crossing at Ray Rd.	Program	Active Transportation

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Chandler	CHN-20-RTP-047	UPRR Spur Trail: Hunt Hwy to Western Canal Path	Active Transportation	Shared Use Path	Build new 10.7-mile Shared Use Path adjacent to the Union Pacific Railroad (UPRR) Chandler Industrial Lead tracks just east of Arizona Avenue.	Program	Active Transportation
Chandler	CHN-20-RTP-048	Loop 202 Shared Use Path: I-10 to Gilbert Road	Active Transportation	Shared Use Path	This project will build a new 10.7-mile shared use path along Loop 202 San Tan from I-10 to Gilbert Road.	Program	Active Transportation
Chandler	CHN-20-RTP-049	Basha Road Shared Use Path: Ocotillo to Snedigar Sportsplex	Active Transportation	Shared Use Path	"This project will construct a new 0.4-mile shared use path on the west side of Basha Road between Ocotillo Road and Snedigar Sportsplex . The path will connect Snedigar Sportsplex, including an important bus stop for Route 96, to an existing bike path on Basha Road north of Ocotillo Road. "	Program	Active Transportation
Chandler	CHN-20-RTP-077	ADA Improvements in Public Right-of-Way	Active Transportation	System-Wide Improvement	"This program will reconstruct sidewalks and curb ramps as streets are reconstructed to ensure that all pedestrian facilities comply with federal Americans with Disabilities Act (ADA) regulations. The majority of work will be in rebuilding curb ramps and driveways, but other sections of sidewalk that fail to comply with ADA requirements will also be reconstructed."	Program	ADA Improvements
Chandler	CHN-20-RTP-057	Loop 202 - DHOV Ramp: Hamilton Street	Roadway and Intersection	New Interchange	Direct high-occupancy vehicle (DHOV) ramps on Loop 202 at the Hamilton Street alignment with a new connector street going between the Loop 202 DHOV ramps and the park-and-ride facility.	Yes	
Chandler	CHN-20-RTP-074	Loop 202: Westbound Ramp at Dobson Road	Roadway and Intersection	New Interchange	"Improvements for freeway access enhancement at the westbound Loop 202 (Santan Freeway) ramp at Dobson Road. These improvements would be a joint project with ADOT and will provide additional access to and from the freeway, thus improving and distributing arterial street traffic and reducing congestion. "	Yes	
Chandler	CHN-20-RTP-075	Loop 101 - Northbound Ramp at Frye Road	Roadway and Intersection	New Interchange	"Improvements for freeway access enhancement at the northbound Loop 101 ramp at Frye Road. These improvements would be a joint project with ADOT and will provide additional access to and from the freeway, thus improving and distributing arterial street traffic and reducing congestion. "	Yes	
Chandler	CHN-20-RTP-076	Loop 202 - Westbound Frontage Road: Kyrene Road to Roosevelt Avenue	Roadway and Intersection	New Interchange	"Improvements for new frontage road at the Loop 202 west of Kyrene Road. These improvements would be a joint project with ADOT and will provide additional access to and from the freeway, thus improving and distributing arterial street traffic and reducing congestion. "	Yes	
Chandler	CHN-20-RTP-088	Cooper Road Collector: Queen Creek Road to Ryan Road/Emmett Drive	Roadway and Intersection	New Roadway	Improvements to extend Cooper Road north of Queen Creek Road at the Chandler Municipal Airport. This new collector street would connect Cooper Road into Ryan Road at Emmett Drive and provide additional access on the south side of the Chandler Municipal Airport and improve the connectivity of the City's overall roadway network.	Yes	

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Chandler	CHN-20-RTP-055	Dobson/Ray Roads Intersection Improvements	Roadway and Intersection	Other	"Improvements at the arterial intersection of Dobson and Ray Roads. Improvements will add thru lanes and turn lanes on Dobson Road, and may also include sidewalks, curbs and gutters, street lighting, ITS, traffic signals, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Program	Intersection Improvements
Chandler	CHN-20-RTP-065	Pecos Road/Arizona Avenue Intersection Improvements	Roadway and Intersection	Other	"Capacity improvements at the arterial intersection of Pecos Road and Arizona Avenue. Improvements may consist of an additional thru lane on Northbound Arizona Avenue, turn lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Program	Intersection Improvements
Chandler	CHN-20-RTP-071	Germann/Price Roads Intersection Improvements	Roadway and Intersection	Other	"Improvements at the arterial intersection of Germann and Price Roads. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Program	Intersection Improvements
Chandler	CHN-20-RTP-072	Ocotillo/Alma School Roads Intersection Improvements	Roadway and Intersection	Other	"Improvements at the arterial intersection of Ocotillo and Alma School Roads. Improvements may consist of thru lanes, turn lanes, ITS, traffic signals, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Program	Intersection Improvements
Chandler	CHN-20-RTP-094	Arterial Roadway Sections Re-Paving	Roadway and Intersection	Roadway Maintenance/Repair	"The City uses a variety of programs to keep City-maintained roadway sections in the best possible condition and extend their service life. An untreated life expectancy of a newly constructed, re-constructed, or re-paved roadway is 20-30 years. Strategically programmatic preventative maintenance efforts are made to focus on maintaining the City's roadway sections in good standing and extending the life expectancy. When a roadway section reaches the point that preventative maintenance measures will no longer extend its lifespan of the asphalt pavement, the City conducts a mill and overlay by milling down to the good pavement base, repairing minor base failures, and applying a new hot-mix asphalt overlay. During this program phase, Americans with Disabilities Act (ADA) improvements to sidewalks and curb ramps are also made. "	Program	Pavement Preservation
Chandler	CHN-20-RTP-009	Ellis Road Widening: Frye to Pecos Roads	Roadway and Intersection	Roadway Widening	"Widen Ellis Road from 2 to 4 lanes between Frye and Pecos Roads. Improvements will consist of four thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, and may include right-of-way acquisition, and utility relocation."	Yes	

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Chandler	CHN-20-RTP-053	Lindsay Road Widening: Ocotillo Road to Hunt Highway	Roadway and Intersection	Roadway Widening	"Widen Lindsay Road from 2 to 4 lanes between Ocotillo Road and Hunt Highway. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-054	Pecos Road Widening: Ellis to Dobson Roads	Roadway and Intersection	Roadway Widening	"Widen Pecos Road from 2 to 4 lanes between Ellis and Dobson Roads. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-058	Elliot Road Widening: Price to Alma School Roads	Roadway and Intersection	Roadway Widening	"Widen Elliot Road from 4 to 6 lanes between Price and Alma School Roads. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-059	Warner Road Widening: Price Road to Arizona Avenue	Roadway and Intersection	Roadway Widening	"Widen Warner Rd from 4 to 6 lanes between Price Rd and Arizona Ave, including intersection improvements at Dobson Rd, Alma School Rd, and Arizona Ave. Improvements will consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-060	Kyrene Road Widening: North of Chandler Blvd. to Loop 202	Roadway and Intersection	Roadway Widening	"Widen Kyrene Road from 4 to 6 lanes between north of Chandler Boulevard and Loop 202 (Santan Freeway). Improvements will consist of thru lanes, turn lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-061	Alma School Road Widening: Germann to Ocotillo Roads	Roadway and Intersection	Roadway Widening	"Widen Alma School Road from 4 to 6 lanes between Germann and Ocotillo Roads. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-062	Alma School Road Widening: Pecos Road to Chandler Boulevard	Roadway and Intersection	Roadway Widening	"Widen Alma School Road from 4 to 6 lanes between Pecos Road and Chandler Boulevard. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-064	McQueen Road Widening: North of Warner to Pecos Roads	Roadway and Intersection	Roadway Widening	"Widen McQueen Road from 4 to 6 lanes between Warner and Pecos Roads. Improvements will consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	

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Chandler	CHN-20-RTP-066	Warner Road Widening: Arizona Avenue to McQueen Road	Roadway and Intersection	Roadway Widening	"Widen Warner Road from 4 to 6 lanes between Arizona Avenue and McQueen Road. Improvements will consist of thru lanes, turn lanes, bike lanes, traffic signals as warranted, and may involve sidewalks, curbs and gutters, street lighting, ITS, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-067	Ray Road Widening: Alma School to McQueen Roads	Roadway and Intersection	Roadway Widening	"Widen Ray Road from 4 to 6 lanes between Alma School and McQueen Roads. Improvements may consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-068	Chandler Boulevard Widening: Arizona Avenue to McQueen Road	Roadway and Intersection	Roadway Widening	"Widen Chandler Boulevard from 4 to 6 lanes between Arizona Avenue and McQueen Road. Improvements will consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-069	Germann Road Widening: West of Arizona Avenue to Cooper Road	Roadway and Intersection	Roadway Widening	"Widen Germann Road from 4 to 6 lanes between west of Arizona Avenue and Cooper Road. Improvements may consist of thru lanes, turn lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-070	56th Street Widening: Frye to Pecos Roads	Roadway and Intersection	Roadway Widening	"Widen 56th Street from 2 to 4 lanes between Frye and Pecos Roads. Improvements will consist of thru lanes, turn lanes, bike lanes, sidewalks, curbs and gutters, street lighting, ITS, traffic signals as warranted, storm drainage, landscaping, right-of-way acquisition, and utility relocation."	Yes	
Chandler	CHN-20-RTP-079	Loop 202 San Tan: I-10 to Loop 101	Roadway and Intersection	Roadway Widening	This project will add one thru lane in each direction on Loop 202 between I-10 and Loop 101.	Yes	
Chandler	CHN-20-RTP-086	Fiber Network Expansion	Roadway and Intersection	System-Wide Improvement	"This project will provide new fiber backbone reinforcement by adding approximately 137,000 feet of new fiber optic cable in areas of Chandler that are currently unserved. The City of Chandler has 26 miles of empty 2"" conduit for future installation of fiber optic cable. This project will provide the fiber optic cable for use in this conduit. The cost estimate is based on $4.50/ foot for the installation of fiber optic cable and accounts for connections to traffic signals including splice closures, gator patch cables and network switches. This cost estimate is significantly reduced given that the conduit is already in place."	Program	ITS

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Chandler	CHN-20-RTP-087	Chandler Traffic Management and Roadway Technology Improvements	Roadway and Intersection	System-Wide Improvement	"The proposed program will replace major communication equipment components including traffic signal central management system, monitors, and back-end servers. The program will also upgrade workstation equipment and areas. Additionally, the project will add testing equipment for signal cabinets, fiber and communication equipment. Traffic data collection capabilities will be added for current and future needs. This program will complete a study to define implementation needs of new technology functions and data recommendations as well as the implementation of any physical or virtual hub space as recommended by the Chandler Transportation Master Plan. The program will also Implement components of the ITS plan related to field and communications infrastructure to support physical and virtual hubs and connected vehicle environment, data analysis and storage, and other recommendations. Ongoing annual maintenance funding will be required for the upkeep of signs and pavement markings and for the upkeep and replacement needs for City-owned technology. "	Program	ITS
Chandler	CHN-20-RTP-091	Chandler LED Streetlight Upgrade	Roadway and Intersection	System-Wide Improvement	"The proposed project will replace existing High Pressure Sodium (HPS) streetlights with efficient Light Emitting Diode (LED) streetlights on all streets (arterials, collectors and local) within the City. 26,000 light fixtures will be replaced at an estimated cost of $350 per fixture. O&M costs include replacement lights, which will need to be provided once during this 20-year period."	Program	Streetlights
Chandler	CHN-20-RTP-092	Chandler Traffic Video Detection Camera Program	Roadway and Intersection	System-Wide Improvement	The proposed program will upgrade signal detection cameras citywide. The City of Chandler has 215 traffic signals with detection camera on each approach. The program will replace the existing cameras that are technologically obsolete or beyond their intended life cycle to maintain safe roadways and continue to provide mobility throughout the city.	Program	ITS
Chandler	CHN-20-RTP-093	Chandler Traffic Signal Equipment Replacement Program	Roadway and Intersection	System-Wide Improvement	"The proposed program will continue to replace major traffic signal components including signal heads, pedestrian signal heads, detection cabinet, signal controller, conflict monitoring unit, and power supply. The program will replace existing signal equipment that is technologically obsolete or beyond its intended life cycle to maintain safe signal indications."	Program	ITS

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Chandler	CHN-20-RTP-096	Aging Fiber Replacement	Roadway and Intersection	System-Wide Improvement	"Replace approximately 328,000 linear feet of aging fiber optic cable that is in need of replacement. Additionally, install approximately 328,000 linear feet of maintenance conduit to allow for this fiber optic cable to be replaced without a loss of service during installation work. Most of Chandler's existing fiber cable was installed in an existing single 2" conduit where copper communications cable was removed. As such the replacement of existing fiber optic cable that is aging is not possible without taking existing critical circuits down for an extended period of time with the current conduit infrastructure. To prevent this loss of service during installation, an additional conduit, known as a maintenance conduit, will need to be constructed. Cost estimate is based on $4.50/ foot of fiber replaced and $35/ foot for maintenance conduit. Cost estimates for fiber include connections to traffic signals including splice closures, gator patch cables and network switches."	Program	ITS
Chandler	CHN-20-RTP-010	Route 542 - Chandler Express Added Trips	Transit	Improve Express/Rapid Bus Route	"Add two round trips to Express Route 542, which provides express service from Chandler Park and Ride to downtown Phoenix and the State Capitol area."	Program	Regional Commuter Bus
Chandler	CHN-20-RTP-002	Route 72 Rural Road Enhanced Bus Service	Transit	Improve Local Bus Route	"This project would improve peak hour weekday service frequency on Route 72: Rural/ Scottsdale Road from 20 minutes to 15 minutes. The service enhancement would apply to the entire through Chandler, Tempe and Scottsdale. The cost estimate reflects only the Chandler segment of the improvement."	Program	Regional Bus
Chandler	CHN-20-RTP-003	Route 156 Chandler Blvd. Peak Hour Improvement	Transit	Improve Local Bus Route	This project improves Route 156 Chandler Blvd. peak hour (6 - 9 a.m. and 2 - 6 p.m.) frequency from 30 minutes to 15 minutes between Gilbert Road on the east and 40th Street in Phoenix on the west. The cost estimate is for the Chandler segment of the improved service.	Program	Regional Bus
Chandler	CHN-20-RTP-004	Route 112 Arizona Avenue Extension to Ocotillo Road	Transit	Improve Local Bus Route	"This project extends every other Route 112 Arizona Avenue trip from Arizona Avenue and Germann Road, south by two miles to Arizona Avenue and Ocotillo Road. This extension results in 30 minutes bus service on Arizona Avenue between Germann Road and Ocotillo Road and maintains 15 minute frequency north of Germann Road. Service to Chandler Park and Ride would continue, but would do so at 30 minute frequency instead of the 15 minute frequency provided today."	Program	Regional Bus
Chandler	CHN-20-RTP-007	Route 136 Gilbert Road: Evening Service Expansion	Transit	Improve Local Bus Route	This project will extend evening service hours on Route 136 Gilbert Road from 7 p.m. to 9 p.m. at 30 minute frequency.	Program	Regional Bus
Chandler	CHN-20-RTP-014	Route 56 Extension	Transit	Improve Local Bus Route	Extend southern terminus of Route 56 from Ray Road and 48th Street to Chandler Boulevard and 56th Street. Service is provided every 30 minutes.	Program	Regional Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Chandler	CHN-20-RTP-025	Route 112 Ocotillo Road Extension to Chandler Heights	Transit	Improve Local Bus Route	Extend the Route 112 southern terminus by one mile from Ocotillo Road to Chandler Heights Road. This route will extend the 30-minute service that is programmed to serve the area between Germann Road and Ocotillo Road. Route 112 north of Germann Road operates at 15-minute frequency.	Program	Regional Bus
Chandler	CHN-20-RTP-095	Rural Road Bus Rapid Transit	Transit	New BRT Route	"This project will construct a bus rapid transit (BRT) corridor and operate BRT service on Rural Road from Ray Road to Chandler Boulevard. The new corridor would provide an exclusive lane for the bus to operate and would provide stations at major arterial streets. This project will connect to BRT in Tempe at Ray Road, continuing north to Scottsdale."	Yes	
Chandler	CHN-20-RTP-011	Chandler Tempe Express Bus	Transit	New Express/Rapid Bus Route	"Add new express bus route from Chandler Park and Ride to downtown Tempe. The new route would begin with 5-6 round trips, with the potential for new trips to be added over time."	Program	Regional Commuter Bus
Chandler	CHN-20-RTP-015	Queen Creek Road Bus Service	Transit	New Local Bus Route	New bus route on Queen Creek Road with potential deviated fixed route service during non-peak hours.	Program	Regional Bus
Chandler	CHN-20-RTP-019	North Chandler Park and Ride	Transit	New Park and Ride	"Design, acquire right-of-way, and construct park and ride in the north Chandler area. A site selection study will be conducted first to determine the best location. The size and features of the park and ride will be dependent upon the site selected."	Yes	
Chandler	CHN-20-RTP-016	Arizona Avenue Street Car Phase I	Transit	New Rail Route/Extension	"Design, construct, and operate new streetcar corridor from Western Canal to Warner Road. Cost estimates will be refined through the ongoing Arizona Avenue Alternatives Analysis study currently being conducted by Valley Metro. Phase I of this project will connect Chandler to a planned regional streetcar system on Country Club Drive and connects to the existing light rail system. A second phase of the project would extend this route south to Pecos Road and downtown Chandler."	Yes	
Chandler	CHN-20-RTP-080	Arizona Avenue Street Car Phase II	Transit	New Rail Route/Extension	"Design, Construct, and Operate new streetcar corridor from Warner Road to Pecos Road. Phase I of this project connects Chandler to a planned regional streetcar system on Country Club Drive, which will connect to existing light rail. This second phase of the project will extend this route south to Pecos Road, serving downtown Chandler along the way."	Yes	
Chandler	CHN-20-RTP-006	Downtown Chandler Transit Center	Transit	Other	"This project will build a new transit center in the downtown Chandler area. A transit center/ mobility hub in downtown Chandler would provide a central point where bus routes, flexible transit services, rideshare services, and potentially future high-capacity transit could converge and facilitate convenient passenger transfers between the various modes. "	Yes	

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Chandler	CHN-20-RTP-008	Price Road Regional Transit Connector	Transit	Other	"This route will provide flexible transit service/micro-transit to serve the Price Road employment corridor and residents in the area. The initial source level envisioned is 4 vehicles during weekday pear hours and 2 vehicles during non-peak hours and weekends, operating 7 days/week with 18 hours of service each day. A study is being planned for Fiscal Year 2021, in which specific service needs and service area will be better defined. Along with this improvement, Route 96 service south of Pecos Road would be eliminated. Cost estimates reflect estimated savings from this reduction."	Program	Micro-transit
Chandler	CHN-20-RTP-012	North Chandler Regional Transit Connector	Transit	Other	"New flexible transit/micro-transit service to connect north Chandler area employers and residents with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is five vehicles operating seven days/week with 16 hours of service each day. The cost estimate assumes a cost savings from eliminating the Chandler portion of Route 104. However, a study will be conducted before implementing service so that the service area, service hours, and operating characteristics can be established, and so that regional collaboration and analysis can occur to determine which (if any) local bus services should be reduced or eliminated. "	Program	Micro-transit
Chandler	CHN-20-RTP-013	Central Chandler Regional Transit Connector	Transit	Other	"New flexible transit/micro-transit service to connect central Chandler businesses and residents with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is 3 vehicles operating 7 days/ week with 16 hours of service each day. A study will be conducted before implementing service so that the service area, service hours and operating characteristics can be established."	Program	Micro-transit
Chandler	CHN-20-RTP-017	Chandler Blvd HCT Feasibility Study	Transit	Other	"Study to assess the viability of high capacity transit (HCT), areas of improvement needed, cost analysis of various modes, and alignment and mode recommendation."	Program	Transportation Planning
Chandler	CHN-20-RTP-020	West Chandler Regional Transit Connector	Transit	Other	"New flexible transit/micro-transit service to connect west Chandler employers and residents with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is three vehicles operating 7 days/ week with 16 hours of service each day. A study will be conducted before implementing service so that the service area, service hours and operating characteristics can be established. The cost estimate assumes eliminating Route 81 in Chandler."	Program	Micro-transit

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Chandler	CHN-20-RTP-021	Ocotillo Regional Transit Coordinator	Transit	Other	"New flexible transit/micro-transit service to connect employers and residents in the Ocotillo area in south Chandler with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is 5 days/ week with 14 hours of service each day. Three vehicles will operate during peak hours and two vehicles will operate during off-peak hours. A study will be conducted before implementing service so that the service area, service hours and operating characteristics can be established."	Program	Micro-transit
Chandler	CHN-20-RTP-023	Chandler Airpark Area Regional Transit Connector	Transit	Other	"New flexible transit/micro-transit service to connect Chandler Airpark area employers and residents with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is 5 days/week with 14 hours of service each day. Three vehicles will operate during peak hours and two vehicles will operate during off-peak hours. A study will be conducted before implementing service so that the service area, service hours and operating characteristics can be established."	Program	Micro-transit
Chandler	CHN-20-RTP-024	South Chandler Regional Transit Connector	Transit	Other	"New flexible transit/micro-transit service to connect Southeast Chandler area residents with regional transit service. The flexible service will provide on-demand pick-ups and drop-offs within the service area utilizing a smartphone app. The initial service level envisioned for this area is 5 days/ week with 14 hours of service each day. Three vehicles will operate during peak hours and two vehicles will operate during off-peak hours. A study will be conducted before implementing service so that the service area, service hours and operating characteristics can be established."	Program	Micro-transit
Chandler	CHN-20-RTP-026	Chandler Park and Ride Expansion	Transit	Other	"Expand Chandler Park and Ride to accommodate new Route 542 trips, new Tempe express route, new Hamilton Street Direct HOV ramp, and increased numbers of carpool and vanpool. "	Yes	
Chandler	CHN-20-RTP-081	Continue Existing Bus Service	Transit	Other	"Chandler currently provides bus service via routes 56, 66, 72, 81, 96, 104, 108, 112, 136, 140, 156, 541 and 542. This service should continue to operate at or above the current level of service."	Program	Regional Bus
Chandler	CHN-20-RTP-082	ADA Paratransit Service	Transit	Other	Continue to provide local and regional paratransit service as required by federal law.	Program	ADA Paratransit
Chandler	CHN-20-RTP-083	RideChoice Service	Transit	Other	Continue to provide RideChoice service as an alternative to paratransit in an effort to reduce paratransit costs.	Program	RideChoice
El Mirage	ELM-20-RTP-014	US60 (Grand Avenue) Pedestrian Plaza Improvements	Active Transportation	Shared Use Path	"To cap the existing drainage channel that resides between Grand Avenue and its Frontage Road in order to provide a 10 foot wide, concrete shared use pathway. This path will connect with existing sidewalks within the adjacent Downtown El Mirage neighborhood."	Program	Active Transportation

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El Mirage	ELM-20-RTP-015	Multi Use Trails to Regional Trails	Active Transportation	Shared Use Path	"Create an off-street, multi-use pathway and trail system to provide safe routes to City services and amenities and connect with the surrounding pathway of other municipalities. "	Program	Active Transportation
El Mirage	ELM-20-RTP-016	El Mirage Citywide Pavement Preservation Program	Program Set Aside	"The Pavement Preservation Program is an annual program in which identified City streets receive appropriate applications in order to extend the life and maintain the integrity of all street surfaces. The street treatments include HA5, Chip Seal and Mill & Overlay. Roadway surface conditions are evaluated by Public Works staff and the appropriate treatment types are then determined. Developing and implementing a pavement preservation program reinforces the City Council's strategic plan to maintain city streets and roadways. "		Program	Pavement Preservation
El Mirage	ELM-20-RTP-018	El Mirage Vehicle to Infrastructure (V2X) Equipment and Software along Arterial Roadways	Program Set Aside	"This project includes the installation of infrastructure for connected vehicles along City arterial roadways and associated appurtenances. This project will provide the required backbone to communicate and adjust traffic operations. Most newer vehicles being sold today have some type of connectivity built-in in addition to the cell phones that drivers possess. This, coupled with autonomous vehicles being developed, reinforces the need for cities to stay ahead of the technology in order to facilitate the development. Being able to extract non-PII data from vehicles (braking incidents, ABS and traction control) allows municipalities to understand our roadways. Furthermore being able to communicate back to vehicles regarding traffic signals, emergency vehicles and scenes, pedestrian and bike traffic will only help to increase safety, reduce travel times and re-route traffic as needed."		Program	Emerging Technology
El Mirage	ELM-20-RTP-017	El Mirage Citywide Concrete Preservation & Accessibility Improvement Program	Program Set Aside	Concrete Preservation & Accessibility Improvements will allow the City to improve and preserve its concrete assets while ensuring compliance with the latest Americans with Disabilities Act requirements. Developing and implementing a concrete preservation program reinforces the City Council's strategic plan to maintain sidewalks and ramps throughout the city while ensuring ADA compliance.		Program	ADA Improvements

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El Mirage	ELM-20-RTP-019	El Mirage Alternative Fuel Vehicle Infrastructure Program	Program Set Aside	The project would included the installation of EV charging stations at public facilities to promote the use of alternative fuel vehicles and to provide the public and employees access to the stations during the work day. El Mirage is a strong proponent of alternative fuels and electric vehicles for both the public and City staff and is in the process of installing the first charging stations at the Police Department. The use of AF vehicles will help reduce emissions and benefit the environmental stability of the region.		Program	Emerging Technology
El Mirage	ELM-20-RTP-003	SR303 (Loop 303) & Olive Avenue Traffic Interchange	Roadway and Intersection	New Interchange	"The existing access conditions along Loop 303 include a half-diamond (partial interchange) on the south side of Northern Avenue, northbound direct connections to and from Northern Parkway, southbound direct connections (trumpet configuration) to and from Northern Parkway, and a full-diamond interchange at Peoria Avenue. This project will provide additional access from SR 303L to Northern Avenue and Olive Avenue. This concept would provide an SR303L/Olive Avenue half-TI with ramps on the north side and a one-way southbound frontage road between Northern Avenue and Olive Avenue."	Yes	
El Mirage	ELM-20-RTP-007	US60 (Grand Avenue) & Acoma Drive Intersection Improvements	Roadway and Intersection	Other	"Acoma Drive has recently been extended to US-60/Grand Avenue as an unsignalized intersection as part of a project recently completed by the Arizona Department of Transportation (ADOT). Improvements to the intersection are required in the form of either a traffic signal, roadway modification or operational change in this area. A study shall be prepared to establish alternatives. "	Yes	
El Mirage	ELM-20-RTP-001	Dysart Road Improvements - Northern Parkway to Grand Avenue	Roadway and Intersection	Roadway Reconstruction	This project would include the reconstruction of all of Dysart Road within the City of El Mirage and a portion of the City of Surprise including pavement removal and replacement and updating the infrastructure to the most current standards to accommodate active transportation and transit uses. Widening from two to three lanes in each direction would also be proposed south of Peoria Avenue where the City expects a majority of the future growth to occur. These improvements would complete the ultimate build out condition for this 5.5 mile long corridor that acts as only one of two major north-south arterials within El Mirage and would provide a major connection between Grand Avenue and Northern Parkway.	Yes	

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El Mirage	ELM-20-RTP-002	El Mirage Road Improvements - Northern Parkway to Bell Road	Roadway and Intersection	Roadway Reconstruction	This project would include the reconstruction of the majority of El Mirage Road within the City of El Mirage and a portion of the City of Surprise including pavement removal and replacement and updating the infrastructure to the most current standards to accommodate active transportation and transit uses. This project would also include portions of Thunderbird Road and Thompson Ranch Road which would each receive pavement replacement and Thompson Ranch Road would be widened from 2 to 3 lanes in each direction with bike lanes. These improvements would complete the ultimate build out condition for this 7 mile long corridor that acts as only one of two major north-south arterials within El Mirage and would provide a major connection between Grand Avenue and both Northern Parkway and Bell Road.	Yes	
El Mirage	ELM-20-RTP-006	Thunderbird Road Improvements - SR303 to El Mirage Road	Roadway and Intersection	Roadway Reconstruction	This project would include the reconstruction of Thunderbird Road/Waddell Road including pavement removal and replacement and updating the infrastructure to the most current standards to accommodate active transportation and transit uses. Most of this corridor already has 3 lanes in each direction but this project would widen any smaller sections (SR303 to Reems Road and Dysart Road to El Mirage Road) to meet this same cross section. These improvements would complete the ultimate build out condition for this 5.5 mile long corridor.	Yes	
El Mirage	ELM-20-RTP-004	Olive Avenue Improvements - SR303 to SR101	Roadway and Intersection	Roadway Widening	"This project would widen Olive Avenue between SR303 and Dysart Road from the current two-lane rural minor collector roadway section to a four lane arterial roadway section with a center median, bike lanes, sidewalk, street lighting, etc. similar to the design provided by MCDOT as part of their Olive Avenue Scoping & Design Report completed in 2014. The portion between Dysart Road and SR101 would be increased from 4 to 6 lanes. This project would provide another high volume roadway between two major freeways in the West Valley."	Yes	

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El Mirage	ELM-20-RTP-005	Peoria Avenue Improvements - SR303 to SR101 including bridge over the Agua Fria River	Roadway and Intersection	Roadway Widening	"This project would reconstruct both the mile of roadway east of SR303 and west of SR101 including pavement removal and replacement and updating the infrastructure to the most current standards. The roadways between Reems Road and 99th Avenue would be widened from the current two-lane rural collector roadway section to a four lane arterial roadway section with a center median, bike lanes, sidewalk, street lighting, etc. A bridge over the Agua Fria River would be constructed to provide another east-west arterial road that would connect the two major freeways in the West Valley. This would allow travelers in this area of the West Valley to avoid having to access Olive Avenue or Grand Avenue in order to navigate around the Wash."	Yes	
El Mirage	ELM-20-RTP-011	Grand Avenue Bus Rapid Transit (BRT)	Transit	New BRT Route	"This project would include a BRT Route along Grand Avenue that would connect residents of Surprise, El Mirage, Youngtown, Sun City, Peoria, Glendale and Phoenix to shopping, entertainment and employment destinations. Bus stops and turnouts would be included."	Yes	
El Mirage	ELM-20-RTP-009	El Mirage Local Bus Circulator	Transit	New Circulator Service	"This project would include a Local Circulator that would connect residents and students from El Mirage to City facilities and residential areas as well as shopping, entertainment and employment destinations. Bus stops would be included."	Program	Circulator
El Mirage	ELM-20-RTP-010	El Mirage-Surprise Sub-Regional Bus Circulator	Transit	New Circulator Service	"This project would include a Neighborhood Circulator that would connect residents and students of Surprise and El Mirage to shopping, entertainment and employment destinations. Bus stops and turnouts would be included."	Program	Circulator
El Mirage	ELM-20-RTP-013	Bus Service along Dysart Road	Transit	New Local Bus Route	"This project would include a Local Bus Route that would connect residents and students from El Mirage to residential areas, employment destinations and learning facilities such as West-MEC Northwest Campus and Estrella Mountain Community College. Bus stops and bus turnouts would be included."	Program	Regional Bus
El Mirage	ELM-20-RTP-008	Northern Parkway Park and Ride	Transit	New Park and Ride	This project would include the installation of a Park and Ride facility where residents in the area could park their vehicles in a central location and board public transportation to reach other destinations.	Yes	
El Mirage	ELM-20-RTP-012	Extension of Bus Route 138	Transit	Other	This project would include a 8.7 mile extension to the existing Bus Route 138	Program	Regional Bus

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Fountain Hills	FTH-20-RTP-005	Signal Coordination	Program Set Aside	"""Traffic Signal Reporting/ Coordination - Local control/ linkage to Scottsdale's TMC. Existing traffic signals utilize \""smart\"" technology (advanced (ATC) controllers, video camera detection, & battery backup), but have no communication between controllers nor with operational Staff; upgrades will be required. FH currently has 13 uncoordinated traffic signals (+ADOT's uncoordinated traffic signal at Shea/SR 87) * Shea Blvd. (Eagle Mtn. Pkwy - SR87) - 7 signals in 3.7 miles on a metro-area evacuation route. in 2 segments: 4 signalized intersections within 1 mile, including Shea/SR87, Shea/Saguaro, Shea/Target Cntr, and Shea/Tech Dr; and 3 signalized intersections within 1.2 miles, including Shea/FHB; Shea/Palisades; and Shea/Eagle Mountain Pkwy. * Downtown arterials - 6 existing signals and 6 potential future signals within 5 sq mi. supporting the downtown core. Shea is a Gateway Rd of Regional Significance, Principal Arterial & designated evac route."""		Program	ITS
Fountain Hills	FTH-20-RTP-009	Pavement Preservation	Program Set Aside	"This request is for a total of 23 arterial miles of Pavement Preservation which serve the MAG region. FH has 5 classified arterials that provide internal circulation & external connections to the region: 3 arterials provide gateway connections NB from Shea Blvd to FH; 1 arterial provides the only gateway connection out of FH NB to McDowell Mountain Regional Park & Rio/Tonto Verde & connecting to Dynamite Road; Shea is the gateway connection to SR87 serving NE Az & into the MAG region of Scottsdale and Mesa; Grande Blvd is a backdoor gateway to Fort McDowell. PCI ratings ranged as follows: Saguaro: 92.5; Grande: 88.1; Shea: 82.9; FH Blvd: 61.4 Palisades: 62. A pavement preservation program is paramount to the long-life of these arterials & represent nearly 20% of all FH roadways--projected for significant usage increase. (IMS Study 2018) *These arterials are part of 4 other RTP project requests for Intersection Improvements of ""Palisades"", ""FHBlvd"", ""Saguaro"", & ""Shea"" Blvds."		Program	Pavement Preservation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Fountain Hills	FTH-20-RTP-006	State Route 87-Shea Blvd Interchange	Roadway and Intersection	New Interchange	"State Route 87 (aka Beeline Highway) and Shea Blvd is the northern most north/south-east/west intersection in the MAG region, which is a gateway connection between the northeast valley to the north into Gila County including all of northern and eastern Arizona and to the south with Mesa and the MAG region. This intersection is currently a signalized three-way intersection that is bounded by Fountain Hills, the Salt River/Pima Indian Community and the Ft. McDowell Indian Community. As a state highway, SR 87 is a 65 MPH divided highway that extends 72 miles from McDowell Road to Payson, with signalization at McDowell Road, Gilbert Road, Shea Blvd, Toh Vee Circle, Ft. McDowell Road, and when entering Payson. As the northern-most east-west arterial in the MAG region that provides access to NE Arizona via SR 87, the Shea corridor is heavily used by residents, visitors, and commerce; by definition, Shea Blvd is a regionally significant roadway. As a primary connection along this corridor acting as the gateway to NE Arizona, this intersection has long been the subject of significant safety issues, where traffic accidents on this high-speed state route that intersect with a very busy major regional arterial are common -- and often serious. The solution is to construct an interchange between SR87 and Shea Blvd. for free flow travel by the elimination of signalization; a traffic interchange is recommended."	Yes	
Fountain Hills	FTH-20-RTP-007	Fountain Hills Blvd Extension	Roadway and Intersection	New Roadway	"Extension of Fountain Hills Blvd, the central N/S arterial connecting Shea Blvd to McDowell Mountain Road would add approximately 2.8 miles to its length through realignment of the Blvd from its current northern terminus next to FH Middle school by heading northbound through State Trust Land (STL) and reconnecting with McDowell Mountain Rd. (aka Rio Verde Rd). FH Blvd is the northern gateway of TOFH connecting to McDowell Regional Park, Rio and Tonto Verde, and Dynamite Road into north Scottsdale. This extension was originally proposed as part of the acquisition of 2 sections of STL on the northern border of the community destined for development; it represents an important local requirement for the development of the STL in order to provide the necessary utilities and other infrastructure while improving travel through the property with a new connection with McDowell Mountain Rd., thus abandoning significant grade and curvature issues of the current section. Not only will this extension of FH Blvd facilitate additional traffic as a result of the development of the property, it will significantly improve the value of the two sections of STL, making it attractive for development of the last of the undeveloped but annexed property in FH--all the while adding a measurable degree of safety to an otherwise unsafe section of McDowell Mountain Road it its current configuration--by eliminating steep grades and sharp and blind curves."	Yes	

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Fountain Hills	FTH-20-RTP-004	Pedestrian/Bike Traffic Safety Zones	Roadway and Intersection	Other	"This project will address Policy direction for Pedestrian, Bike and traffic safety issues within the downtown area of the Town of Fountain Hills (TOFH). The Town has a large number of pedestrians, bike riders and hikers that interface with traffic. The Town has many recreational amenities like trail heads, parks, & access to McDowell Mountain Preserve which increases pedestrian & bike usage. To create a safe environment the Town must address safety in its highest use area. FH has identified criteria to establish a safety zone including defining volumes of vehicles, pedestrians, and bike traffic through counts and/or accident/incident data and surrounding business, residential, commercial, & parks in the study corridor. When safety zones are identified, the Town will implement strategies in order to enhance pedestrian & bike safety such as: traffic calming, roadway/striping calming measures, speed tables, speed reduction, regulatory signage, install zero tolerance signs, enhanced sidewalk markings and/or LED flashing stop signs and/or HAWKs, stationary radar with posted speed, driver alert to approaching traffic, roadway modifications to tighten corners to force traffic to slow and increased police monitoring. The proposed location in Fountain Hills is defined as the current downtown core, bordered on three sides by arterial roads. *This project is supported by other TOFH submittals including: ""Palisades Blvd"", ""Saguaro Blvd"", and ""Fountain Hills Blvd""."	Program	Active Transportation
Fountain Hills	FTH-20-RTP-002	Palisades Blvd Intersection/Traffic Management Improvements	Roadway and Intersection	Roadway Realignment/Configuration	"Palisades Blvd is a 4.5 mile arterial that is the western gateway entrance to the Town of Fountain Hills (TOFH) as identified in the Town's General Plan, intersecting w/Shea Blvd & access to Scottsdale and the MAG region. A primary arterial in the TOFH, Palisades is a 4-lane divided arterial w/significant traffic entering/exiting TOFH which then intersects 11 arterials and collectors, some managed by stop signs or signals, some currently un-managed, bounded by east side access roads. The arterials support a tourism base, provides access to the Town's high school & parks, accesses annual regional events & access to multiple residential subdivisions. Pass-through traffic that access McDowell Mountain Regional Park, Rio Verde and Tonto Verde uses this corridor. Over the next 3 decades, the arterial will continue to increase in utilization. Solutions will involve eliminating two-, three-, and four- way stops with upgrades to signalized intersections and/or roundabouts depending on traffic loading. New infrastructure improvements, right of way acquisition, sidewalk enhancements, and utility re-locations are needed to accommodate this project. Affected intersections along Palisades: Daybreak/ Valley Vista, Palomino/ Eagle Ridge, Sunridge Canyon, El Lago, Sunflower, Golden Eagle, Hampstead, Fountain Hills , Avenue of Fountains, La Montana, & Saguaro. *This Arterial is also subject of TOFH submittal "Pedestrian/Traffic Safety Zone" project and ""Pavement Preservation"" projects"	Yes	

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Fountain Hills	FTH-20-RTP-003	Saguaro Blvd Intersection Improvements	Roadway and Intersection	Roadway Realignment/Configuration	"Saguaro Blvd Intersection improvements: Saguaro Blvd, the easternmost gateway into the Town of Fountain Hills (TOFH) is served primarily by State Route 87 & Shea Blvd. This urban arterial roadway is 4.3 miles serving the primary business corridor of the TOFH, Desert Canyon Golf course, Fountain Park, downtown Fountain Hills and access to the McDowell Mountain Regional Preserves and the Verde Village Communities. It serves as a gateway via SR87 to access the Phoenix metropolitan area, and via Shea Blvd to Scottsdale and the MAG region. Saguaro Blvd is a 4-lane mainly divided boulevard that has limited access by collector/local roads; it is bounded on the east by nearly ¾ mile of access service road through the commercial zone area. By extension when intersecting with FH Blvd, it provides access via 8.1 miles of roadway to McDowell Mountain Regional Park and the Verdes communities to the north. Over the next 3 decades, this arterial will continue to increase in utilization and need. Proposed improvements include : Upgrades to the signalized intersections at El Lago and Grande. Replacing a 3-way stop with a roundabout at Ave of the Fountains, upgrading a two-way stop at Saguaro Blvd and La Montana with either a roundabout or traffic signal. *This Blvd is the subject of other project submittals including ""Palisades Blvd Signal improvements"", ""FH Pavement Preservation Program"", and ""FH Public Safety Traffic Zones"" "	Yes	
Fountain Hills	FTH-20-RTP-008	McDowell Mountain Road FH-Rio Verde	Roadway and Intersection	Roadway Reconstruction	"The County administered McDowell Mountain Road, (aka Rio Verde Road), is an approximately 8.3 mile 2-lane asphalt surface road with bike lanes that connects Fountain Hills with Rio and Tonto Verde, which in turn connects to the East-West Dynamite road leading to northeren Scottsdale and points west, north and south. The road is not only the major connector for the communities north of Fountain Hills, where many seek access to the amenities of Fountain Hills including grocery shopping, fuel, dining, and recreation; the road also provides the only connection to the entrance to McDowell Mountain Regional Park. As a result, the road is a major recreation path for vehicle & mountain bicyclists and acts as a transportation/recreation corridor for events including bicycling and running. At the southern end, the road also bounds two sections of State Trust Land that is the last developable properties annexed by the Town of Fountain Hills and is the subject of future development. The road in the past has been the subject of some shoulder improvements for bicycling but remains an at-grade paved but mostly unimproved County facility. Recommended improvements to the road could include flattening by adding box culverts in low water crossings and additional shoulder improvements in 7 locations. *This road is also the subject of another TOFH project request for ""Fountain Hills Blvd Straightening"" which could eliminate the southern-most box	Yes	

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Fountain Hills	FTH-20-RTP-001	Shea Blvd Widening and Intersection Turn Improvements	Roadway and Intersection	Roadway Widening	"This is a 2-phase project within Prop. 500. Phase 2 could be accelerated. Phase 1 (2025-34): * Connect the existing south-side asphalt multi-use path from 142nd St. (in Scottsdale) to the existing detached sidewalk at Eagle Mountain Parkway. * Widen the EB roadway from Palisades Blvd. to Fountain Hills Blvd., from 2 lanes to 3 lanes plus a bike lane. * Widen the roadway, both directions, from Fountain Hills Blvd. to west of Technology Drive, from 2 to 3 lanes plus a bike lane, with an EB detached sidewalk. * Add traffic signal interconnect conduit, pull boxes, and wiring from Fountain Hills Blvd. to west of Technology Drive. (This segment will complete the in-ground traffic signal interconnect system between the Town's 6 traffic signals on Shea Blvd.) Phase 2 (2035 or beyond) - improve intersection capacity by adding the following turn lane overpasses: * Eastbound Shea left turn overpass ramp to northbound Palisades *Southbound Saguaro left turn overpass ramp to eastbound Shea And, adding a right-turn acceleration lane from: * SB Palisades to WB Shea "	Yes	
Fountain Hills	FTH-20-RTP-010	FH Transit Circulator	Transit	New Circulator Service	"Acquire vehciles to start a local circulation program that provides options for needs for all residents. Options, based upon study outcomes, may include forms of service from specialized transportation to reservation-based services for seniors to more broader based demand like micro-transit services for general populations, all based upon future availability of funding. Valley Metro currently provides funding value of approximately $65,000 annually, not matched by the Town. Valley Metro is in the final stages of a Transit feasibility study to provide details for this option. Vehicle acquisition at Federal/local match "	Program	Circulator
Fountain Hills	FTH-20-RTP-012	FH Transit Downtown Circulator	Transit	New Circulator Service	"New service: Acquire vehicles to provide transit service serving the Downtown core, 3.0 miles travel, 15-minute no-stop drivetime cycle, service cycle every 30 minutes, 9:00A to 9:00P Sunday-Thursday, 9:00A to 11:00P Friday-Saturday and holidays. Vehicle acquisition at Federal/local match. "	Program	Circulator
Fountain Hills	FTH-20-RTP-011	FH Transit Connections	Transit	New Express/Rapid Bus Route	Acquire vehicles and provide new express commuter services from the FH Transit Center to Mesa/Gilbert Road Park and Ride. This new service would serve commuters to make connections to local of other express services at the Mesa/Gilbert Road Park and.	Program	Regional Commuter Bus
Fountain Hills	FTH-20-RTP-013	FH Transit System Wide	Transit	System-Wide Improvement	"Acquire vehicles and provide new local bus service to/from FH Transit Center along FH Blvd to Shea to Mustang Transit Center at 90th/Shea: This local service should be coordinated with schedules on Route 80 or another appropriate regional route between 6:00 A and 6:00 P weekdays only. (24 miles round trip, 30-minute headways, 24 trips, 255 days a year) "	Program	Regional Bus

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Gila Bend	GBD-20-RTP-001	Town of Gila Bend 238	Roadway and Intersection	Roadway Maintenance/Repair	Repair 2.9 miles of State Route 238.	Yes	
Gila River Indian Community	GRC-20-RTP-024	51st Avenue / Beltline Road Sidewalks	Active Transportation	Other	Construct 5-foot wide walks on both sides of 51st Avenue and Beltline Road from Komatke Lane to Thadai Street for a total of 4.3 miles.	Program	Active Transportation
Gila River Indian Community	GRC-20-RTP-025	St Johns Road Sidewalks	Active Transportation	Other	Construct 5-foot wide sidewalks on both sides of St Johns Road from 51st Avenue to Squawberry Drive for a total of 1.1 miles.	Program	Active Transportation
Gila River Indian Community	GRC-20-RTP-032	Baseline Road Sidewalks	Active Transportation	Other	Construct sidewalks from 83rd Avenue to 91st Avenue on both sides of Baseline Road for a total of 1 mile.	Program	Active Transportation
Gila River Indian Community	GRC-20-RTP-010	Wild Horse Pass Blvd Interchange	Roadway and Intersection	Interchange Modifications	Convert the current traditional diamond interchange to a diverging diamond interchange (DDI).	Yes	
Gila River Indian Community	GRC-20-RTP-011	SR 347 / Queen Creek Road Interchange	Roadway and Intersection	Interchange Modifications	Convert the current traditional diamond interchange to a diverging diamond interchange (DDI).	N/A	
Gila River Indian Community	GRC-20-RTP-002	New Seed Farm Road Interchange with I-10	Roadway and Intersection	New Interchange	This project is to convert the existing Seed Farm Road overpass into a traditional diamond interchange.	Yes	
Gila River Indian Community	GRC-20-RTP-005	New Casa Blanca Road / SR 587 Interchange on I-10	Roadway and Intersection	New Interchange	Build a new interchange for State Route 587 and Casa Blanca Road over Interstate 10.	Yes	
Gila River Indian Community	GRC-20-RTP-006	Interchange at Riggs Road and SR 347	Roadway and Intersection	New Interchange	New interchange at the intersection of State Route 347 and Riggs Road.	Yes	
Gila River Indian Community	GRC-20-RTP-009	New Wild Horse Pass Interchange (Germann Alignment)	Roadway and Intersection	New Interchange	Construct a new interchange midway between the existing Wild Horse Pass Boulevard interchange and the SR 347/Queen Creek Road interchange.	N/A	
Gila River Indian Community	GRC-20-RTP-012	New Roadway - Germann Alignment	Roadway and Intersection	New Roadway	Construct a new road from the intersection of Maricopa Road and South Loop Road east and northeast to the proposed Kyrene Road extension for a total of 2.1 miles. This road will be a 4 lane minor arterial and will connect to the proposed I-10 interchange..	Yes	
Gila River Indian Community	GRC-20-RTP-028	New Wild Horse Pass North-South Road	Roadway and Intersection	New Roadway	A new 4 lane minor arterial connecting the proposed 48th Street roadway extension to State Route 347.	Yes	
Gila River Indian Community	GRC-20-RTP-016	Skousen Road / SR87 New Traffic Signal	Roadway and Intersection	Other	Install a traffic signal at State Route 87 and Skousen Road.	Yes	
Gila River Indian Community	GRC-20-RTP-026	State Route 187 and Casa Grande Road	Roadway and Intersection	Other	Construct a left turn lane from northbound State Route 187 to Casa Grande Road and install a traffic signal.	Yes	
Gila River Indian Community	GRC-20-RTP-008	Kyrene Road Extension	Roadway and Intersection	Roadway Extension	Extended Kyrene Road south to Queen Creek Road for a total of 1.8 miles. The new facility will consist of 0.6 mile of 4-lane major arterial roadway south from the end-of-pavement to Germann Road and 1.2 miles of 2-lane major arterial roadway south from Germann Road to Queen Creek Road.	Yes	
Gila River Indian Community	GRC-20-RTP-013	Willis Road Extension	Roadway and Intersection	Roadway Extension	Extending Willis Road from 40th Street to Desert Foothills Parkway.	Yes	
Gila River Indian Community	GRC-20-RTP-027	48th Street Extension	Roadway and Intersection	Roadway Extension	Extend 48th Street south and southwest.	Yes	
Gila River Indian Community	GRC-20-RTP-029	40th Street Extension	Roadway and Intersection	Roadway Extension	Extending 40th Street from the end-of-pavement to a proposed new east-west road.	Yes	
Gila River Indian Community	GRC-20-RTP-030	New Wild Horse Pass East-West Road	Roadway and Intersection	Roadway Extension	Constructing a new road parallel to Willis Road in the Wild Horse Pass area.	Yes	

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Gila River Indian Community	GRC-20-RTP-001	Seed Farm Road Design and Paving	Roadway and Intersection	Roadway Reconstruction	Reconstruct Seed Farm Road from Pear Road to Old Highway 93. This project will convert an existing dirt road surface to a 34-foot wide paved surface.	Program	Air Quality
Gila River Indian Community	GRC-20-RTP-003	Old Highway 93 Design and Paving	Roadway and Intersection	Roadway Reconstruction	The design and reconstruction of Old Highway 93. This project will convert the existing gravel road surface to a 34-foot wide paved surface for a total of 2.1 miles.	Program	Air Quality
Gila River Indian Community	GRC-20-RTP-004	Casa Blanca Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct Casa Blanca Road from the village of Sacaton to State Route 587.	Yes	
Gila River Indian Community	GRC-20-RTP-015	Borgia Road Design and Paving	Roadway and Intersection	Roadway Reconstruction	Reconstruct Borgia Road from State Route 347 to Sacate Road. This project will convert an existing dirt road surface to a 34-foot wide paved surface for a total distance of 1.8 miles.	Program	Air Quality
Gila River Indian Community	GRC-20-RTP-017	Skousen Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct Skousen Road on the Gila River Indian Community.	Yes	
Gila River Indian Community	GRC-20-RTP-018	Hashan Kehk Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct a portion of Hashen Kehk Road.	Yes	
Gila River Indian Community	GRC-20-RTP-019	Olberg Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct a portion of Olberg Road.	Yes	
Gila River Indian Community	GRC-20-RTP-020	Nelson Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct Nelson Road on the Gila River Indian Community.	Yes	
Gila River Indian Community	GRC-20-RTP-021	Upper San Tan Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct a portion of Upper San Tan Road.	Yes	
Gila River Indian Community	GRC-20-RTP-022	Pear Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct a portion of Pear Road.	Yes	
Gila River Indian Community	GRC-20-RTP-023	Moffet Road Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct a portion of Moffet Road.	Yes	
Gila River Indian Community	GRC-20-RTP-031	Co-op Blvd Reconstruction	Roadway and Intersection	Roadway Reconstruction	Reconstruct Co-op Boulevard from Estrella Road to Elliot Road. This project will convert an existing dirt road surface to a 28-foot wide paved surface for a total of 1.2 miles.	Program	Air Quality
Gilbert	GLB-20-RTP-036	Trail Lighting - PR1230	Active Transportation	Other	"Install lighting on trails to include the Heritage Trail (Consolidated Canal), Santan Vista Trail (Eastern Canal) and the Western Canal/Powerline Trail."	Program	Active Transportation
Gilbert	GLB-20-RTP-046	Trail Crossing at Railroad Tracks - PR1270	Active Transportation	Other	Study to ensure legal pedestrian crossings are built at all railroad crossings.	Program	Active Transportation
Gilbert	GLB-20-RTP-089	Protected bike lanes	Active Transportation	Other	"Protected bike lanes along arterials and collector street systems - connecting key activity centers, transit stops and trails. 62 total miles (MAG ATP - $520,000 per mile, if no widening required). Protected bike lanes are needed to help connect riders with activity centers, transit offerings and the regional trails system"	Program	Active Transportation
Gilbert	GLB-20-RTP-093	"Pedestrian overpass and underpass projects (Western Canal, Ash, Vaughn, ASU Poly)"	Active Transportation	Other	A safe pedestrian and bicycle crossing is planned over the railroad tracks west of the Heritage District to help facilitate regional bike and pedestrian trips along the Western Powerline Trail. As well as a series of pedestrian underpasses and overpasses are envisioned to help pedestrian traffic safely navigate the Heritage District and the areas adjacent to the ASU Polytecnic campus.	Program	Active Transportation

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Gilbert	GLB-20-RTP-104	Pedestrian Crossing at Power and Williams Field	Active Transportation	Other	Design and construct a pedestrian crossing at Williams Field rd and Power road to provide a connection between the Gateway Airport to Cooley Station. This crossing will also service the ASU Polytechnic campus.	Program	Active Transportation
Gilbert	GLB-20-RTP-105	Heritage District Pedestrian crossing at Ash St	Active Transportation	Other	A safe pedestrian and bicycle crossing is planned over the railroad tracks west of the Heritage District to help facilitate regional bike and pedestrian trips along the Western Powerline Trail. As well as a series of pedestrian underpasses and overpasses are envisioned to help pedestrian traffic safely navigate the Heritage District.	Program	Active Transportation
Gilbert	GLB-20-RTP-106	Trail Lighting Phase II	Active Transportation	Other	Install lighting on trails as a continuation of PR1230 to provide safer trails.	Program	Active Transportation
Gilbert	GLB-20-RTP-109	Pedestrian Crossing over Western Canal at Ash St.	Active Transportation	Other	A safe pedestrian and bicycle crossing is planned over the Western Canal north of the Heritage District to help facilitate regional bike and pedestrian safely navigate to and from the Heritage District.	Program	Active Transportation
Gilbert	GLB-20-RTP-113	Heritage District Pedestrian Crossing at Paseo St.	Active Transportation	Other	A safe pedestrian and bicycle crossing is planned over the railroad tracks west of the Heritage District to help facilitate regional bike and pedestrian trips along the Western Powerline Trail. As well as a series of pedestrian underpasses and overpasses are envisioned to help pedestrian traffic safely navigate the Heritage District.	Program	Active Transportation
Gilbert	GLB-20-RTP-115	Safety Improvements for Trail Crossings	Active Transportation	Other	The regional trail system in Gilbert is segmented by over 40 road or railroad crossings. These crossings create hazardous conflict points. This project will systematically make improvements to these crossings to improve the safety of the regional trail network.	Program	Active Transportation
Gilbert	GLB-20-RTP-003	Safety Improvements for Trail Crossings - PR1310	Active Transportation	Shared Use Path	"Assess all of the existing trail crossings and determine the appropriate safe crossing infrastructure that will be the most effective in each location. Construct approximately three trail crossings each fiscal year. Recent data collection efforts will help with the prioritization of where safety improvements are needed most based on analysis of trail user counts, traffic volume counts, crash data and site constraints."	Program	Active Transportation
Gilbert	GLB-20-RTP-030	Marathon Trail (East Maricopa Floodway) - PR0330	Active Transportation	Shared Use Path	"Eight miles of trail development along the East Maricopa Floodway (Marathon Trail). Improvements to include a concrete pathway and soft trail surfaces, benches, shade ramadas, water fountains, signage, limited lighting, etc. To be developed in partnership with the Flood Control District of Maricopa County."	Program	Active Transportation
Gilbert	GLB-20-RTP-031	Santan Vista Trail - Phase IV - PR0970	Active Transportation	Shared Use Path	"Multi-modal canal trail improvements along the Eastern Canal (Santan Vista Trail) from Baseline, south to Germann. Phase IV includes improvements from Baseline to Guadalupe to include hawk crossing, concrete pathway, landscaping, irrigation, resting/sitting areas, interpretive kiosks, and signage."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Gilbert	GLB-20-RTP-032	Santan Vista Trail - Phase III - PR0850	Active Transportation	Shared Use Path	"Multi-modal Canal trail improvements along the Eastern Canal (Santan Trail) from Baseline Road south to Germann Road. Phase III includes improvements from Ray Road to Germann Road to include three hawk crossings, landscaping, irrigation, concrete pathway, resting/sitting areas, interpretive kiosks, and signage."	Program	Active Transportation
Gilbert	GLB-20-RTP-037	Trail - San Tan 202 Freeway - Discovery Park to Cosmo Park - PR1020	Active Transportation	Shared Use Path	"Design and construct a multi-use trail along Santan Freeway from Discovery Park to Cosmo Park including three hawk crossings, landscaping, rest areas, drinking fountains, and lighting."	Program	Active Transportation
Gilbert	GLB-20-RTP-038	Santan Freeway Trail Val Vista to Discovery Park - PR1010	Active Transportation	Shared Use Path	Design and construct a multi-use trail along Santan Freeway from 1/4 East of Val Vista Road to Discovery Park. This trail will provide connectivity to the existing 202 trail from Zanjero Park and Mercy Gilbert Hospital to Discovery Park at Greenfield Road and Pecos Road. This project will include two hawk crossings.	Program	Active Transportation
Gilbert	GLB-20-RTP-043	Powerline Trail - Recker to Power Road - PR1100	Active Transportation	Shared Use Path	"Western powerline trail improvements from Recker Road to Power Road to include concrete pathway, rest areas/shade, lighting, drinking fountain, and landscape improvements."	Program	Active Transportation
Gilbert	GLB-20-RTP-055	Rittenhouse Trail - PR0580	Active Transportation	Shared Use Path	"Construction of a multi-use trail from Power Road to Williams Field Road, along the old Rittenhouse Road alignment. The trail will consist of a 10' wide concrete walk, a 6' landscaped area, and a 10' wide decomposed granite path. Benches, kiosks, and interpretive signage will be included along the trail."	Program	Active Transportation
Gilbert	GLB-20-RTP-056	Santan Vista Trail - Phase V Germann to Queen Creek - PR1210	Active Transportation	Shared Use Path	"Multi-modal trail improvements along the Eastern Canal (Santan Vista Trail) from Germann Road to Queen Creek Road. Phase V improvements to include concrete pathway, landscaping, irrigation, rest areas, and signage."	Program	Active Transportation
Gilbert	GLB-20-RTP-090	Queen Creek Wash Trail Development	Active Transportation	Shared Use Path	The Queen Creek Wash trail has the potential to become a regional trail facility.	Program	Active Transportation
Gilbert	GLB-20-RTP-091	Sonoqui Wash Trail Development	Active Transportation	Shared Use Path	The Sonoqui Wash trail has the potential to become a regional trail facility.	Program	Active Transportation
Gilbert	GLB-20-RTP-092	RWCD Trail development (Hunt Highway to Guadalupe)	Active Transportation	Shared Use Path	Developing the RWCD trail would help to improve bicycle access from Gilbert to Mesa on the eastern side of Town.	Program	Active Transportation
Gilbert	GLB-20-RTP-094	Active Transportation Loop (Western Canal north to Baseline on Burk and west to Country Club)	Active Transportation	Shared Use Path	The MAG Active Transportation Plan has identified an active transportation grid within the Town of Gilbert and approximately 10 projects.	Program	Active Transportation

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Gilbert	GLB-20-RTP-095	Convert approximately 38 miles of unimproved trail corridors to be improved trail corridors	Active Transportation	Shared Use Path	"MAG ATP (Cost per Mile = 1.5 Million). Convert approximately 38 miles of unimproved trail corridors (AB material, gravel, dirt) to be improved trail corridors (concrete, asphal or DG) as identified in the Gilbert Park & Recreation Master Plan (Trails Section). Trail sections include Wester Powerline (2 miles); Heritage Trail/ Consolidated Trail (.66 miles); Easter Canal (7 miles); RWCD Canal/ Maricopa Floodway (19.66 miles); Santan Freeway Trail (3.24 miles); Queen Creek Wash (3.14 miles); and Sonoqui Wash (2.03 miles). (38 miles per TOG Parks and Rec. Master Plan)"	Program	Active Transportation
Gilbert	GLB-20-RTP-096	Arterial Roadways with Off-street Paths	Active Transportation	Shared Use Path	Arterial Roadways with Off-street Paths - approximately 64 linear miles identified in the Gilbert Park & Recreation Master Plan (Trails Section) to include an off-street path of 10' of concrete or asphalt with 4' decomposed granite shoulder. (64 miles per TOG Parks and Rec. Master Plan). MAG ATP (Cost per Mile = 2 Million). Arterial Roadways with Off-street Paths - approximately 64 linear miles identified in the Gilbert Park & Recreation Master Plan (Trails Section) to include an off-street path of 10' of concrete or asphalt with 4' decomposed granite shoulder. (64 miles per TOG Parks and Rec. Master Plan).	Program	Active Transportation
Gilbert	GLB-20-RTP-019	Safe Route Enhancements - ST2102	Active Transportation	System-Wide Improvement	"Design and construction of safe routes at various location for the use of alternative methods of transportation, including bikes, pedestrians and other micro-mobility devices."	Program	Active Transportation
Gilbert	GLB-20-RTP-116	Vehicle Electrification Infrastructure (6 Municipal Sites)	Program Set Aside	"Site preparation for electrical and installation of multi-port charging stations beginning with six municipal sites throughout Gilbert, to help address the health and safety issue posed by lack of charging availability. This infrastructure will also help to demonstrate Gilbert's ""City of the Future"" mentality, by demonstrating public support of electric vehicles to help improve air quality and reduce the region's growing ozone problem. This infrastructure will provide support to electric vehicles and regional travel utilizing electric vehicles. Providing support to improve air quality and reduce the region's growing ozone problem."		Program	Emerging Technology
Gilbert	GLB-20-RTP-117	Maintenance and Operation Costs	Program Set Aside	This project is to cover the maintenance and operation costs of maintaining the existing roadway surfaces. Research completed by the Utah Department of Transportation showed that “Good roads cost less”. They determined that $1 spent on preservation is equivalent to $6 Rehabilitation or $10 reconstruction if postponed until necessary. Much of the Town’s roads were built with development and will be in need of preservation services to reduce the future expenses of a full reconstruction. FY25		Program	Pavement Preservation

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Gilbert	GLB-20-RTP-008	School Safety and Congestion Improvements - ST2105	Program Set Aside	To design and construct improvements at various locations around schools to help with safety and congestion.		Program	Safety
Gilbert	GLB-20-RTP-001	Turn Lane Safety and Congestion Improvements - ST1540	Roadway and Intersection	Other	"Modify intersections that were constructed with a negative offset. Possible scope to include reconstruction of medians and conversion to protected only left-turn signal operation, extend the left-turn pocket length at intersections, add a dedicated right turn lane at intersection to reduce disruption to through traffic caused by drivers making right turns, as a right-turn overlap phase at intersections with heavy right-turning movements to improve traffic operations. Locations will include, but are not limited to: Lindsay and Elliot, Val Vista and Warner, Lindsay and Warner, Val Vista and Guadalupe, Lindsay and Ray, Gilbert and Ray, Lindsay and Williams Field, Cooper and Warner, Higley and Queen Creek, and Val Vista and Elliot."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-002	Ocotillo Road- Greenfield to Higley Road - ST0540	Roadway and Intersection	Other	"Design and construction of Ocotillo Road from approximately ¼ mile east of Greenfield Road to Higley Road to minor arterial standards. The project includes crossings over the Queen Creek Wash, East Maricopa Floodway, Roosevelt Water Conservation District Canal and Chandler Heights Basin. The project includes the relocation of 69kV power lines and access into the proposed Gilbert Regional Park."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-004	Fiber Optic Strategic Build Out - TS1940	Roadway and Intersection	Other	"Design and construction of the fiber optic network throughout the arterial roadways of the Town to complete the infrastructure to necessary for build out. The project consists of conduit, fiber optic cable, enclosures, and related infrastructure and equipment."	Program	ITS
Gilbert	GLB-20-RTP-005	Smart Signal Control System - TS1700	Roadway and Intersection	Other	Install an adaptive signal timing system and associated equipment at nine (9) intersections in the San Tan Village Mall area: Williams Field Road at San Tan Village Parkway, Market Street, Loop 202, and Parkcrest; and San Tan Village Parkway at Coronado, Mall Entry, Market Street, Loop 202, and Discovery Park. This project will also include a traffic signal at San Tan Village Parkway and Boston Street.	Program	ITS
Gilbert	GLB-20-RTP-006	Power/Pecos Intersection Improvements - ST2000	Roadway and Intersection	Other	Intersection improvements at Power Road and Pecos Road. Improvements will reduce congestion and address safety. Project elements will include grade seperation of Power road and Pecos road from the Railroad. Improvements will include adding dual eastbound and westbound left-turn lanes, a 3rd eastbound through lane, dual eastbound and westbound right-turn lanes. These improvements will require the upgrade of the signal system. Water scope includes 700 LF of 12 waterline from Pecos Road north to Power Road."	Yes	

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Gilbert	GLB-20-RTP-007	Ocotillo Road - 148th Street to Greenfield - ST0990	Roadway and Intersection	Other	"Complete Ocotillo Road improvements from 148th Street to Greenfield Road to minor arterial standards with four traffic lanes and a striped center left turn lane, bike lanes, sidewalk and streetlights."	Yes	
Gilbert	GLB-20-RTP-009	McQueen/Guadalupe Intersection Imp - ST1910	Roadway and Intersection	Other	"Intersection improvements at McQueen Road and Guadalupe Road. Improvements will reduce congestion and address safety concerns by adding northbound/southbound dual left turn lanes, a third Eastbound/westbound thru lane, eastbound right turn lane, and northbound right turn lane. Traffic signal will be upgraded and ACP water lines and 69kv line impacts will be resolved."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-010	McQueen/Elliot Intersection Improvements - ST1870	Roadway and Intersection	Other	Intersection improvements at McQueen Road and Elliot Road. Improvements will reduce congestion and address safety concerns by adding northbound/southbound right turn lanes and northbound/southbound dual left turn lanes; update traffic signal; ADA enhancements. The SRP well and several 69KV line impacts will also be resolved.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-011	Higley Road Imp North of Elliot - ST1830	Roadway and Intersection	Other	Design and construction of deficient asphalt pavement from Elliot Road north to the trail crossing. Improvements will be to remove asphalt and base and upgrade handicap ramps to ADA standards.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-012	Germann and Power Intersection Alignment - ST2103	Roadway and Intersection	Other	Reconstruct curbs and medians on west side of Power Road at Germann to allow proper lane alignment through Power Road.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-013	Pecos Road - Allen to Lindsay - ST1820	Roadway and Intersection	Other	"Complete Pecos Road improvements from Allen Road to west of Lindsay Road to minor arterial standards; including additional lanes, sidewalk and streetlights."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-014	Guadalupe and Power Intersection - ST1340	Roadway and Intersection	Other	"Intersection improvements at Guadalupe and Power are to reduce congestion include widening to accommodate lanes as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-015	Cooper Road - Encinas to Baseline Imp - ST1800	Roadway and Intersection	Other	"Major reconstruction of deteriorated asphalt pavement on Cooper Road from Encinas Road to Baseline Road. Additional improvements will include minor traffic signal work at Houston Road and the installation of a 12"" PVC water line."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-018	Val Vista Mercy Improvements - ST1970	Roadway and Intersection	Other	Intersection improvements at Val Vista Drive and Mercy Road. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-020	Greenfield Road Right Turn Lane at Knox - ST1850	Roadway and Intersection	Other	Crossroads Park currently has four acres of undeveloped land on the southwest corner of Knox Road and Greenfield Road. The traffic impact analysis for the approved development identified a southbound right turn lane off of Greenfield Road will become necessary based on current uses and traffic generated at Crossroads Park.	Program	Intersection Improvements

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Gilbert	GLB-20-RTP-021	Gilbert and Warner Improvements - ST1860	Roadway and Intersection	Other	Design and construct north and south dual left turn lanes on Gilbert Road. Includes construction of a right-turn lane on Gilbert Road north bound at Warner Road.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-022	Advance Mid-block Detection - TS1942	Roadway and Intersection	Other	"To design and construct advanced mid-block detection at intersections. Project scope consists of hard wiring advanced detection on 190 signalized intersections consisting of 1/4 mile of conduit and fiber, radar advanced detection unit, and applicable pull boxes for each leg of the intersection that the equipment is installed on."	Program	ITS
Gilbert	GLB-20-RTP-023	Power Road - Guadalupe to Santan Freeway - ST1200	Roadway and Intersection	Other	"Design and construction of Power Road to full major arterial standards in accordance with the Maricopa Association of Governments (MAG) Regional Transportation Plan approved by voters as Proposition 400 in 2004. Improvements will include six lanes, raised median, bike lanes, landscaping, sidewalks and street lighting. The work will be coordinated with other intersecting arterial projects. Also, includes 5,260 linear feet of a 16"" ductile iron pipe (water) from Elliot to Warner Road."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-025	Market Street San Tan Village Pkwy Improvements - ST1980	Roadway and Intersection	Other	Intersection improvements at Market Street and San Tan Village Parkway. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-026	Warner Road - Power to E. of Recker Rd - ST1180	Roadway and Intersection	Other	"Design and construction of Warner Road from Power Road to the east side of Recker Road. Improvements will be to major arterial standards; six lanes, raised, landscaped median, bike lanes, sidewalk and streetlights."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-027	Higley Queen Creek Improvements - ST2010	Roadway and Intersection	Other	Intersection improvements at Higley Road and Queen Creek Road. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-028	Higley Inverness Improvements - ST1990	Roadway and Intersection	Other	Intersection improvements at Higley Road and Iverness Avenue. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-029	Mesquite Street Improvements Lindsay to Val Vista - ST1620	Roadway and Intersection	Other	"Design and construct full roadway improvements on Mesquite Street from Lindsay Road to Val Vista Road, including sidewalk, ramps, curbing, and streetlights. Also includes an 8"" water line and minor landscaping improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-033	Lindsay/Guadalupe Intersection Imp - ST1880	Roadway and Intersection	Other	"Intersection Improvements at Lindsay Road and Guadalupe Roads. Improvements will reduce congestion and address safety concerns by adding right turn lanes all directions, upgrading street light poles and mast arms. The ACP water line will be replaced on all 4 legs and SRP 69KV impacts will be resolved."	Program	Intersection Improvements

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Gilbert	GLB-20-RTP-035	Advanced Traffic Management System - Phase V - TS1330	Roadway and Intersection	Other	"Design and construction of the east fiber ring. Includes approximately four miles of conduit, five miles of fiber optic cable, enclosures and related infrastructure from Higley Road and Vest Avenue to Greenfield Road and Houston Avenue. Add 3.5 miles of conduit and 4.5 miles of fiber for branch lines along Ray, Warner and Elliot roads."	Program	ITS
Gilbert	GLB-20-RTP-039	Baseline Road - Greenfield to Power - ST0780	Roadway and Intersection	Other	"Widen unimproved sections of Baseline Road from Greenfield Road to Power Road to major arterial standards; six lanes with raised landscaped median, bike lanes, sidewalks and street lights."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-040	Elliot and Gilbert Intersection - ST1320	Roadway and Intersection	Other	"Improvements being made to reduce congestion include widening to provide additional through, left and/or right turn lanes, and bike lanes as justified by traffic studies conducted as part of the design. Also includes traffic signal and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-041	Riggs and Recker - TS1500	Roadway and Intersection	Other	"Design and installation of a major arterial traffic signal at the intersection of Riggs Road and Recker Road/ Clubhouse Drive, and connection to the signal system."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-042	Advanced Traffic Management System - Phase VI - TS1340	Roadway and Intersection	Other	"Design and construction to complete the southeast fiber ring. Includes approximately two miles of conduit, five miles of fiber optic cable, enclosures and related infrastructure. Conduit and fiber will be installed on Queen Creek Road between Power Road and Recker Road, on Recker Road between Queen Creek Road and Ocotillo Road, on Ocotillo Road between Recker Road and Higley Road and on Higley Road between Germann Road and Queen Creek Road and between Ocotillo Road and Riggs Road."	Program	ITS
Gilbert	GLB-20-RTP-044	Recker Road - Ocotillo to Chandler Heights - ST0800	Roadway and Intersection	Other	"Complete Recker Road from Ocotillo Road to Chandler Heights Road to minor collector street standards. Improvements include a two lane section with striped two way left turn lane, bike lanes, sidewalk and street lights."	Yes	
Gilbert	GLB-20-RTP-045	Higley Road - Riggs to Hunt Highway - ST0980	Roadway and Intersection	Other	"Complete Higley Road improvements from ¼ mile south of Riggs Road to south of Stacey Road. Project to include approximately 1,100 linear feet of 8"" sewer line at the southern end."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-047	Hunt Highway - Higley to Recker - ST1150	Roadway and Intersection	Other	"Complete Hunt Highway to full improvements from Higley Road to Recker Road. Also includes a 16"" waterline from Higley to Recker."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-048	Recker Road - Riggs to Hunt Highway - ST1160	Roadway and Intersection	Other	"Complete Recker Road to full improvements for a major collector street from Riggs Road to Hunt Highway. Improvements include a two-lane section with striped two-way center left turn lane, bike lanes, sidewalk and street lighting. The project includes a 16"" waterline from Hunt Highway for ½ mile north to tie into existing line."	Program	Intersection Improvements

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Gilbert	GLB-20-RTP-049	Val Vista Drive - Riggs to Hunt Highway - ST1270	Roadway and Intersection	Other	"Complete Val Vista Drive from Riggs Road to Hunt Highway to full minor arterial roadway standards. Improvements include a four lane section with striped two way left turn median lane, bike lanes, sidewalk and street lights. Also includes a 16"" waterline."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-050	Elliot and Higley Intersection - ST1390	Roadway and Intersection	Other	Intersection improvements at Elliot and Higley Roads are to reduce congestion include widening to accommodate additional lanes as justified by traffic studies. Also includes a traffic signal and related drainage improvements.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-051	Ray and Gilbert Intersection - ST1310	Roadway and Intersection	Other	"Intersection improvements at Ray and Gilbert Roads are being made to reduce congestion include widening as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-052	Guadalupe and Val Vista Intersection - ST1330	Roadway and Intersection	Other	"Intersection improvements at Guadalupe and Val Vista Roads, Improvements to reduce congestion include widening as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-053	Power/Queen Creek Intersection Imp - ST1940	Roadway and Intersection	Other	Intersection improvements at Power Road and Queen Creek Road. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data. The traffic signal will be upgraded and will comply with PROWAG recommendations.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-054	Val Vista/Ray Intersection Imp - ST1920	Roadway and Intersection	Other	"Intersection improvements at Val Vista Drive and Ray Road. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data. The traffic signal will be upgraded and will comply with PROWAG recommendations. Water scope is the replace existing 12"" ACP pipe with a new 12"" PVC water line on Ray Road from Val Vista Drive east approximately 900 linear feet."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-057	Warner and Greenfield Intersection - ST1300	Roadway and Intersection	Other	"Improvements being made to reduce congestion include widening to accommodate additional lanes as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-058	Elliot Road Improvements - Neely to Burk - ST1050	Roadway and Intersection	Other	"Conversion of above ground Arizona Public Services, Cox, and Qwest utilities to underground facilities on the south side of Elliot Road. Project also includes replacement of curb and gutter, landscaping, sidewalks, and street lights, with a potential for designated bike lanes."	Program	Utility Relocation
Gilbert	GLB-20-RTP-059	Hunt Highway - Val Vista to 164th Street - ST0840	Roadway and Intersection	Other	Design and construction of a new roadway on the Hunt Highway alignment to major arterial standards. Project requires construction of new bridges over the Roosevelt Water Conservation District canal and East Maricopa Floodway. The project includes a 16-inch water line from Val Vista Drive to 164th Street. Initial project phase will construct two lanes and a striped median on the north half of the alignment.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Gilbert	GLB-20-RTP-061	Town-Wide Signal Timing	Roadway and Intersection	Other	Design and implement traffic signal timings for 230 traffic signals within the Town of Gilbert. Coordinating with the adjacent municipal signals	Program	ITS
Gilbert	GLB-20-RTP-063	Guadalupe and Greenfield Intersection - ST1350	Roadway and Intersection	Other	"Intersection improvements at Guadalupe and Greenfield Roads are to reduce congestion include widening to accommodate additional lanes as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-064	Elliot and Val Vista Intersection - ST1370	Roadway and Intersection	Other	"Intersection improvements at Elliot and Val Vista are to reduce congestion and address safety concerns include widening to accommodate additional lanes as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-065	Elliot and Greenfield Intersection - ST1360	Roadway and Intersection	Other	"Intersection improvements at Elliot and Greenfield are to reduce congestion include widening to accommodate additional lanes as justified by traffic studies, and related drainage improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-066	Intersection Signal Program - TSISP	Roadway and Intersection	Other	"Design and construction of minor intersection traffic signals at various locations in the community annually, based upon traffic engineering needs analysis."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-067	Neely at Grade Railroad Crossing	Roadway and Intersection	Other	"Enhancing road connectivity with an at-grade railroad crossing as Neely road. This project will include all the safety improvements associated with a railroad crossing including crossing arms, gates and striping. The crossing is in a tangent section of Neely St about 100' to 200' south of the future Vaughn Ave alignment. "	Program	Intersection Improvements
Gilbert	GLB-20-RTP-097	Turn Lane Safety and Congestion Improvements	Roadway and Intersection	Other	"Modify intersections that were constructed with a negative offset. Possible scope to include reconstruction of medians and conversion to protected only left-turn signal operation, extend the left-turn pocket length at intersections, add a dedicated right turn lane at intersection to reduce disruption to through traffic caused by drivers making right turns, as a right-turn overlap phase at intersections with heavy right-turning movements to improve traffic operations. Locations varry.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-099	Turn Lane Safety and Congestion Improvements	Roadway and Intersection	Other	Modify intersections that were constructed with a negative offset. Possible scope to include reconstruction of medians and conversion to protected only left-turn signal operation, extend the left-turn pocket length at intersections, add a dedicated right turn lane at intersection to reduce disruption to through traffic caused by drivers making right turns, as a right-turn overlap phase at intersections with heavy right-turning movements to improve traffic operations. Locations vary. "	Program	Intersection Improvements
Gilbert	GLB-20-RTP-100	Intersection Signal Program - TSISP	Roadway and Intersection	Other	"Design and construction of minor intersection traffic signals at various locations in the community annually, based upon traffic engineering needs analysis."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-101	Intersection Signal Program - TSISP	Roadway and Intersection	Other	"Design and construction of minor intersection traffic signals at various locations in the community annually, based upon traffic engineering needs analysis."	Program	Intersection Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Gilbert	GLB-20-RTP-102	Grade Separating Val Vista Road and Union Pacific Railroad	Roadway and Intersection	Other	Roadway improvements at Val Vista road and Union Pacific Railroad to grade separate Val Vista Road and the railroad.	Yes	
Gilbert	GLB-20-RTP-103	Grade Separating McQueen road and Union Pacific Railroad	Roadway and Intersection	Other	Roadway improvements at McQueen road and Union Pacific Railroad to grade separate McQueen Road and the railroad.	Yes	
Gilbert	GLB-20-RTP-108	Riggs and Higley Intersection Improvements	Roadway and Intersection	Other	"Intersection improvements at Riggs Road and Higley Road. Improvements will reduce congestion and address safety concerns by adding eastbound/westbound dual left turn lanes, right turn lane improvements, and drainage facility improvements."	Program	Intersection Improvements
Gilbert	GLB-20-RTP-118	Santan Village Pkwy and 202 Freeway Interchange Improvements	Roadway and Intersection	Other	Upgrade the Santan Village Parkway and 202 Freeway interchange from a half to full interchange. Adding a northbound on ramp and southbound off ramp.	Yes	
Gilbert	GLB-20-RTP-110	Maintenance and Operation Costs	Roadway and Intersection	Roadway Maintenance/Repair	This project is to cover the maintenance and operation costs of maintaining the existing roadway surfaces.	Program	Pavement Preservation
Gilbert	GLB-20-RTP-024	Market Street Williams Field Improvements - ST1960	Roadway and Intersection	Roadway Widening	Intersection improvements at Market Street and Williams Field Road. Improvements will reduce congestion and address safety concerns by adding lanes justified by the MAG 2012-2016 High Crash Intersection data.	Program	Intersection Improvements
Gilbert	GLB-20-RTP-016	Bus Stop Improvements - ST2080	Transit	Improve Local Bus Route	Improvements to existing bus stops and construction of new bus stops at various locations throughout Gilbert.	Program	Bus Stop Improvements
Gilbert	GLB-20-RTP-017	Bus Stop Shelter Upgrades - ST2101	Transit	Improve Local Bus Route	To remove and replace 28 old and obsolete bus shelters and pads to new standards.	Program	Bus Stop Improvements
Gilbert	GLB-20-RTP-068	Route 77 extension on Baseline Rd to Power Rd	Transit	Improve Local Bus Route	"Route 77 service along Baseline Rd would be extended east to Power Rd with 30 minute headways and potential for 15 minute headways. All trips to Dobson extended. Future extension to West Mesa PNR not assumed, but would not effect Gilbert Mileage. Potential for future BRT route."	Program	Regional Bus
Gilbert	GLB-20-RTP-069	Route 140 extension on Ray Rd from Gilbert Rd to Power Rd	Transit	Improve Local Bus Route	Route 140 service along Ray Rd would be extended to Power Rd with 30 minute headways and potential for 15 minute headways.	Program	Regional Bus
Gilbert	GLB-20-RTP-071	Route 136 extension south to Riggs Rd	Transit	Improve Local Bus Route	"To provide the very southern part of Gilbert with transit service, Route 136 service could be extended south to Riggs Rd. Under this projection, long trips from the current end of line at Ryan Rd were extended. The mileage added was exclusively in Chandler. Maintain levels of service going into effect 10/20. "	Program	Regional Bus
Gilbert	GLB-20-RTP-072	Route 184 extension south to Riggs Rd	Transit	Improve Local Bus Route	"Power Road has an important role to play in connectivity between university campuses, housing, retail, and regional transportation. Extending the Route 184 service to Riggs Road would allow Gilbert to more effectively connect residents in the southern part of Town with the rest of the region. Assuming 30 minute headways and potential for 15 minute headways. "	Program	Regional Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Gilbert	GLB-20-RTP-073	Route 120 extension south to Williams Field Rd	Transit	Improve Local Bus Route	"Route 120 has an important role to play in helping to connect Mesa, Gilbert, and Chandler with Gilbert's northwest corner, which is envisioned for redevelopment grounded in office and light industrial uses. This projection was based on extending all trips from the current end of line, however costs for extending from the projected end of line at Warner would result in lower mileage/cost. Assuming 30 minute headways and potential for 15 minute headways. "	Program	Regional Bus
Gilbert	GLB-20-RTP-074	Route 128 extension south to Williams Field Rd	Transit	Improve Local Bus Route	Extending Route 128's service along Stapley Road to Williams Field Rd would provide the west side of Gilbert with a better opportunity to connect with regional transit services. Assuming 30 minute headways and potential for 15 minute headways.	Program	Regional Bus
Gilbert	GLB-20-RTP-084	Bus Rapid Transit service along Baseline Road to Power Rd	Transit	New BRT Route	"Given the intensity of retail and services along Baseline Rd, it could be a strong candidate for BRT, which would help better connect Gilbert, Mesa, and Phoenix. "	Yes	
Gilbert	GLB-20-RTP-083	"Circulator service to/from Gilbert activity nodes (shopping centers, parks, Heritage) "	Transit	New Circulator Service	"As envisioned in the 2018 Transit Framework Study, circulator service is needed between activity nodes in order to reduce traffic and improve levels of service near these nodes, especially shopping centers, parks, and the Heritage District. "	Program	Circulator
Gilbert	GLB-20-RTP-082	Parantransit service expansion through public-private partnership	Transit	New Enhanced Bus Route	"Because the Gilbert Town Council has voted to table the paratransit discussion and, in the interim, continue operating paratransit townwide, it is possible the Council may opt to contract for service locally in lieu of using Valley Metro. "	Program	ADA Paratransit
Gilbert	GLB-20-RTP-087	Dedicated bus lanes on 60 freeway to Phoenix	Transit	New Enhanced Bus Route	"Due to the increased congestion experienced from the East Valley to Phoenix, dedicated bus/HOT lanes on the 60 freeway should be explored as a potential solution. "	Yes	
Gilbert	GLB-20-RTP-088	Dedicated bus lanes on 202 freeway to Phoenix	Transit	New Enhanced Bus Route	"Due to the increased congestion experienced from the East Valley to Phoenix, dedicated bus/HOT lanes on the 202 freeway should be explored as a potential solution. "	Yes	
Gilbert	GLB-20-RTP-112	New express service to connect with Chandler's route to downtown Tempe	Transit	New Express/Rapid Bus Route	"Because a number of Gilbert residents commute to downtown Tempe, it would be beneficial for Gilbert to tie in with Chandler's express bus service to downtown Tempe. Cost projections were based on service standards from TSPM for express service and assumed an extension from Greenfield/Williams Field to Chandler PNR. "	Program	Regional Commuter Bus
Gilbert	GLB-20-RTP-119	New Commuter Bus Service from Gilbert to the Price Corridor	Transit	New Express/Rapid Bus Route	New Commuter Bus Service from Gilbert to the Price Corridor.	Program	Regional Commuter Bus
Gilbert	GLB-20-RTP-075	New service on Higley Rd from Baseline to Riggs Rd	Transit	New Local Bus Route	"Providing new service along Higley Rd would allow riders to reach Banner Gateway Medical Center, Agritopia, and the new Gilbert Regional Park. Cost projections were based on service standards from TSPM for Local service. Assuming 30 minute headways and potential for 15 minute headways. "	Program	Regional Bus

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Gilbert	GLB-20-RTP-076	New service on Val Vista from Baseline to Riggs Rd	Transit	New Local Bus Route	"Providing new service along Val Vista would help riders to connect with Basha High School, Perry High School, the Mercy Gilbert Medical Center, Desert Hills High School, the Western Powerline Trail, and Val Vista Lakes. Cost projections were based on service standards from TSPM for Local service. Assuming 30 minute headways and potential for 15 minute headways. "	Program	Regional Bus
Gilbert	GLB-20-RTP-077	New service on Germann to Chandler Park and Ride	Transit	New Local Bus Route	"Providing new service along Germann Rd would connect riders with Campo Verde High School, Crossroads Towne Center, Tumbleweed Park, and the Chandler Park and Ride. Cost projections were based on service standards from TSPM for Local service and assumed an eastern start at Power Rd. Assuming 30 minute headways and potential for 15 minute headways. "	Program	Regional Bus
Gilbert	GLB-20-RTP-079	New service on Ocotillo Rd to connect with Route 96	Transit	New Local Bus Route	Providing new service on Ocotillo would help riders connect with Route 96 in Chandler. Cost projections were based on service standards from TSPM for Local service and assumed an eastern start at Greenfield Rd. Assuming 30 minute headways and potential for 15 minute headways.	Program	Regional Bus
Gilbert	GLB-20-RTP-107	Cooley Parking structure	Transit	New Park and Ride	"The pre-design, design and construction of a multi story parking structure to support the transit station at the Cooley rail station, to help facilitate modal shift onto regional commuter rail."	Yes	
Gilbert	GLB-20-RTP-111	Transit Center Parking Garage	Transit	New Park and Ride	"The pre-design, design and construction of the additional multi-story parking garage on a town-owned parcel in the Heritage District, to help facilitate modal shift onto regional commuter rail and local and express bus services from the Heritage District."	Yes	
Gilbert	GLB-20-RTP-085	Commuter rail service to Phoenix (including two rail stations)	Transit	New Rail Route/Extension	"To improve the efficiency and speed of regional transit service to Phoenix, commuter rail is a locally supported alternative to commuter and express bus services to Phoenix. Stations envisioned at Cooley Station and the Heritage District. "	Program	Commuter Rail
Gilbert	GLB-20-RTP-086	Commuter rail service to Tucson (including two rail stations)	Transit	New Rail Route/Extension	Gilbert would be proud to be a regional connection point and gateway to Maricopa County from Tucson via commuter rail service. Stations envisioned at Cooley Station and the Heritage District.	Program	Commuter Rail
Gilbert	GLB-20-RTP-034	Cooley Station Transit Center - ST1840	Transit	Other	"Design and construction of a transit center located south of Williams Field Road and west of Recker Road within the Cooley Station Development area. The purpose of the transit center is to create a strategically located, multimodal facility that meets regional needs and provides improved commuting opportunities."	Yes	
Gilbert	GLB-20-RTP-062	Heritage District Parking Garage III - RD1190	Transit	Other	"The pre-design, design and construction of the additional multi-story parking garage on a town-owned parcel in the Heritage District. This would be the third parking structure in the Heritage District. "	Program	Commuter Rail

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-007	Sidewalk Infill Projects	Program Set Aside	"Active Transportation Program - Construct missing sidewalk segments to close gaps in the existing Glendale sidewalk network. Glendale's Active Transportation Plan provides the needs identification and prioritization used to implement this program, and identified $23,500,000 in recommended sidewalk improvements."		Program	Active Transportation
Glendale	GLN-20-RTP-023	Enhanced Street Crossings	Program Set Aside	"Active Transportation Program - this program will install enhanced pedestrian crossing treatments to address safety issues at specific locations. Locations would be determined by a periodic assessment process and/or as problem locations arise, and treatments would be context specific. Examples of enhanced crossing treatments include (but are not limited to) high visibility crosswalk markings, high intensity activated crosswalks (HAWK), and rectangular rapid flash beacons (RRFB). The goal of the program is to improve pedestrian safety."		Program	Active Transportation
Glendale	GLN-20-RTP-022	New Bicycle Facilities	Program Set Aside	"Active Transportation Program - this program will provide matching funds to construct new bicycle infrastructure, including bike lane projects, bike signage, bike facility striping projects, etc. The matching funds will leverage federal grant opportunities. Glendale's Active Transportation Plan (ATP) provides the needs identification and prioritization used to implement this program. The ATP identified $47,000,000 in total bicycle infrastructure recommendations. "		Program	Active Transportation
Glendale	GLN-20-RTP-021	Bicycle Network Improvements	Program Set Aside	"Active Transportation Program - this program would address maintenance improvements and upgrades to existing bicycle facilities. Glendale's Active Transportation Plan provides the needs identification and prioritization used to implement this program, and identified $2,050,000 in needs."		Program	Active Transportation

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Glendale	GLN-20-RTP-057	Pavement Management	Program Set Aside	"Description: Glendale has developed a long-range Pavement Management Program focused on attaining an average Pavement Condition Index (PCI) score of 70 across all city streets. The treatments for ongoing roadway maintenance include pavement overlay, crack seal, and slurry seal, depending on roadway condition. The estimated costs over the RTP horizon is $355 million. Justification: The goal of the program is to provide asset management and improve roadway safety. Street rehabilitation is necessary to maximize the life of the city's residential, collector, and arterial street network. Providing a safe, efficient and comfortable roadway network is important to support regional mobility, and access to local and regional destinations. Estimated Program Cost: $355,000,000"		Program	Pavement Preservation
Glendale	GLN-20-RTP-056	Traffic Signal Upgrade Program	Program Set Aside	"Description: Installation of new signals and modernization of existing signals. Upgrades would include internally illuminated street name signs, pedestrian push buttons, detection equipment, electrical re-cabling, and maintenance. The program is estimated to cost $16,500,000 over the RTP horizon. Justification: The proposed program would address safety and congestion through the adoption of new technologies and modernized equipment, improving intersection operations. "		Program	ITS
Glendale	GLN-20-RTP-025	Arterial Access Control/Safety	Program Set Aside	"Description: The proposed program will provide funding for median installations and other access control measures on roadways, to be determined by safety and location needs. Justification: The program would provide funding to expedite the implementation of access control measure to address safety issues, with the goal of improving safety for all users (pedestrians, bicyclists and automobile users). "		Program	Safety
Glendale	GLN-20-RTP-031	Capital Bridge Repair	Program Set Aside	"Description: This program is needed to maintain city bridges to meet Federal Highway Administration standards. There are approximately 43 bridges that are inspected by Arizona Department of Transportation (ADOT) semi-annually to identify necessary repairs. Justification: Under the National Bridge Inspection Program, administered by ADOT, the city is required to maintain its bridges to a satisfactory standard."		Program	Bridge Replacement/Rehab

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Glendale	GLN-20-RTP-058	Pavement Reconstruction	Program Set Aside	"Description: This program will address street segments that have been identified in the Pavement Management Plan and Pavement Condition Inventory require full reconstruction due to poor pavement conditions. This program is focused on arterial and collector streets, and is estimated to cost $100 million over the RTP plan horizon. Justification: Reconstructing these important roadways will provide a safer, more efficient transportation network that supports regional mobility, and access to local and regional destinations. Estimated Capital Project Cost: $100 Million"		Program	Roadway Inspection and Maintenance
Glendale	GLN-20-RTP-026	Scalloped Street Program	Program Set Aside	"Description: This program will improve existing streets that have not been constructed to Glendale's standards for their assigned functional classification. The missing elements typically include one or more of the following: appropriate pavement width, curb and gutter on one or both sides, and sidewalks. Glendale's scalloped street inventory identifies 170 miles of unfinished streets within the city's Municipal Planning Area (MPA). Justification: Constructing these streets to the appropriate standard configuration will provide streets that function as planned, and meet user expectations. Glendale residents, property owners and regional users traveling through the MPA will benefit from fully functioning streets that improve safety, capacity, multi-modal mobility and property access. "		Program	Scalloped Streets
Glendale	GLN-20-RTP-055	Intersection Capacity Enhancements	Program Set Aside	"Description: This program would address capacity issues primarily at arterial-to-arterial intersections, typically by constructing missing turn lanes and increasing the number of through lanes. In 2017, Glendale identified 28 intersections that operated at LOS D or lower during peak travel periods, many of which will experience LOS degradation as traffic volumes increase. The cost estimate for Justification: Glendale's arterial streets carry a large amount of regional traffic, due to its unique shape (as narrow as 2 miles wide) and location between the region's urban center (Phoenix) and neighboring suburban jurisdictions. Improvements to the arterial intersections will therefore enhance regional mobility and economic opportunities by addressing congestion, safety and access to adjacent businesses. Estimated Capital Cost: $17.20 Million"		Program	Intersection Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-047	Intersection Safety Program	Program Set Aside	"Description: This program would set aside funds to implement intersection safety improvements as needs are identified. The estimated cost for the program is $7.0 million for the RTP plan horizon. Justification: This program will provide the ability for efficient responsiveness to address critical intersection safety improvements that have not been otherwise identified. The programs will address safety, congestion relief, and improved access to adjacent businesses. Estimated Capital Cost: $7,000,000"		Program	Intersection Improvements
Glendale	GLN-20-RTP-069	Electric Vehicle Charging Stations	Program Set Aside	"EV Program - This program set aside would provide funds for the installation of electric vehicle (EV) charging stations and related infrastructure. The expected increase in EV adoption will require significant investments in charging infrastructure. While utilities and private companies are expected to eventually provide market driven solutions for this need, during the interim period governments at all levels have the opportunity to encourage adoption of this technology through funding support of infrastructure development. The lack of conveniently located facilities that provide rapid charging is a significant hurdle for potential buyers of electric vehicles. "		Program	Emerging Technology
Glendale	GLN-20-RTP-088	Pavement Striping Program	Program Set Aside	"Pavement Striping Program - this set aside would provide funding to expedite Glendale's pavement striping program. The program's goal is to address pavement marking conditions, and bring pavement markings to national design and visibility standards. Pavement markings play one of the most important safety functions on our roads. This program will improve safety by improving pavement marking visibility for residents and regional traffic traveling on Glendale's transportation system. The visibility of pavement markings affect safety for all modal users of the transportation system, including automobile drivers, pedestrians and bicyclists. "		Program	Roadway Inspection and Maintenance
Glendale	GLN-20-RTP-011	Grand Avenue: I-10 to SR303L	Program Set Aside	"Regional freeway program - this proposed project would re-construct Grand Avenue as a limited access freeway through the West Valley, from I-10 to the SR303L."		Yes	

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Glendale	GLN-20-RTP-067	Commuter Rail/Grand Avenue Corridor - Capital	Program Set Aside	"Regional Transit Program - This set aside would provide capital funds to construct a regional commuter rail project located in the BNSF railroad right of way adjacent to Grand Avenue, from the Wickenburg area to downtown Phoenix. This project would be expected to include a commuter rail station adjacent to Downtown Glendale, potentially at the existing BNSF station building location. MAG's 2018 Regional Commuter Rail Study Update identified this alignment as an alternative in the proposed commuter rail system for the region. The study asserts that commuter rail service in the MAG region would complement and build upon existing and planned bus and LRT service. Specifically, commuter rail service would offer an alternative transit mode that has the advantage of using existing rail corridors, use a transit technology that is appropriate for longer distance travel (providing connectivity to suburbs located further from the central core), and allow for transfers to other transit systems."		Program	Commuter Rail
Glendale	GLN-20-RTP-068	Commuter Rail/Grand Avenue Corridor - Operations	Program Set Aside	"Regional Transit Program - This set aside would provide funds to operate a regional commuter rail line located in the BNSF railroad right of way adjacent to Grand Avenue, from the Wickenburg area to downtown Phoenix. This project would be expected to include the operation of a commuter rail station adjacent to Downtown Glendale, potentially at the existing BNSF station building location. MAG's 2018 Regional Commuter Rail Study Update identified this alignment as an alternative in the proposed commuter rail system. The study asserts that commuter rail service in the MAG region would complement and build upon existing and planned bus and LRT service. Specifically, commuter rail service would offer an alternative transit mode that has the advantage of using existing rail corridors, use a transit technology that is appropriate for longer distance travel (providing connectivity to suburbs located further from the central core), and allow for transfers to other transit systems. "		Program	Commuter Rail
Glendale	GLN-20-RTP-032	Northern Parkway ITS	Program Set Aside	"Roadway Program - this program will provide funds to install Intelligent Transportation System infrastructure on Northern Parkway between Sarival Road and Dysart Road. Improvements may include communications technologies, closed caption television (CCTV) equipment, and digital message signs (DMS)."		Program	ITS

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Glendale	GLN-20-RTP-071	Street Lighting Infill Program	Program Set Aside	"Roadway Safety Program - this citywide program would fund the installation of missing streets lights on arterial roads. The estimated cost for this program is $2,500,000 over the RTP horizon."		Program	Streetlights
Glendale	GLN-20-RTP-073	Railroad Crossing Program	Program Set Aside	"The goal of this program is to improve safety for at-grade railroad crossings of roadways. Glendale has 14 at-grade railroad crossings within or adjacent to the city, with several located on busy arterial and collector roads. For example, railroad activity at the BNSF railroad crossing of the Glendale Avenue/59th Avenue intersetion results in frequent backups on these two busy arterial streets. Glendale Avenue and 59th Avenue carry approximately 20,000 and 22,000 vehicles a day, respectively, at this location, and railroad traffic blocks automobile and pedestrian traffic several times a day. "		Program	Intersection Improvements
Glendale	GLN-20-RTP-030	Intelligent Transportation System Program	Program Set Aside	"The proposed program will provide local match funds for Federally Funded Intelligent Transportation Systems (ITS) citywide. Over the span of the next RTP, the program is expected to involve the following elements: closed caption television equipment; intersection detection technology; arterial Intelligent Transportation Systems; and updating the Glendale Transportation Management Center. An enhanced system with updated communications infrastructure, traffic cameras, message signs, and networking equipment will make the traffic signal system more responsive. These improvements will address safety and travel efficiency for Glendale residents. From a regional user perspective, the ITS program will improve access for regional traffic to local destinations, and facilitate travel through Glendale on arterial streets to neighboring jurisdictions."		Program	ITS
Glendale	GLN-20-RTP-072	Bridge Replacement Program	Program Set Aside	"This program would provide funding to perform necessary bridge replacements along Glendale streets, and on roads located in unincorporated Maricopa County but within the Glendale Municipal Planning Area. Bridges determined to be structurally deficient and/or functionally obsolete would be candidates for this program. Candidate bridges will typically be located on arterial streets (which tend to serve local and regional transportation needs). for example the Glendale Avenue bridges over the Agua Fria and New Rivers may be candidates for this program."		Program	Bridge Replacement/Rehab

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Glendale	GLN-20-RTP-064	Transit: Bus Pullouts	Program Set Aside	"This program would provide funds to construct bus pullouts along transit routes, where buses can move out of the travel lanes while passengers board and alight. New bus pullouts would be installed along arterial streets where Glendale's transit routes are located. Glendale's Transportation Plan estimated $7.5 million in bus pullout needs. Bus pullouts allow the remainder of roadway traffic to continue to flow in the through lanes, and other drivers do not need to resort to lane changes to avoid traffic delays behind stopped buses. The new bus pullouts would also benefits transit riders since these stops would be constructed with shelters and other amenities to improve transit rider comfort. "		Program	Bus Stop Improvements
Glendale	GLN-20-RTP-087	Sign Replacement Program	Program Set Aside	"Traffic Sign Replacement Program - this program would provide funding to expedite replacement of outdated traffic and transportation system signs citywide, including regulatory, warning, guide, and other/special signs. The current schedule is following a 17 year replacement cycle due to funding priorities. The proposed set aside program would target a 10-year replacement cycle, better matching general sign condition degradation timing. This program will improve safety by providing better sign visibility for residents and regional traffic traveling on Glendale's transportation system. Sign visibility affects safety for all modal users of the transportation system, including automobile drivers, pedestrians and bicyclists."		Program	Sign Replacement
Glendale	GLN-20-RTP-003	Transit: Fleet Replacement & Expansion Program	Program Set Aside	"Transit Program - this program will purchase new buses for the fleet replacement program, and procure new fleet for the expansion of Glendale directly operated transit services. The current capital cost estimate for this program, reflecting only Glendale's costs to leverage federal funds, is $3 million. This program allows Glendale to maintain and expand transit service to provide mobility and access for all users, within Glendale and connecting into the regional transit service. This fleet expansion will facilitate additional circulator service, which is expected to involve coordination with neighboring jurisdictions to provide more regional connections and service."		Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-028	Transit: Glendale Dial-A-Ride	Program Set Aside	"Transit Program: demand and ADA dial-a-ride service provided in Glendale. This includes Glendale's directly operated mandated ADA para-transit service (within Glendale City limits) and our demand, same-day non-ADA service. This service operates 365 days a year and is available to everyone. The current annual cost to operate this service is $2.8 million per year. Justification: This program improve mobility option and economic opportunities transit users."		Program	ADA Paratransit
Glendale	GLN-20-RTP-079	Transit: Current Glendale Circulators (Locally Funded)	Program Set Aside	"Transit Program: Glendale Urban Shuttle (GUS) Circulators (Current Service) - funds for this program would be used to offset Glendale's costs to operate the three current GUS routes in the city, that connect Glendale residents to various services and amenities. The service is free for riders. These existing circulator routes also provide access to regional fixed route service (which in turn connect to LRT service) for Glendale residents, and connect visitors from other parts of the Valley to Glendale destinations. Gus 1 runs Monday through Sunday and serves Glendale's downtown core area (52nd Ave to 67th Ave, Lamar to Northern); Gus 2 operates Monday through Friday and serves the east end of downtown (43rd Ave to 55th Ave, Montebello to Northern); Gus 3 operate(Monday through Friday and central Glendale north of downtown (Northern to Peoria, 65th to 53rd Ave). Glendale's estimated cost to operate all three routes is $800,000 per year. "		Program	Circulator
Glendale	GLN-20-RTP-029	Transit: Regional ADA Service	Program Set Aside	"Transit Program: This service provides regional cross-jurisdiction ADA paratransit trips. Currently, this service is funded across the region through a combination of PTF funds and local funds. As a Program Set Aside, this service would be funded in the same manner as other regional services, such as the Mobility Center, Dispatch Call Center, and the Platinum Pass Program. Glendale's costs for this service during the next RTP period is $2.0 million per year. ADA service is mandated by ADA legislation. This regional service eliminates jurisdictional boundaries and provides shared ride service to our disabled patrons, eliminating transfers and ensures seamless service within the regional ADA service area. It also ensures Glendale Transit service remains in compliance with ADA guidance regarding trip times, and is delivering comparable service to disabled customers."		Program	ADA Paratransit

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Glendale	GLN-20-RTP-027	Travel Demand Management Program	Program Set Aside	"Travel Demand Management (TDM) - this set-aside would provide local agencies with funds to develop TDM plans. Local and sub-regional TDM plans can help communities identify and implement TDM strategies like adopting different transportation modes, adjusting their times of travel, making fewer/consolidating their trips, and choosing different routes. "		Program	TDM
Glendale	GLN-20-RTP-061	Autonomous Circulator Pilot Program	Program Set Aside	Transit Program - this program would provide funds for pilot projects to explore and potentially implement autonomous vehicle circulator projects. A pilot project would provide the opportunity to evaluate whether this innovative transportation technology could be integrated into the local and regional transportation systems.		Program	Circulator
Glendale	GLN-20-RTP-009	Northern Parkway Interchange at SR303L	Roadway and Intersection	Interchange Modifications	"This regional project would construct the full-build transportation interchange between Northern Parkway and SR303L, including frontage roads."	Yes	
Glendale	GLN-20-RTP-010	Grand Ave Interchange @ Northern Avenue	Roadway and Intersection	Interchange Modifications	"This regional project would reconstruct the existing transportation interchange to fully separate Grand Avenue traffic from the arterial-to-arterial intersection of Northern Avenue and 67th Avenue. Grand Avenue (US Route 60) is an ADOT facility, while Northern and 67th avenues are Glendale streets."	Yes	
Glendale	GLN-20-RTP-014	SR101L Interchange @ 59th Ave	Roadway and Intersection	Interchange Modifications	This regional project would reconstruct interchange ramps and improve the surface streets approaches to the interchange.	Yes	
Glendale	GLN-20-RTP-015	SR101L Interchange @ 67th Ave	Roadway and Intersection	Interchange Modifications	Reconstruct interchange ramps and surface streets approaches	Yes	
Glendale	GLN-20-RTP-016	SR101L Interchange @ 75th Ave	Roadway and Intersection	Interchange Modifications	This regional project would reconstruct interchange ramps and improve the surface streets approaches to the interchange.	N/A	
Glendale	GLN-20-RTP-018	SR101L Interchange @ Glendale Ave	Roadway and Intersection	Interchange Modifications	This regional project would reconstruct interchange ramps and improve the surface streets approaches to the interchange.	Yes	
Glendale	GLN-20-RTP-019	SR101L Interchange @ Bell Rd	Roadway and Intersection	Interchange Modifications	Increase the number of lanes from westbound Bell Road on to the southbound SR101L freeway on-ramp from two lanes to three lanes.	Yes	
Glendale	GLN-20-RTP-020	SR101L Interchange @ Camelback Rd	Roadway and Intersection	Interchange Modifications	This regional project would reconstruct the interchange ramps and make improvements to Camelback Road in the interchange area. Camelback Road reconstruction to include approaches and mainline.	Yes	
Glendale	GLN-20-RTP-017	SR101L Interchange @ 83rd Ave	Roadway and Intersection	New DHOV Connection	"This regional project would construct a transportation interchange between 83rd Avenue and SR303L, with direct high occupancy vehicle (DHOV) ramps, to improve access to and from the freeway. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-006	Loop 303 Interchange at Olive Rd	Roadway and Intersection	New Interchange	"This regional/ADOT project would construct a new transportation interchange on SR303L at Olive Avenue. An initial design memorandum for this project identified a concept where a half-diamond interchange (ramps on the north side) would be constructed at SR 303L/Olive Avenue, with a one lane, one-way southbound frontage road on the west side of SR 303L from Northern Avenue to Olive Avenue."	Yes	
Glendale	GLN-20-RTP-008	Grand Ave Interchange @ Bethany Home Rd	Roadway and Intersection	New Interchange	"This regional/ADOT project would project construct a transportation interchange to separate Grand Avenue traffic from an arterial-to-arterial intersection of Bethany Home Road and 51st Avenue. Currently, Bethany Home Road has a full movement intersection with Grand Avenue. 51st Avenue is carried over the intersection on a bridge, with only indirect connections to Grand Avenue and Bethany Home Road. Grand Avenue (US Route 60) is an ADOT facility, while Bethany Home Road and 67th Avenue are Glendale streets."	Yes	
Glendale	GLN-20-RTP-037	99th Ave Improvements	Roadway and Intersection	Other	"This project would improve 0.5 miles of 99th Avenue by constructing a southbound right turn lane approaching Camelback Road, and install and missing sidewalk, curb, and gutter along the west side of the street."	Program	Intersection Improvements
Glendale	GLN-20-RTP-038	Bell Rd Corridor Improvements	Roadway and Intersection	Other	"This project would construct corridor improvements that would include a major bridge reconstruction, access management measures, intersection improvements and other roadway reconfiguration."	Yes	
Glendale	GLN-20-RTP-048	Northern Ave Intersection Improvements	Roadway and Intersection	Other	"This is a regional project that is recommended by the TT0573 Northern Pkwy Final Scoping and Design Report, but is currently unfunded. The improvements include construction of dual left turn lanes and right turn pockets along Northern Avenue at these two intersections. The improvements at 83rd Avenue are estimated to cost $8.3 million, and the 75th Avenue improvements $5.9 million."	Program	Intersection Improvements
Glendale	GLN-20-RTP-049	51st Ave Intersections	Roadway and Intersection	Other	"This project will address intersection capacity issues by constructing additional turn lanes and increasing the number of through lanes. The intersections to be improved include Camelback Road, Glendale Avenue, Olive Avenue, Peoria Avenue, Cactus Road, Thunderbird Avenue, and Bell Road. "	Program	Intersection Improvements
Glendale	GLN-20-RTP-050	57th Ave/Greenway Rd Intersection	Roadway and Intersection	Other	The proposed project will construct new traffic signal and eastbound right turn lane.	Program	Intersection Improvements
Glendale	GLN-20-RTP-051	59th Ave Intersections	Roadway and Intersection	Other	"This project will address intersection capacity issues by constructing additional turn lanes and increasing the number of through lanes. The intersections to be improved include Peoria Avenue, Thunderbird Road, Greenway Road, Bell Road, and Union Hills Drive. "	Program	Intersection Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-052	67th Ave Intersections	Roadway and Intersection	Other	"This project will address intersection capacity issues by constructing additional turn lanes and increasing the number of through lanes at three existing signalized intersections (Peoria Avenue, Thunderbird Road, and Bell Road). The project will also install a new traffic signal at Ocotillo Road."	Program	Intersection Improvements
Glendale	GLN-20-RTP-054	91st Ave/Camelback Rd Intersection Improvements	Roadway and Intersection	Other	This project will address intersection capacity issues by constructing a new southbound right turn lane.	Program	Intersection Improvements
Glendale	GLN-20-RTP-001	59th Ave Corridor Improvements	Roadway and Intersection	Roadway Realignment/Configuration	"The proposed 59th Avenue improvements will address safety and congestion issues along this 11 mile corridor. The 59th Avenue project corridor is comprised of the following lane configurations: 3 miles of a four lane section; 7 miles of a five lane section; and 1 mile of a six lanes section. The corridor is essentially fully developed, which precludes the addition of new travel lanes. Therefore the lane configurations are expected to remain the same. The project recommendations instead include the following measure to address capacity and safety issues along the corridor: installation of dedicated turn lanes; adjustments to existing raised medians; installation of new raised medians; landscaping, installation of bus shelters, installation of missing street lights, traffic signal location modifications; pavement treatments, and utility pole relocations."	Yes	
Glendale	GLN-20-RTP-012	SR101L - Grand Ave to 75th Ave	Roadway and Intersection	Roadway Widening	The regional freeway project will construct an additional general purpose travel lane in both directions on this ADOT facility.	Yes	
Glendale	GLN-20-RTP-013	SR101L: I-10 to Grand Ave	Roadway and Intersection	Roadway Widening	The regional freeway project will construct an additional general purpose travel lane in both directions on this ADOT facility.	Yes	
Glendale	GLN-20-RTP-024	Ballpark Blvd Phase II	Roadway and Intersection	Roadway Widening	"This project will add a travel lane in both directions along a 0.75 mile segment of Ballpark Boulevard, starting at the Bethany Home Road alignment on the south and continuing northward through the recharge pond area. "	Yes	
Glendale	GLN-20-RTP-034	67th Ave: Cactus Rd to Pinnacle Peak Rd	Roadway and Intersection	Roadway Widening	"This project would widen approximately five miles of 67th Avenue from the existing four lane configuration, to six lanes. The two mile section between Union Hills Drive and Deer Valley Road, representing the approaches to the SR101L interchange, is already widened to five and six lanes and is not included in the project. The interchange approaches are included in a proposed SR101L/67th Ave Interchange project."	Yes	
Glendale	GLN-20-RTP-035	Camelback Rd Widening	Roadway and Intersection	Roadway Widening	"This project would widen approximately six miles of Camelback Road from the existing four lane configuration, to six lanes."	Yes	
Glendale	GLN-20-RTP-036	Glendale Avenue Widening - Cotton Ln to Reems Rd	Roadway and Intersection	Roadway Widening	"This project would widen 2.5 miles of Glendale Avenue from the existing two lane configuration, to four lanes."	Yes	
Glendale	GLN-20-RTP-039	Reems Road Widening	Roadway and Intersection	Roadway Widening	"This project would widen three miles of Reems Road from the existing two lane configuration, to four lanes."	Yes	

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Glendale	GLN-20-RTP-040	Sarival Road	Roadway and Intersection	Roadway Widening	"This project would widen five miles of Sarival Road from the existing two lane configuration to four or six lanes, depending on the section."	Yes	
Glendale	GLN-20-RTP-041	Bethany Home Rd: Cotton Ln to Sarival Rd	Roadway and Intersection	Roadway Widening	"This project would widen two miles of Bethany Home Road from the existing two lane configuration, to four lanes."	Yes	
Glendale	GLN-20-RTP-042	91st Ave: Orangewood Ave to Northern Ave	Roadway and Intersection	Roadway Widening	"This project would widen 0.5 miles of 91st Avenue from the existing four lane configuration, to six lanes."	Yes	
Glendale	GLN-20-RTP-043	Litchfield Rd: Northern Pkwy to Peoria Ave	Roadway and Intersection	Roadway Widening	"This project would widen 1.5 miles of Litchfield Road from the existing two lane configuration, to four lanes."	Yes	
Glendale	GLN-20-RTP-044	Cotton Ln: Camelback Rd - Bethany Home Rd	Roadway and Intersection	Roadway Widening	"This project would widen 1.0 miles of Cotton Lane from the existing two lane configuration, to four lanes."	Yes	
Glendale	GLN-20-RTP-045	Dysart Rd: Glendale Ave - Northern Pkwy	Roadway and Intersection	Roadway Widening	"This project would widen 1.0 miles of Dysart Rd from the existing four lane configuration, to six lanes."	Yes	
Glendale	GLN-20-RTP-046	Northern Ave: Cotton Ln - Litchfield Rd	Roadway and Intersection	Roadway Widening	"This project would widen 4.0 miles of Northern Avenue from the existing two lane configuration, to six lanes."	Yes	
Glendale	GLN-20-RTP-059	Glendale Ave Widening: Litchfield Rd - 99th Ave	Roadway and Intersection	Roadway Widening	"This project would widen approximately five miles of Camelback Road from the existing four lane configuration, to six lanes. This widening will require the reconstruction or replacement of the bridges spanning the Agua Fria River and New River. The estimate provided with this submission does not include the bridge costs, which are expected to be significant. As currently configured, neither bridge appears wide enough to accommodate six 12-foot wide lanes."	Yes	
Glendale	GLN-20-RTP-060	83rd Ave Widening	Roadway and Intersection	Roadway Widening	"This project would widen one mile of 83rd Avenue from the existing two lane configuration, to four lanes."	Yes	
Glendale	GLN-20-RTP-053	75th Ave/Camelback Rd Intersection Improvements	Roadway and Intersection	Turn Lane	This project will address intersection capacity issues by constructing additional turn lanes.	Program	Intersection Improvements
Glendale	GLN-20-RTP-002	Expand Fixed Route Service - Rt 51	Transit	Improve Enhanced Bus Route	"Extend Route 51 (51st Ave) from current terminus at Thunderbird Road northward to Bell Road. This extension would provide 30 minute service, Monday through Sunday. The extension is proposed to begin in RTP year 2030, at an estimated operations cost of $440,000 per year."	Program	Regional Bus
Glendale	GLN-20-RTP-033	"Fixed Route Service Frequency Expansion (70,186) - Weekday"	Transit	Improve Local Bus Route	"The project would expand and restore weekday service frequency on two routes: Route 70 (Glendale Ave) - expand service frequency to 30 minutes for Route 70 between 99th Avenue and Luke AFB. The estimated cost is $360,000 per year, with a proposed RTP initiation year of 2026; Route 186 (Union Hills Dr) - restore service to 30 minute frequency. This change is estimated to cost $290,000 per year, with a proposed RTP initiation year of 2025."	Program	Regional Bus
Glendale	GLN-20-RTP-076	Expand Fixed Route Service - Rt 80	Transit	Improve Local Bus Route	"Extend Route 80 (Northern Ave) from current terminus at 59th Avenue westward to 99th Avenue. This extension would provide 30 minute service, Monday through Sunday. The extension is proposed to initiate in RTP year 2032, at an estimated operations cost of $860,000 per year."	Program	Regional Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-078	Peak Service Additions to High Ridership Routes	Transit	Improve Local Bus Route	"This project will expand service frequency during AM/PM peak service periods to 15 minute intervals. Peak service periods are between 7:00-9:30 am and 2:30-5:30 pm. The location, annual operations cost estimates and proposed initiation year for each route are as follows: Route 59 (59th Avenue) - $340,000 per year, RTP year 2033; Route 60 (Bethany Home Road) - $230,000 per year, RTP year 2035; Route 67 (67th Avenue) - $320,000 per year, RTP year 2035; Route 70 (Glendale Avenue) - $55,000 year, RTP year 2035; Route 90 (Olive Avenue) - $100,000 per year, RTP year 2035."	Program	Regional Bus
Glendale	GLN-20-RTP-081	Expand Fixed Route & Enhance Service - Rt60 & Rt170	Transit	Improve Local Bus Route	"This project will extend existing Route 60 (Bethany Home Road) from its current western terminus at 83rd Ave, one mile west to 91st Avenue. This service would be provided at a 30 minute frequency, Monday through Sunday, and is estimated to costs $440,000 per year to operate. The proposed RTP initiation year is 2037. This project would also increase the peak period service frequency on Route 170 (Bell Road), to 15 minutes from 7:00 am-9:30am and 2:30-5:30 pm. The costs for this increased frequency is estimated at $120,000 year, and the proposed RTP initiation year is 2037."	Program	Regional Bus
Glendale	GLN-20-RTP-082	Expand Weekday Span of Service on Existing Fixed Routes	Transit	Improve Local Bus Route	"This project will expand weekday span of service to match City of Phoenix on the following 16 routes (route designator, location, annual estimated cost and proposed RTP initiation year identified for each): Rt60 - Bethany Home Rd ($24,000, 2039); Rt80 - Northern Ave ($59,000, 2039); Rt90 - Olive Ave ($89,000, 2039); Rt59 - 59th Ave ($29,000 2039); Rt170 - Bell Rd ($130,000, 2043); Rt67 - 67th Ave ($34,000, 2043); Rt106 - Peoria Ave ($100,000, 2043); Rt138 - Thunderbird ($60,000, 2043); Rt154 - Greenway ($60,000, 2044), Rt75 - 75th Ave ($18,000, 2044); Rt83 - 83rd Ave ($150,000, 2044); Rt91 - 91st Ave ($94,000, 2044); Rt99 - 99th Ave ($94,000, 2044); Rt122 - Cactus Rd ($67,000, 2044); Rt186 - Union Hills ($150,000, 2044); Rt70 - Glendale Ave ($140,000, 2039)"	Program	Regional Bus
Glendale	GLN-20-RTP-083	Expand Weekend Span of Service on Existing Fixed Routes	Transit	Improve Local Bus Route	"Expand weekend span of service to match City of Phoenix on the following 16 routes (route designator, location, annual estimated cost and proposed RTP initiation year identified for each): Rt59 - 59th Ave ($160,000, 2041); Rt70 - Glendale Ave ($190,000, 2042); Rt80 - Northern Ave ($35,000, 2042); Rt90 - Olive Ave ($46,000, 2042); Rt60 - Bethany Home Rd ($11,000, 2042); Rt170 - Bell Rd ($62,000, 2044); Rt67 - 67th Ave ($15,000, 2044); Rt106 - Peoria Ave ($46,000, 2044); Rt138 - Thunderbird Rd ($31,000, 2044); Rt75 - 75th Ave ($86,000, 2044); Rt122 - Cactus Rd ($31,000, 2044); Rt83 - 83rd Ave ($72,000, 2044); Rt154 - Greenway ($31,000, 2044); Rt91 - 91st Ave ($43,000, 2044); Rt186 - Union Hills ($71,000, 2044); Rt99 - 99th Ave ($43,000, 2045)"	Program	Regional Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-086	Fixed Route Service Frequency Expansion - Weekend	Transit	Improve Local Bus Route	"This project will expand weekend service frequency to the regional weekend standard of 30 minutes on the following routes (route designator, location, annual estimated cost and proposed RTP initiation year identified for each): Rt59 - 59th Ave ($360,000, 2025); Rt60 - Bethany Home Rd ($160,000, 2028); Rt67 - 67th Ave ($360,000, 2025); Rt70 - Glendale Ave ($200,000, 2026); Rt80 - Northern Ave ($73,000, 2027); Rt83 - 83rd Ave ($110,000, 2030); Rt90 - Olive Ave ($96,000, 2027); Rt106 - Peoria Ave ($96,000, 2028); Rt138 - Thunderbird Rd ($64,000, 2029); Rt170 - Bell Rd ($110,000, 2027); Rt186 - Union Hills Dr ($140,000, 2030)."	Program	Regional Bus
Glendale	GLN-20-RTP-090	Expand Weekday Span of Service on Fixed Routes - Litchfield & Dysart	Transit	Improve Local Bus Route	"This project will expand weekday span of service for two fixed transit routes: Litchfield Road service between Missouri and Northern avenues (2.5 miles), at an estimated operations cost of $92,000 per year; and Dysart Road service between Glendale and Northern avenues (1.0 miles), at an estimated operations cost of $55,000 per year. Both service expansions are proposed for initiation in RTP year 2045 or beyond. Establishment of fixed route service for both of these routes is included as a separate project, and proposed to occur earlier in the RTP horizon."	Program	Regional Bus
Glendale	GLN-20-RTP-091	Expand Weekend Span of Service on Fixed Routes - Litchfield & Dysart	Transit	Improve Local Bus Route	"This project will expand weekend span of service for two fixed transit routes: Litchfield Road service between Missouri and Northern avenues (2.5 miles), at an estimated operations cost of $42,000 per year; and Dysart Road service between Glendale and Northern avenues (1.0 miles), at an estimated operations cost of $25,000 per year. Both service expansions are proposed for initiation in RTP year 2045 or beyond. Establishment of fixed route service for both of these routes is included as a separate project, and proposed to occur earlier in the RTP horizon."	Program	Regional Bus
Glendale	GLN-20-RTP-005	Park & Ride Refurbishment Project	Transit	Improve Park and Ride	This project will provide refurbishment and maintenance for two Park & Ride facilities that serve regional transit users. The existing Park & Ride at 99th Ave/Glendale Ave opened in 2007 and includes the following features that will require refurbishment or replacement: building structure; HVAC system; parking cover canopies; and pervious concrete pavement parking lot. The North Glendale Park & Ride is planned for construction in the near future and will require refurbishment or replacement of components during the RPT horizon period.	Program	Transit Asset Management
Glendale	GLN-20-RTP-062	Transit Center Refurbishment	Transit	Improve Park and Ride	This project will provide funds for refurbishment and maintenance activities for the Arrowhead Town Center Park & Ride facility. These activities will includes painting the structure and furniture maintenance.	Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-066	Bus Rapid Transit - Operations	Transit	New BRT Route	"This proposed project would fund operations for a BRT service along a Glendale corridor that will connect into the anticipated City of Phoenix BRT service on a yet-to-be determined corridor. Both City of Phoenix and MAG are currently studying BRT opportunities. Once these studies are completed, Glendale staff will coordinate with representatives from both agencies to determine which corridors will be identified as their ""prime"" corridors and assess how Glendale might connect to the identified line. "	Yes	
Glendale	GLN-20-RTP-074	Bus Rapid Transit - Capital	Transit	New BRT Route	"This Bus Rapid Transit (BRT) concept project would involve constructing BRT infrastructure to connect with the anticipated City of Phoenix BRT service on a yet-to-be determined corridor. Both City of Phoenix and MAG are currently studying BRT opportunities. Once these studies are completed, Glendale staff will coordinate with representatives from both agencies to determine which corridors will be identified as their ""prime"" corridors and assess how Glendale might connect to the identified line. The capital cost estimate for this project is $55,000,000 per mile. This estimate can fluctuate depending on configuration of BRT, i.e. if BRT will run in a dedicated guideway or share a guideway with automobiles. This cost will also depend on how many total miles BRT would be implemented in Glendale. Although the two studies are not yet complete, two corridors have been identified so far: Glendale Avenue corridor, with seven miles of BRT in Glendale ($385 million); and a Camelback Road corridor, with six to seven miles of BRT ($330 to $385 million)."	Yes	
Glendale	GLN-20-RTP-070	New Glendale Transit Circulators	Transit	New Circulator Service	"This transit program will add three new neighborhood circulators. The Southwest Area Circulator would operate in the area bounded by Glendale Ave, 83rd Ave, Camelback Rd/Missouri Ave, and 63rd Ave. Service would be provided Monday through Friday at 30 minute intervals and cost $0.19 million a year. The Westgate Area Circulator would operate in the area bounded by Northern Ave, 99th Ave, Camelback Rd, and 91st/83rd Ave. Service would be provided Monday through Saturday at 30 minute intervals, and cost an estimated $0.16 million per year. Finally, the North Glendale Circulator would operate in the area bounded by Pinnacle Peak, 83rd Ave, Greenway, and 59th/67th Aves. Service would be provided Monday through Friday at 30 minute intervals, and cost $0.2 million per year. "	Program	Circulator
Glendale	GLN-20-RTP-089	New Regional Express Bus Service	Transit	New Express/Rapid Bus Route	"New Glendale Express Route - ""Loop 303-Crosstown"" regional route linking the SR303L/Glendale/Surprise area to Scottsdale. Proposed service schedule is Monday through Friday, with four inbound and outbound trips per day, and a proposed initiation year of 2041."	Program	Regional Commuter Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-077	New Fixed Route Service - Rts 75 & 91	Transit	New Local Bus Route	"This project would provide two new transit routes in Glendale, Route 75 (75th Avenue) and Route 91 (91st Avenue). Route 75 service is currently available in the city of Phoenix, but stops at the Glendale border, Camelback Road. This project would establish new Glendale service (and improve regional transit connectivity) by extending Route 75 into Glendale, from Camelback Road to Northern Avenue. Proposed Route 91 would also establish service in Glendale between Camelback Road to Northern Avenue. Both new routes would provide 30 minute service every day of the week, and both are proposed to begin in RTP year 2030 at an estimated operations cost of $530,000 per year, each."	Program	Regional Bus
Glendale	GLN-20-RTP-080	"New Fixed Route Service - Rts 99, 122, 154, Litchfield, Dysart"	Transit	New Local Bus Route	"This project would implement the following fixed route service (all five routes will provide a 30-minute service frequency, Monday through Sunday): Route 154 – located on Greenway Avenue between 51st and 71st avenues (2.5 miles). Estimated cost to operate is $380,000 per year, with RTP year 2038 the service implementation target. Route 99 – located on 99th Avenue between Camelback Road and Northern Avenue (3 miles). Estimated cost to operate is $530,000 per year, with RTP year 2041 the service implementation target. Route 122 – located on Cactus Road between 51st and 67th avenues (2 miles). Estimated cost to operate is $380,000 per year, with RTP year 2041 the service implementation target. Litchfield Road Route – from Missouri Avenue to Northern Avenue (2.5 miles). Estimated cost to operate is $890,000 per year, with RTP year 2045 the service implementation target. Dysart Road Route – from Glendale Avenue to Northern Avenue (1.0 miles). Estimated cost to operate is $530,000 per year, with RTP year 2045 the service implementation target."	Program	Regional Bus
Glendale	GLN-20-RTP-063	New Park & Ride	Transit	New Park and Ride	"This project will construct a new Park & Ride to serve regional transit users. The facility will provide roughly 250-350 covered spaces, possibly with solar panels, and equipped with security cameras. As part of their update of Glendale's Transit Plan, Valley Metro is re-assessing Park & Ride location needs based on population growth and transit expansion projections. Possible locations for this facility include the SR L303 corridor, or central/southern Glendale, adjacent to a future high capacity transit station."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Glendale	GLN-20-RTP-065	Light Rail Transit - Capital	Transit	New Rail Route/Extension	"This capital project would construct a light rail transit (LRT) connection along Thunderbird Avenue for approximately one mile, from the ASU West campus to to 59th Avenue in Glendale. This extension would be dependent on the City of Phoenix maintaining their extension to ASU West as identified in their T2050 Transportation Plan, which would follow the planned Northwest Phase II LRT Extension to Metro Center Mall. FTA capital funding is anticipated for this project, but the amount and timing of federal funding is unknown at this time. The $100 million capital cost estimate is based on the average current cost per mile for the existing 26 mile LRT alignment in the Phoenix metro area, and would be inclusive of all funding sources (federal, regional, and local). "	Yes	
Glendale	GLN-20-RTP-085	Light Rail Transit - Operations	Transit	New Rail Route/Extension	"This project would fund light rail transit (LRT) operations for the proposed LRT connection along Thunderbird Avenue from the ASU West campus to 59th Avenue in Glendale (approximately one-mile). This extension would be dependent on the City of Phoenix maintaining their extension to ASU West as identified in their T2050 Transportation Plan, which would follow the planned Northwest Phase II LRT Extension to Metro Center Mall. FTA capital funding is anticipated for this project, but the amount and timing of federal funding is unknown at this time. The cost provided for operations uses a Valley Metro standard estimate of $1,500,000 per mile, per year."	Yes	
Glendale	GLN-20-RTP-004	Bus Stop Upgrades	Transit	Other	"This program will upgrade bus stops to include a shelter, pad, furniture, other amenities as needed, and to maintain ADA accessibility standards."	Program	Bus Stop Improvements
Glendale	GLN-20-RTP-084	Current Glendale Fixed Route Service (Locally Funded)	Transit	Other	"This project would fund the local costs for operating existing fixed route service in Glendale. The routes currently operate at a 30 minute service frequency on weekdays, and 60 minutes on weekends. The current routes in Glendale include the following: 51, 59, 60, 67, 80, 83, 90, 138, 170, and 186."	Program	Regional Bus
Goodyear	GDY-20-RTP-038	Design - Bullard Wash Bicycle and Pedestrian Multi-Use Trail	Active Transportation	Shared Use Path	"The Bullard Wash Bicycle and Pedestrian Master Plan is currently in progress. Ultimately, Bullard Wash will host an eight-mile-long multi-use trail connecting northern Goodyear at Rio Paseo Park to southern Goodyear at Estrella Mountain Regional Park (EMRP). At present, only two of the eight miles are improved park/multi-use paved trails. This project request covers expanding the two miles of improved trails an additional five miles. Approving the request will propel the current project into the design phase of the five additional miles. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Goodyear	GDY-20-RTP-039	Construction - Bullard Wash Bicycle and Pedestrian Multi-Use Trail	Active Transportation	Shared Use Path	"The Bullard Wash Bicycle and Pedestrian Master Plan is currently in progress. Ultimately, Bullard Wash will host an eight-mile-long multi-use trail connecting northern Goodyear at Rio Paseo Park to southern Goodyear at Estrella Mountain Regional Park (EMRP). At present, only two of the eight miles are improved park/multi-use paved trails. This project request covers expanding the two miles of improved trails an additional five miles. Approving the request will propel the current project into the final phase of construction of the additional five miles. "	Program	Active Transportation
Goodyear	GDY-20-RTP-043	Electric Vehicle and Alternative Fuel Vehicle Infrastructure Program	Program Set Aside	"As part of the expansion of the Goodyear Park and Ride, include infrastructure such as battery charging stations and alternative fuels for transit vehicles. "		Program	Emerging Technology
Goodyear	GDY-20-RTP-037	Intelligent Transportation Systems 2025 - 2045	Program Set Aside	Continue to support the regional Information Technology transportation infrastructure with equipment installations and system implementations to improve traffic flow.		Program	ITS
Goodyear	GDY-20-RTP-013	Estrella Pkwy Bridge Widening Pre-Design	Roadway and Intersection	Bridge Replacement	Environmental design and land acquisition.	Program	Bridge Replacement/Rehab
Goodyear	GDY-20-RTP-019	Estrella Pkwy Bridge Widening Construction	Roadway and Intersection	Bridge Replacement	Widen the Estrella Parkway Bridge over the Gila River from 1 lane - 1 lane to two lanes - median - two lanes.	Yes	
Goodyear	GDY-20-RTP-024	Estrella Pkwy @ Interstate 10 widening	Roadway and Intersection	Interchange Modifications	Widen the intersection of Estrella Parkway under Interstate 10.	Yes	
Goodyear	GDY-20-RTP-021	Yuma Road Bridge Pre-Design	Roadway and Intersection	New Bridge	Pre-design a two lane - two lane bridge at the Bullard Wash. This project is in conjunction with the Yuma Road reconstruction project.	Yes	
Goodyear	GDY-20-RTP-022	Yuma Road Bridge Construction	Roadway and Intersection	New Bridge	"Construct a bridge on Yuma Road, west of Bullard Avenue, East of S. Goodyear Blvd E."	Yes	
Goodyear	GDY-20-RTP-033	Sonoran Valley Parkway Environmental Design & Land Acq.	Roadway and Intersection	New Roadway	"The Bureau of Land Management, Lower Sonoran Field Office completed the Final Environmental Impact Statement for the Sonoran Valley Parkway Project in 2019. This project is the Environmental Design and land acquisition for 250 foot ROW for the construction of a two-to-six-lane Parkway. Phase I of the SVPP would include a two-lane road, approximately 15 miles in length, including a temporary 20' wide construction access road, no U-turn crossovers, no median, to accommodate approx. 24,000 vehicles per day."	Yes	
Goodyear	GDY-20-RTP-023	Cotton Lane & Estrella Parkway Intersection Reconfiguration	Roadway and Intersection	Other	"Convert existing roundabout to grade separated intersection - Estrella Parkway @ Cotton Lane, to meet increased traffic demand. "	Program	Intersection Improvements
Goodyear	GDY-20-RTP-012	SR30 Final Phase	Roadway and Intersection	Roadway Extension	Construct final phase of SR30 from Avondale Blvd to Loop 303 including traffic interchange with Loop 303 and SR30.	Yes	
Goodyear	GDY-20-RTP-014	Loop 303 from Riggs Road to SR30 ROW	Roadway and Intersection	Roadway Extension	Acquire ROW for the extension of the Loop 303 south from Riggs Road to SR30.	Yes	
Goodyear	GDY-20-RTP-015	Loop 303 from Riggs Rd to SR30 Construct	Roadway and Intersection	Roadway Extension	Construct Loop 303 from Riggs Road to SR30.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Goodyear	GDY-20-RTP-018	"Yuma Road Reconstruction, Estrella Pkwy to Litchfield, Env/Design/Land Acq"	Roadway and Intersection	Roadway Reconstruction	Widen from one lane-one lane to two lane-median-two lane & add bike lanes. This project should be timed in conjunction with the Yuma Road Bridge project (new bridge).	Yes	
Goodyear	GDY-20-RTP-020	"Yuma Road Reconstruction, Estrella Pkwy to Litchfield Rd Construct"	Roadway and Intersection	Roadway Reconstruction	Widen from one lane-one lane to two lane-median-two lane & add bike lanes. This project should be timed in conjunction with the Yuma Road Bridge project (new bridge).	Yes	
Goodyear	GDY-20-RTP-025	Camelback Road Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	Design and construct improvements on Camelback Road from existing one lane-one lane to two lanes-median-two lanes from Loop 303 to 152nd Avenue.	Yes	
Goodyear	GDY-20-RTP-027	Camelback Road West Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	"Design and reconstruct Camelback Road from Cotton Lane to Citrus Road, from one lane-one lane to two lanes-median-two lanes."	Yes	
Goodyear	GDY-20-RTP-028	Litchfield Road and Van Buren Intersection Improvements	Roadway and Intersection	Roadway Reconstruction	"Design and reconstruct, creating dual lefts northbound and southbound on Litchfield @ Van Buren; add an additional turn lane eastbound, southbound and westbound."	Program	Intersection Improvements
Goodyear	GDY-20-RTP-029	Van Buren West Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	Widen to four lanes.	Yes	
Goodyear	GDY-20-RTP-030	Lower Buckeye Road Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	"Reconstruct and widen Lower Buckeye Road from Citrus Avenue to Sarival Avenue, one lane-one lane to two lanes-median-two lanes."	Yes	
Goodyear	GDY-20-RTP-031	McDowell Rd West Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	"Reconstruct/widen McDowell Road from Loop 303 to Citrus Rd, one lane-one lane to two lanes-median-two lanes."	Yes	
Goodyear	GDY-20-RTP-032	Citrus Road Reconstruction/Widening	Roadway and Intersection	Roadway Reconstruction	Reconstruct and widen Citrus Road from McDowell Road to Thomas Road. One lane-one lane to two lanes-median-two lanes.	Yes	
Goodyear	GDY-20-RTP-016	"Estrella Pkwy @ the Gila River EnvDesign, design, land acq."	Roadway and Intersection	Roadway Widening	Widen - from one lane-one lane to two lanes- median-two lanes.	Yes	
Goodyear	GDY-20-RTP-017	Estrella Pkwy @ Gila River Construct	Roadway and Intersection	Roadway Widening	Widen Estrella Parkway from one lane-one lane to two lanes - median - two lanes south of MC85 to approx Vineyard Avenue.	Yes	
Goodyear	GDY-20-RTP-026	Estrella Pkwy widening	Roadway and Intersection	Roadway Widening	"Widen Estrella Parkway from MC85 to Vineyard Avenue, one lane-one lane to two lanes-median-two lanes."	Yes	
Goodyear	GDY-20-RTP-034	Cotton Lane Widening	Roadway and Intersection	Roadway Widening	Widen Cotton Lane south of the Gila River Bridge to North of Estrella Parkway.	Yes	
Goodyear	GDY-20-RTP-035	Sarival Avenue Widening	Roadway and Intersection	Roadway Widening	Widen Sarival Avenue from Yuma Road to Elwood Street; One lane-one lane to two lanes-median-two lanes.	Yes	
Goodyear	GDY-20-RTP-036	Elliot Road Widening	Roadway and Intersection	Roadway Widening	Widen Elliot Road from Rainbow Valley Road to 186th Avenue; one lane-one lane to two lanes-median-two lanes.	Yes	

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Goodyear	GDY-20-RTP-044	Interstate 11	Roadway and Intersection	System-Wide Improvement	"ADOT is currently funding and conducting the first step in a tiered environmental study to identify a potential corridor for I-11 between Nogales and Wickenburg. The Tier 1 EIS environmental review process will consider both Build Corridor Alternatives and the No Build (do nothing) Alternative. The Tier 1 EIS is expected to be complete in 2021. The Federal Highway Administration will issue a Record of Decision that will present either a Selected Corridor Alternative or the No Build Alternative. If a Build Corridor Alternative is selected, Tier 2 environmental studies would then be required to determine the alignment (the specific route) and design details. This is the current status of the project. The City of Goodyear continues to support additional funding that will ultimately move this project forward to construction. "	Yes	
Goodyear	GDY-20-RTP-008	Express Route 562 expansion	Transit	Improve Express/Rapid Bus Route	Add additional express buses to Route 562.	Program	Regional Commuter Bus
Goodyear	GDY-20-RTP-010	Avondale/Goodyear Express	Transit	Improve Express/Rapid Bus Route	"Downtown Phoenix to Avondale Park and Ride to Goodyear Park and Ride, two-way transit service (reverse commute)"	Program	Regional Commuter Bus
Goodyear	GDY-20-RTP-002	Route 3 - Van Buren expansion	Transit	Improve Local Bus Route	"Extend Route 3 from Avondale into Goodyear. From current terminus at Central Avenue in Goodyear, continue west to Cotton Lane (4.4 Miles) "	Program	Regional Bus
Goodyear	GDY-20-RTP-001	Goodyear Park and Ride Expansion	Transit	Improve Park and Ride	"Phase I of the Goodyear Park and Ride accommodates 420 vehicles and approximately 10 bicycles. Express Route 562 originates from this location, offering four round-trips daily Monday through Friday. Van pool service is available 24-hours a day, 7 days a week. "	Yes	
Goodyear	GDY-20-RTP-042	Bus Rapid Transit	Transit	New BRT Route	Extend bus rapid transit from Phoenix/Avondale into Goodyear.	Yes	
Goodyear	GDY-20-RTP-011	West Valley Sub-Regional Circulator	Transit	New Circulator Service	"As evidenced by the success of the Avondale Zoom service, which in addition to serving Avondale, also serves Goodyear, Tolleson and west Phoenix, the Northwest and Southwest valley cities are interested in collaborating to create a single circulator service that would cross local city boundaries west of the Loop 101 freeway, from the Goodyear/Avondale southern city limits, north to Surprise, Glendale and Peoria northern city limits. "	Program	Circulator
Goodyear	GDY-20-RTP-009	Loop 303 Express	Transit	New Express/Rapid Bus Route	Loop 303 Express Service to downtown Phoenix	Program	Regional Commuter Bus
Goodyear	GDY-20-RTP-003	Route 139 - Litchfield Road	Transit	New Local Bus Route	Litchfield Road - MC85 & Litchfield to Surprise (location TBD)	Program	Regional Bus
Goodyear	GDY-20-RTP-004	Route 131 - Dysart Road	Transit	New Local Bus Route	"Dysart Road - Connect to Avondale service, (west side of Dysart between Van Buren and Thomas Rd.)"	Program	Regional Bus
Goodyear	GDY-20-RTP-005	Route 29 - Thomas Road	Transit	New Local Bus Route	Thomas Road extension from Avondale western boundary city limits to Litchfield Road.	Program	Regional Bus
Goodyear	GDY-20-RTP-006	Route 41 - Indian School Road	Transit	New Local Bus Route	Indian School Road from Litchfield Road to SR303	Program	Regional Bus
Goodyear	GDY-20-RTP-007	Route 13 - Buckeye Road	Transit	New Local Bus Route	Continue service from Avondale's western boundary at Central Avenue through to the city of Buckeye.	Program	Regional Bus

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Goodyear	GDY-20-RTP-040	Goodyear Commuter Rail	Transit	New Rail Route/Extension	Yuma West branch of UPRR. Three trips AM/ Three trips PM.	Program	Commuter Rail
Goodyear	GDY-20-RTP-041	Bus Stop Improvements Citywide	Transit	System-Wide Improvement	"As Goodyear adds transit, costs to have bus stops/shelters added in to the system should be borne by the region if the added service is regional."	Program	Bus Stop Improvements
Guadalupe	GDL-20-RTP-001	Guadalupe Road Rehabilitation	Roadway and Intersection	Roadway Reconstruction	"This project provides for the complete reconstruction, resurfacing and rehabilitation of 0.70 miles of Guadalupe Road from town limit to town limit with the Town of Guadalupe. "	Yes	
MAG	11	I-10 @ Knox Rd New Pedestrian Bridge	Active Transportation	Other	Freeway Program Map Book (studied project)	Program	Active Transportation Barrier Crossing
MAG	92	System Management & Operations Phase II	Program Set Aside	Implement Phase II of MAG's SM&O Plan	Regionally Studied: MAG System Management & Operations Study	Program	ITS
MAG	94	Freeway Management System	Program Set Aside	Intelligent Transportation System (ITS) infrastructure for the regional freeway/highway system.	Regional freeway/highway ITS infrastructure	Program	Freeway Management System
MAG	93	Freeway Operations and Maintenance	Program Set Aside	Maintenance, preservation and operations needs to keep existing facilities in a state of good repair.	Regionally Studied: MAG ADOT Roadway Maintenance Study	Program	Freeway Operations and Maintenance
MAG	3	I-17 @ Glendale Ave TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	4	I-17 @ Thunderbird Rd TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	5	I-17 @ Bell Rd TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	6	Loop 303 @ Olive Ave TI Improvements (1)	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	7	Loop 303 @ Northern Ave TI Improvements (2)	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	8	Loop 101 @ I-17 New System Interchange	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	9	19th Ave/McDowell Rd/Grand Ave New TI	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	10	I-10 @ Chandler Blvd TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	12	I-10 @ Warner Rd TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	14	I-10 @ Baseline Rd TI Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	16	I-10/Loop 101/91st Avenue Connector	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	20	Loop 101 - Agua Fria @ Grand Ave Dedicated Right Lane	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	23	Grand Ave @ Del Webb Blvd/107th Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	24	Grand Ave @ 111th Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
MAG	25	Grand Ave @ 103rd Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	26	Grand Ave @ 99th Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	27	Grand Ave @ 91st Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	28	Grand Ave @ 83rd Ave/Peoria Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	29	Grand Ave @ 75th Ave/Olive Ave New TI	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	30	Grand Ave @ 67th Ave/Northen Ave Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	31	Grand Ave @ 51st Ave/Bethany Home Rd Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	33	Grand Ave @ Greenway Rd Grade Separation	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	34	I-10/79th Ave DHOV Improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (studied project)	Yes	
MAG	42	Loop 303: Northern Avenue to Olive Avenue TI improvements	Roadway and Intersection	Interchange Modifications	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	36	University Drive/Country Club Rd	Roadway and Intersection	IntersectionImprovements	Arterial Program Map Book (deferred Proposition 400 project)	Program	Intersection Improvements
MAG	37	University Drive/Dobson Rd	Roadway and Intersection	IntersectionImprovements	Arterial Program Map Book (deferred Proposition 400 project)	Program	Intersection Improvements
MAG	38	Guadalupe Rd/Power Rd	Roadway and Intersection	IntersectionImprovements	Arterial Program Map Book (deferred Proposition 400 project)	Program	Intersection Improvements
MAG	39	Ray Rd/Gilbert Rd	Roadway and Intersection	IntersectionImprovements	Arterial Program Map Book (deferred Proposition 400 project)	Program	Intersection Improvements
MAG	40	Ray Rd/Dobson Rd Phase II	Roadway and Intersection	IntersectionImprovements	Arterial Program Map Book (deferred Proposition 400 project)	Program	Intersection Improvements
MAG	35	Salt River Bridge @ McKellips Rd	Roadway and Intersection	New Bridge	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	13	I-10 @ Galveston St New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	15	I-10/I-17 Split DHOV connector	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	18	Loop 101 - Agua Fria @ 83rd Ave New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	19	Loop 101 - Agua Fria @ Campbell Ave New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	21	Loop 101 - Pima @ Mountain View Rd New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	22	Loop 101 - Pima @ 52nd St New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	32	Grand Ave @ I-17 New DHOV	Roadway and Intersection	New DHOV Connection	Freeway Program Map Book (studied project)	Yes	
MAG	1	Loop 202 - Red Mountain @ Mesa Drive (Ramp only)	Roadway and Intersection	New Interchange	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	2	US 60 @ Lindsay Rd (Half Interchange)	Roadway and Intersection	New Interchange	Freeway Program Map Book (deferred Proposition 400 project)	Yes	

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MAG	17	Loop 303 @ Litchfield Rd New TI	Roadway and Intersection	New Interchange	Freeway Program Map Book (studied project)	Yes	
MAG	82	SR 303/Grand Ave New Ultimate Interchange	Roadway and Intersection	New Interchange	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	41	Loop 202 - Santan HOV Lane (Broadway Road to Gilbert Road)	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	44	US 60: Crismon Rd to Meridian Rd - New General Purpose Lane	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	45	US 60: Crismon Rd to Meridian Rd - New HOV lane	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	48	SR 85: Hazen Rd to I-10 GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	49	SR 85: I-8 to Hazen Rd GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	50	Loop 202 Red Mountain: Gilbert Rd to Higley GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	52	US 60: Power Rd to Crismon Rd (Meridian Rd) HOV	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	53	Loop 202 Santan: Val Vista Rd to US 60 GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	54	Loop 202 Santan: SR 101-L to I-10 GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	55	I-10: Baseline Rd to Elliot Rd Collector-Distributor	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	56	I-10: SR-51 to 40th Street Collector-Distributor Roads	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	57	Loop 202 Red Mountain: Higley Rd to US-60 GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	58	Loop 202 Red Mountain: Apache Trail to US 60 HOV	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	60	I-17: I-10 Papago to I-10 Maricopa HOV	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	61	I-17: Arizona Canal to McDowell Rd Long Term Capacity Improvements	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	62	I-17: SR-101L to Arizona Canal GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	63	SR-51: SR-101L to Shea Blvd GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	64	Loop 101 Agua Fria: I-10 to Grand Ave GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	65	Loop 101 Agua Fria: US 60 to 75th Ave GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	67	SR-24: SR-202L to Ellsworth Road GPL	Roadway and Intersection	New Lane (GPL, HOV, Transit, etc.)	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	43	SR 30 (SR 85 to SR 303L) - New Freeway	Roadway and Intersection	New Roadway	Freeway Program Map Book (studied project)	Yes	
MAG	46	SR 30 (SR 202L to I-17) - New Freeway	Roadway and Intersection	New Roadway	Freeway Program Map Book (studied project)	Yes	

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MAG	72	El Mirage Rd: Loop 303 to Jomax Rd - New Freeway	Roadway and Intersection	New Roadway	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	78	Hawes Rd: US 60 to Ray Rd	Roadway and Intersection	New Roadway	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	79	Miller Rd: Princess Dr to Legacy Blvd	Roadway and Intersection	New Roadway	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	47	Grand Ave (SR 303L to 99th Ave) Capacity Improvements	Roadway and Intersection	Other	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	51	Grand Ave: SR 101L to Van Buren Street Corridor Capacity Improvements	Roadway and Intersection	Other	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	59	I-10 Corridor Improvements (I-10 Tunnel - I-17 Split)	Roadway and Intersection	Other	Freeway Program Map Book (studied project)	Yes	
MAG	66	Grand Ave: 71st Ave to McDowell Rd Corridor Improvements	Roadway and Intersection	Other	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
MAG	84	UPRR at 24th Street/Air Lane	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (San Tan Line)	Yes	
MAG	85	UPRR: 5th Street/University Drive to Rural Road	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (San Tan Line)	Yes	
MAG	86	UPRR: Warner Rd to Guadalupe Rd	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (San Tan Line)	Yes	
MAG	87	UPRR: Chandler Boulevard east of 56th Street	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (Kyrene Line)	Yes	
MAG	88	UPRR: 43rd Avenue – UPRR Campo Yard west leads	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (Estrella Line)	Yes	
MAG	89	UPRR: Cotton Lane at MC 85	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (Estrella Line)	Yes	
MAG	90	BNSF: Thomas Rd at 27th Avenue	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (Grand Line)	Yes	
MAG	91	BNSF: 43rd Avenue, Camelback, and Grand Avenue	Roadway and Intersection	Rail Grade Separation	Regionally Studied: Commuter Rail Study (Grand Line)	Yes	
MAG	68	Happy Valley Rd (67th Ave to I-17) - 6 Lane Controlled Access	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	69	Northern Avenue/Parkway: 87th Avenue to Grand Avenue	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	70	Power Rd: WIlliams Field Rd to Chandler Heights Rd - Widen and Improve Roadway	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	71	Southern Ave: Sossaman Rd to Meridian Rd - Widen to 6 Lanes	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	73	Signal Butte Rd: Ray Rd to Williams Field Rd - Widen to 6 Lanes	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	74	McKellips Rd: E of Sossaman to Meridian Rd - Widen to 6 Lanes	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	75	Cismon Rd: Broadway Rd to Germann Rd - Widen to 6 Lanes	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	76	Hawes Rd: US 60 to Broadway Rd	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	

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MAG	77	Lake Pleasant Pkwy: Loop 303 to Carefree Hwy	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	80	Alma School Rd: Germann Rd to Queen Creek Rd	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	81	Hawes Rd: Broadway Rd to Southern Ave - Widen and Improve Roadway	Roadway and Intersection	Roadway Widening	Arterial Program Map Book (deferred Proposition 400 project)	Yes	
MAG	83	SR-74: Lake Pleasant Pkwy to US 60 (ROW Preservation)	Roadway and Intersection	Roadway Widening	Freeway Program Map Book (deferred Proposition 400 project)	Yes	
Maricopa	MAR-20-RTP-004	Multi-Use Path Master Plan	Active Transportation	Shared Use Path	"The project will entail assessing the area, sketching or rendering the trail corridor, identifying obstacles, funding sources and opportunities to lay the groundwork for the creation of a park/trail system that traverses several developments through the city, along with placemaking techniques. "	Program	Active Transportation
Maricopa	MAR-20-RTP-003	Riggs Road/SR347 Grade-Separated Interchange	Roadway and Intersection	Other	The Riggs Road/SR347 Grade-Separated Interchange is a proposed improvement of the at-grade intersection of SR347 and Riggs Road. Improvements will consist of upgrading the intersection to a grade-separated interchange.	Yes	
Maricopa	MAR-20-RTP-001	Green Road UPRR Overpass	Roadway and Intersection	Rail Grade Separation	"The Green Road UPRR Overpass is a proposed four-lane grade-separated crossing of the Union Pacific Railroad Sunset Line. The overpass be an approximately 3,000 foot segment that will connect north and south segments of a minor arterial along the Green Road alignment, and will include a 350' clear span bridge."	Yes	
Maricopa	MAR-20-RTP-002	Truck By-Pass	Roadway and Intersection	Truck Route Improvements	"This project proposes an approximately 3.5 mile truck by-pass, consisting of a four-lane section with center turn lane. The by-pass will intersect SR347 at the southern boundary of Maricopa and SR238 along the Green Road alignment. The truck by-pass will tie in to the Green Road UPRR Overpass, identified in the regionally-significant projects."	Yes	

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Maricopa County	MMA-20-RTP-012	REACT Expansion	Program Set Aside	"The REACT model is centered around creating a regional resource for arterial incident management. Currently the program is being funded, operated, and maintained by the County, creating strain on long-term sustainability. As part of the three-year ICM pilot program, an annual and overall evaluation of the program will be conducted by MAG staff to calculate benefit-cost and return on investment for the ICM-specific program. It is possible that, if the MAG-run evaluation shows a significant regional benefit and return on investment from investing in REACT, funding for REACT through regional funding sources will be extended. The region has seen pilot programs, such as the Freeway Service Patrol and the co-location of Arizona Department of Public Safety (DPS) officers at the ADOT Traffic Operations Center (TOC), be transitioned to line items in the MAG TIP. Having REACT be included in the MAG Regional Transportation Plan, which dictates the annual TIP, should be a goal."		Program	ITS
Maricopa County	MMA-20-RTP-013	Arterial Mobility Improvements (Adaptive Signal and RADS Upgrade)	Program Set Aside	"This project encompasses deployment and implementation of performance reporting, system management and upgrades, innovation and resource sharing. Projects will include the focus areas of improving seamless operations across sub-systems, arterial mobility performance indicators, regional arterial traffic management support, detection for all modes of transport, network communication upgrades, increased implementation of Adaptive Signal Control Technology and other advanced signal timing strategies, adoption of new and emerging technologies, and consultant support for task oriented arterial operations. The projects and process improvements span a time-frame of the RTP. The total estimated costs of the identified projects and process improvements is approximately $28 Million."		Program	ITS
Maricopa County	MMA-20-RTP-002	Jackrabbit Trail/I-10 Interchange	Roadway and Intersection	Interchange Modifications	The Jackrabbit Trail/I-10 Interchange is not meeting current traffic needs and continues to fail as anticipated development growth occurs. The proposed improvement is a Diverging Diamond Interchange. This improvement will require the relocation of the Flood Control District of Maricopa County channel located on the west side of Jackrabbit Trail from Roosevelt Street to McDowell Road. This improvement will increase the traffic flow function and increase safety.	Yes	

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Maricopa County	MMA-20-RTP-005	Patton Road Bridge	Roadway and Intersection	New Bridge	This project includes the bridge crossing needed to complete the all-weather access route from Vulture Mine Road along Whispering Ranch Road through the Whispering Ranch Subdivision down to Patton Road. The project will be designed for two-way travel and paved shoulders to accommodate the users of the roadway. All necessary drainage improvements will be required.	Yes	
Maricopa County	MMA-20-RTP-011	Patton Road: US 60 to Vulture Mine Road (no bridge)	Roadway and Intersection	New Roadway	This project is from Vulture Mine Road along Whispering Ranch Road through the Whispering Ranch Subdivision down to Patton Road. The project then includes Patton Road from the Whispering Ranch Subdivision to US 60. The purpose of the project is to provide all-weather access to residents in the subdivision and those traveling along Patton Road. The project will be designed for two-way travel and paved shoulders. All necessary drainage improvements will be required. This project does not include the bridge portion.	Yes	
Maricopa County	MMA-20-RTP-004	Maricopa Road: SR85 to SR347	Roadway and Intersection	Roadway Reconstruction	"Maricopa Road, SR85 to SR347, proposed improvements are for the Gila Bend and MCDOT segments and do not include the ADOT segments. Proposed improvements include new pavement with 8-foot paved shoulders where there are proposed roadway and drainage improvements; rehabilitated pavement in the entire Gila Bend segment; new access points for the Sonoran Desert National Monument; conventional turn lanes at the BLM recreation area access points; major drainage crossings designed to accommodate the 50-year storm event; up to three wildlife-friendly arch bridges with wildlife funnel fencing to prevent wildlife from entering the roadway between the North and South Maricopa Mountains; roadway improvements focused on superelevation and minor roadway realignment; and guardrail to prevent vehicle collisions with adjacent power poles. The project requires coordination with the Union Pacific Railroad to make sure drainage improvements do not negatively impact the railroad tracks. The improvements will address safety related issues to cut down on lane and road departures and reduce fatalities and incapacitating injuries. Wildlife crossing treatments were included because of the strong need to address wildlife crossing safety issues that exist along the roadway, especially between the North and South Maricopa Mountains."	Yes	

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Maricopa County	MMA-20-RTP-003	Olive Avenue: Litchfield Road to El Mirage Road	Roadway and Intersection	Roadway Widening	"This project is located in a growing area near Luke Air Force Base in the West Valley and provides an alternative east-west connection approximately 0.5 miles north of Northern Parkway. As development in the West Valley continues, there will be an increase in traffic and this project is needed to mitigate the impacts of anticipated new trips. Additionally, active transportation infrastructure does not exist along this segment. A 2014 Scoping Design Report prepared by Maricopa County recommended that this segment of Olive Avenue be expanded with up to two additional, twelve-foot vehicle lanes in each direction, including on-street bike lanes, two way left-turn lane, curb, and gutter. The desired outcome of this project would be to ensure that as the characteristics of the surrounding area changes, this roadway can continue to safely meet the demands of all users. "	Yes	
Maricopa County	MMA-20-RTP-006	Jackrabbit Trail: Southern Avenue to Van Buren Street	Roadway and Intersection	Roadway Widening	"Jackrabbit Trail from Southern Avenue to Van Buren Street is a two-lane paved arterial roadway that is not forecasted to meet future traffic needs. The proposed urban four-lane arterial cross section is projected to provide a Level of Service D or better by 2040. This improvement will increase roadway capacity, control access, and improve safety for drivers and pedestrians. This segment of Jackrabbit Trail is located within unincorporated Maricopa County and Buckeye, and is currently being co-maintained and both entities have ownership of portions of the roadway. The intent is for Buckeye to de-annex their portions making Maricopa County Department of Transportation the sole owner/operator as improvements are made. "	Yes	

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Maricopa County	MMA-20-RTP-007	MC 85: Cotton Lane to Estrella Parkway	Roadway and Intersection	Roadway Widening	"MC85 provides an east-west connection approximately 3 miles south of I-10. This project would widen MC85 between Cotton Lane and Estrella Parkway. Both Cotton Lane and Estrella Parkway have bridges over the Salt River, providing additional north-south connectivity to destinations. Goodyear has annexed the areas adjacent to the roadway and would likely be a partner on this project. This roadway is currently bounded by industrial and agricultural uses. The roadway is currently two lanes, but MCDOT has 200 feet of right-of-way along the entirety of this corridor. MC85 has already been expanded to two westbound lanes and three eastbound lanes east of Estrella Parkway. Key components of this project would be to widen the roadway to better match the widening that has already occurred east of Estrella Parkway. Additional safety and active transportation components would be assessed as part of project design. Once completed, this segment of roadway would be better equipped to handle future traffic demands from growth in the southwestern valley. "	Yes	
Maricopa County	MMA-20-RTP-008	Jackrabbit Trail: McDowell Road to Peoria Avenue	Roadway and Intersection	Roadway Widening	"Jackrabbit Trail is a two-lane paved arterial roadway going north from McDowell Road and terminates at the Missouri Avenue alignment. This segment is forecasted to not meet future traffic needs. An urban four-lane arterial cross section is anticipated to provide a Level of Service D or better by 2040. Improvements will increase roadway capacity, control access, and improve safety for drivers and pedestrians. Improvements include widening the current roadway and extending Jackrabbit north to Peoria Avenue around the Flood Control District of Maricopa County (FCDMC) White Tank Flood Retarding Structure #3, along the 195th Avenue alignment, and then around the FCDMC McMicken Dam to meet the City of Surprise's future Jackrabbit Trail alignment."	Yes	
Maricopa County	MMA-20-RTP-009	Jackrabbit Trail: Queen Creek Road to Southern Avenue	Roadway and Intersection	Roadway Widening	"Jackrabbit Trail is a two-lane paved arterial roadway going north from Queen Creek Road to Southern Avenue, which is not forecasted to meet future traffic needs. An urban four-lane arterial cross section is anticipated to provide a Level of Service D or better by 2040. In addition there are safety concerns for some intersections and curves. Improvements will increase roadway capacity, control access, and improve safety for drivers and pedestrians. Improvements include widening the current roadway, realigning the roadway curve north of the bridge across the Gila River, and adding capacity to the bridge itself."	Yes	

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Maricopa County	MMA-20-RTP-010	Camelback Road: 145th Drive to Ball Park Boulevard	Roadway and Intersection	Roadway Widening	"Camelback Road from 145th Drive to Ball Park Boulevard (4.5 miles) is a Principal Arterial roadway that exceeds service volume thresholds by 2020/2025 from Village Parkway to Litchfield Road. This roadway services Sun Health Services expansion, Luke Airforce base is north of the area, and several residential neighborhoods. This project will provide the needed capacity for current and future users. "	Yes	
Mesa	MES-20-RTP-093	AT Complete Streets McLellan: Alma School to Center	Active Transportation	Other	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-094	AT Complete Streets Center: Broadway to US60	Active Transportation	Other	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-095	AT Separated Bike Lanes Main: Gilbert to Eastern Canal	Active Transportation	Other	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-002	AT Mesa Gateway pathway (Hawes Rd to Power Rd)	Active Transportation	Shared Use Path	"Construct safe SUP that fill in the gap to current system and create mobility where canal or roadways have created community barriers.The Southeastern (SE) project will design and construct a shared-use pathway from Power Road to Hawes Road connecting to the SE Mesa Gateway Phase II (Hawes to Elliot Roads- to be constructed in 2021), the existing Phase I (Elliot to Baseline Roads), residential and business areas as well as providing a off-street, lighted recreational pathway for users. The pathway will provide a connection to Gilbert's Santan Freeway Trail, Phoenix-Mesa Gateway Airport, new, existing, and future residential and commercial developments along the corridor. In addition, the pathway will provide connectivity between the Mesa, Gilbert, and Maricopa County's bicycle infrastructure thus making this a regionally significant project. The pathway will be located within the ADOT freeway right-of-way, but away from the travel lanes. The project will design and construct 2.5 miles of shared-use pathway that is 12-foot-wide, ADA accessible were possible, with guardrails, lighting and monument signing at pathway and arterial roads intersections. The pathway will remove the "dead-end barrier" created by the freeway system and allow all users to link to three jurisdictions, four major commercial districts, three entertainment districts and public transportation."	Program	Active Transportation
Mesa	MES-20-RTP-096	AT US60 Pathway: Center to Stapley	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-097	AT US60 Pathway: Stapley to Lindsay	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation

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Mesa	MES-20-RTP-098	AT US60 Pathway: Lindsay to Greenfield	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-099	AT Eastern Canal: McDowell to Lindsay	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-100	AT Eastern Canal: Brown to Broadway	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-101	AT Eastern Canal: Broadway to Baseline	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-102	AT South Canal: McKellips to McDowell	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-103	AT South Canal: 202 to Granite Reef	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-109	AT Loop 202: Val Vista to Higley	Active Transportation	Shared Use Path	Includes bridge crossing the canal. Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-110	AT Loop 202: Higley to Power	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-111	AT Loop 202: Power to McKellips	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-112	AT Loop 202: McKellips to University	Active Transportation	Shared Use Path	Need pedestrian bridges by the side of the service road access. Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-113	AT Loop 202: University to Southern	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-114	AT Loop 202/US 60 Interchange: Southern to Baseline	Active Transportation	Shared Use Path	Include bridge. Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-115	AT US 60: Tempe Canal to Alma School	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-116	AT US 60: Alma School to Center	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-117	AT US 60: Greenfield to Recker	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation

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Mesa	MES-20-RTP-118	AT US 60: Recker to Sossaman	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-119	AT Dobson: Tempe Canal to Broadway	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-120	AT Dobson: Broadway to US 60	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-121	AT Dobson: US 60 to Western Canal	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-122	AT Tempe Canal: Alma School to Main	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-123	AT Tempe Canal: Main to US60	Active Transportation	Shared Use Path	Construct a safe active transportation facility that fill in the gap to current system and create mobility where canal or roadways have created community barriers.	Program	Active Transportation
Mesa	MES-20-RTP-175	Transit Stop Accessibility Funding	Program Set Aside	"Accessible transit stops and access to transit stops are important for increasing transit ridership. In the Phoenix metropolitan area there is a lack of consistent system-wide accessibility to and from transit stops. This can be a barrier for residents getting to jobs, services and social activities. MAG and Valley Metro completed an assessment of transit stops in the Valley to determine their accessibility. Between 2016 and 2019, MAG managed a pilot program to assist the local jurisdictions in upgrading transit stops in the region to meet federally required ADA accessibility standards. There should be separate funding program to carry on the initial work done by the ATAN funding program to address the accessibility issue at the transit stops across the region. Better accessibility to transit stops could enable some people to reduce or eliminate reliance on costly paratransit service as their only option for mobility. "		Program	Bus Stop Improvements
Mesa	MES-20-RTP-089	ADA Transition Plan Implementation	Program Set Aside	"ADA Transition Plan Implementation; Upgrade and improve ADA Ramps, sidewalks and push-buttons to comply with current ADA requirements. Citywide, need determined through Citywide ADA Transition Plan and Prioritization. $0.5M a year (2025-2045)"		Program	ADA Improvements

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Mesa	MES-20-RTP-001	Arterial Reconstruction Citywide	Program Set Aside	"Arterial reconstruction is an integral part of a pavement management program. The life cycle of a roadway is finite. When the life cycle has come to a point where traditional preservation is no longer cost effective, reconstruction is the only option. The purpose of this project is to reconstruct approximately 1-mile of Arterial roadway per year as condition dictates and has met its life cycle termination. This would include the required ADA facility upgrades in accordance with federal law at the time of reconstruction. The anticipated location of the Arterial Reconstruction would vary from year to year but would be limited in scope to approximately 1-mile of roadway per year.Total capital cost $2M/year, $14.7K O&M/year."		Program	Roadway Inspection and Maintenance
Mesa	MES-20-RTP-176	Express Bus Service Funding	Program Set Aside	"Express bus service is truly more regional in nature and should be funded as a separate program. This would allow Valley Metro to better manage service to growing commercial hot spots and additional service needed for freeway construction and special events more efficiently. This would include operations, maintenance and procurement of vehicles. The current funding structure for express bus service works against the goal of reducing traffic congestion on our freeways. Funding express service through JE allotted to the local jurisdictions makes it difficult to provide service that effectively meets the needs of residents. Currently, if one city wants to add a trip to an express route but another city also funding the express route does not have the funding, the trip doesn't' get funded or one city pays a greater share. This helps to add traffic to the freeways making them more congested. This example applies to planning traffic mitigation for major freeway construction projects."		Program	Regional Commuter Bus

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Mesa	MES-20-RTP-177	Paratransit Service Funding	Program Set Aside	"Paratransit operations is more regional in nature. It operates, at a minimum, within a Federally defined service area of three-quarters of a mile from a bus or light rail stop. Paratransit costs are increasing and will continue to increase and the demand for services increases. Currently, many cities pay for paratransit service fully or partially from our Prop 400 JE allocation. Continuing to fund paratransit out of a JE allocation will limit a local jurisdictions ability to fund existing or future bus service. Providing a separate funding program for paratransit service within the federally required minimum service area would include operations maintenance and procurement of vehicles. If a community wished to provide service above and beyond the federal minimum service area it would be up the individual community to fund that excess service. "		Program	ADA Paratransit
Mesa	MES-20-RTP-064	Intersection modernization	Program Set Aside	"Replace all intersection equipment that is past useful life (poles, conduit, pull boxes, cabinets, controllers, detection and CCTV); replace intersection equipment that has reached the end of useful life (approx. 200 intersections). $80M (capital investmet) and $3M O&M"		Program	ITS
Mesa	MES-20-RTP-065	Intersection modernization Phase 2 (2045)	Program Set Aside	"Replace all intersection equipment that is past useful life (poles, conduit, pull boxes, cabinets, controllers, detection and CCTV); replace intersection equipment that has reached the end of useful life (approx. 200 intersections). Phase 2 $80M (capital investment); $3M O&M"		Program	ITS
Mesa	MES-20-RTP-066	Communications infrastructure replacement	Program Set Aside	"Replace fiber optic cable and radio communications equipment; replace communications that has reached the end of its useful life (such as fiber, switches and radios). $5M (Capital investment) & $1M O&M "		Program	ITS
Mesa	MES-20-RTP-063	Communications infrastructure replacement	Program Set Aside	"Replace fiber optic cable and radio communications equipment; replace communications that has reached the end of its useful life (such as fiber, switches and radios). $5M (capital); $1M (O&M"		Program	ITS
Mesa	MES-20-RTP-062	TMC Upgrade	Program Set Aside	"Replace/Upgrade existing servers, video wall displays, video wall processor, workstations and consoles, fire suppression system; replace core equipment and workplaces with in the TMC that have reached there end of useful life. $2M (capital); $150k O&M"		Program	Transit Asset Management

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Mesa	MES-20-RTP-061	ITS Network server upgrade	Program Set Aside	"Replace/Upgrade existing servers, video wall displays, video wall processor, specifically replace core equipment a that have reached there end of useful life. $750k (CAPITAL INVESTMENT); $150k O&M"		Program	ITS
Mesa	MES-20-RTP-174	Technology Funding	Program Set Aside	"Technology is constantly changing the way transit operates – fare collection, rider information, etc. Efforts to improve our regional service should be funded by a separate program. A separate funding program will give Valley Metro and the City of Phoenix a dedicated funding source for the local match needed for federal grants. This funding source should be separate from any JE that may be allocated for the cities and allow the local jurisdictions to better manage any JE funding that may be included in a Prop 400 extension.. "		Program	Transit Asset Management
Mesa	MES-20-RTP-022	Relocate and Upgrade bridge over the Ellsworth Canal at Ellsworth at the new Williams Field intersection and construct Williams Field between Ellsworth and SR24	Roadway and Intersection	New Bridge	Relocate and upgrade bridge and construct Williams Field as 4L between Ellsworth and SR24	Yes	
Mesa	MES-20-RTP-017	Crismon Rd: Williams Field Rd to Germann Rd	Roadway and Intersection	New Roadway	Construct Crismon Rd (New) as 4L arterial	Yes	
Mesa	MES-20-RTP-027	Williams Field Rd: SR24 to Meridian Rd	Roadway and Intersection	New Roadway	Construct Williams Field as a 4L arterial	Yes	
Mesa	MES-20-RTP-037	Crismon Rd: 1/2 mile south of Guadalupe Rd to Elliot Rd	Roadway and Intersection	New Roadway	Construct Crismon Rd as a 4L arterial	Yes	
Mesa	MES-20-RTP-040	E. University Dr. at N. Lindsay Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-041	E. Broadway Rd. at S. Lindsay Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-042	W. Baseline Rd. at S. Country Club Dr.	Roadway and Intersection	Other	Joint with Gilbert. Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-043	W. Iron Ave. at S. Country Club Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-044	W. Brown Rd. at N. Country Club Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-045	W. McKellips Rd. at N. Country Club Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-046	W. McKellips Rd. at N. Center St.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-047	E. Southern Ave. at S. Gilbert Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-048	E. McKellips Rd. at N. Higley Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-049	E. Broadway Rd. at S. Higley Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-050	E. University Dr. at N. Ellsworth Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements

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Mesa	MES-20-RTP-051	E. McKellips Rd. at N. Greenfield Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-052	E. Southern Ave. at S. Power Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-053	Country Club Dr. at University Dr.	Roadway and Intersection	Other	Improve and Widen Intersection	Program	Intersection Improvements
Mesa	MES-20-RTP-054	W. Hampton Ave. at S. Country Club Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-055	W. University Dr. at N. Center St.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-056	E. Baseline Rd. at S. Stapley Dr.	Roadway and Intersection	Other	Joint with Gilbert. Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-057	E. Broadway Rd. at S. Val Vista Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-058	W. Rio Salado Pkwy. at N. Dobson Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-059	E. Main St. at N. Greenfield Rd.	Roadway and Intersection	Other	Intersection widening and safety enhancements to make Greenfield/Main operate more efficiently and safer.	Program	Intersection Improvements
Mesa	MES-20-RTP-060	E. Main St. at N. Higley Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-067	W. Juanita Ave. at S. Country Club Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-068	E. Hampton Ave. at S. Power Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-069	E. Baseline Rd. at S. Power Rd.	Roadway and Intersection	Other	Joint with Gilbert - Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-070	E. Superstition Springs Blvd. at S. Power Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-071	E. McKellips Rd. at N. Gilbert Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-072	E. McKellips Rd. at N. Recker Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-073	E. McKellips Rd. at N. Val Vista Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-074	E. McKellips Rd. at N. Power Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-075	E. Brown Rd. at N. Power Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-076	E. Juanita Ave. at S. Greenfield Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-077	E. Brown Rd. at N. Higley Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-078	E. University Dr. at N. Greenfield Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-079	E. Broadway Rd. at S. Greenfield Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-080	E. Guadalupe Rd. at S. Ellsworth Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-081	W. Baseline Rd. at S. Extension Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Mesa	MES-20-RTP-082	E. Brown Rd. at N. Gilbert Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-083	E. McKellips Rd. at N. Lindsay Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-084	E. Brown Rd. at N. Lindsay Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-085	E. McDowell Rd. at N. Val Vista Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-086	E. Main St. at N. Val Vista Dr.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-087	E. Brown Rd. at N. Greenfield Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-088	E. McDowell Rd. at N. Recker Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-090	E. Guadalupe Rd. at S. Power Rd	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-187	E. Main St. at N. Lindsay Rd.	Roadway and Intersection	Other	Improve intersection for future projected traffic and safety needs.	Program	Intersection Improvements
Mesa	MES-20-RTP-189	SR24: 202 to Ironwood Drive	Roadway and Intersection	Other	"Widen SR24 to ultimate configuration and improve interchanges to accommodate ultimate arterial roadway sections. SR24: 202 to Ironwood will be widening to ultimate configuration and interchange improvements will occur at Signal Butte, Williams Field, Meridian, and Ironwood". Deferred Proposition 400 project.	Yes	
Mesa	MES-20-RTP-191	US60 freeway widening from 202L to Ironwood	Roadway and Intersection	Other	Widen the US60 freeway from 202L to Ironwood to its ultimate configuration and improve interchanges along this segment	Yes	
Mesa	MES-20-RTP-192	SR 202 Red Mountain and San Tan (N & S) improvements	Roadway and Intersection	Other	SR 202 Red Mountain and San Tan (N & S) improvements	Yes	
Mesa	MES-20-RTP-032	Warner Rd: Sossaman to Hawes Rd	Roadway and Intersection	Roadway Extension	Widen Warner to 4L	Yes	
Mesa	MES-20-RTP-190	US60 Pavement rehab from 101L to Ironwood	Roadway and Intersection	Roadway Reconstruction	Pavement rehabilitation/reconstruction on the US60 Superstition Freeway for both directions from SR101 to Ironwood Drive.	Yes	
Mesa	MES-20-RTP-004	Power Rd: EMF to 202L	Roadway and Intersection	Roadway Widening	Widen Power Rd to 6L and improve intersection of Power Rd and Guadalupe	Yes	
Mesa	MES-20-RTP-005	Crismon Rd.: Broadway Rd. to Guadalupe Rd.	Roadway and Intersection	Roadway Widening	"Widen to 6 L Crismon and improve the intersections at Broadway, Southern, Baseline and Guadalupe."	Yes	
Mesa	MES-20-RTP-006	Hawes Rd.: Broadway Rd. to US60	Roadway and Intersection	Roadway Widening	Widen to 4 L Hawes and improve the intersections at Broadway and Southern.	Yes	
Mesa	MES-20-RTP-007	Hawes Rd.: Baseline Rd to Elliot Rd.	Roadway and Intersection	Roadway Widening	"Widen to 4 L Hawes and improve the intersections at Baseline, Guadalupe and Elliot."	Yes	
Mesa	MES-20-RTP-008	McKellips Rd: East of Sossaman to Meridian Rd.	Roadway and Intersection	Roadway Widening	"Widen to 4 L McKellips and improve the intersections at Hawes, Ellsworth, Crismon and Signal Butte."	Yes	
Mesa	MES-20-RTP-009	Mesa Dr.: Main St. to McKellips	Roadway and Intersection	Roadway Widening	"Widen to 6 L Mesa Drive and improve the intersections at University, Brown, Mckellips and improve to 4L connection to Freeway."	Yes	
Mesa	MES-20-RTP-010	Signal Butte Rd: Germann to Broadway Rd.	Roadway and Intersection	Roadway Widening	Widen to 6 L and improve all intersection within to accommodate new cross section	Yes	

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Mesa	MES-20-RTP-011	Southern Ave.: Sossaman Rd. to Meridian Rd.	Roadway and Intersection	Roadway Widening	"Widen to 4 L and complete sidewalk, curb and gutter when needed, Accommodate for BL."	Yes	
Mesa	MES-20-RTP-012	University Dr.: Power Rd. to Sossaman Rd.	Roadway and Intersection	Roadway Widening	"Widen to 4 L and complete sidewalk, curb and gutter when needed, Accommodate for BL."	Yes	
Mesa	MES-20-RTP-013	Elliot Rd: Power Rd to Loop 202	Roadway and Intersection	Roadway Widening	"Widen Elliot to 6 L and improve intersection of Power and Hawes, as applicable."	Yes	
Mesa	MES-20-RTP-014	Ellsworth Rd: Elliot Rd to SR24	Roadway and Intersection	Roadway Widening	Widen Ellsworth to 6L and improve intersection of Warner and Elliot Roads.	Yes	
Mesa	MES-20-RTP-016	Ellsworth Rd: 1/4 mile south of Guadalupe Rd to Elliot Rd	Roadway and Intersection	Roadway Widening	Widen Ellsworth to 6L	Yes	
Mesa	MES-20-RTP-018	Hawes Rd: Warner Rd to Loop 202	Roadway and Intersection	Roadway Widening	Construct as a 6L arterial	Yes	
Mesa	MES-20-RTP-019	Ellsworth Rd: US60 to Baseline Rd	Roadway and Intersection	Roadway Widening	Widen Ellsworth to 6L	Yes	
Mesa	MES-20-RTP-020	Sossaman Rd: 1/2 south of Guadalupe Rd to Warner Rd	Roadway and Intersection	Roadway Widening	Widen Sossaman Rd to 4L	Yes	
Mesa	MES-20-RTP-021	Hawes Rd: Loop 202 to Ray Rd	Roadway and Intersection	Roadway Widening	Widen Hawes Rd to 6L	Yes	
Mesa	MES-20-RTP-023	Hawes Rd.: Elliot Rd to Santan Freeway	Roadway and Intersection	Roadway Widening	Widen to 6 L Hawes and improve the intersections at Warner and Ray.	Yes	
Mesa	MES-20-RTP-024	Warner Rd: Hawes Rd to Ellsworth Rd	Roadway and Intersection	Roadway Widening	Widen Warner to 4 L	Yes	
Mesa	MES-20-RTP-025	Ray Rd: Sossaman Rd to Ray Rd/Ellsworth re-alignment	Roadway and Intersection	Roadway Widening	Widen Ray Rd to 4L between Sossaman Rd West and Ellsworth Rd and realign it with a curve to the south to connect directly to Ray Rd east of Ellsworth Rd	Yes	
Mesa	MES-20-RTP-026	Signal Butte: Ray Rd to Germann Rd	Roadway and Intersection	Roadway Widening	QC as partner - Widen Signal Butte to 6 L from Ray to Pecos Rds and to 4L from Pecos to Germann	Yes	
Mesa	MES-20-RTP-028	Sossaman: Velocity Way to 1/2 mile north of Germann	Roadway and Intersection	Roadway Widening	Widen and improve Sossaman Rd to 6L	Yes	
Mesa	MES-20-RTP-029	Pecos Rd: Ellsworth Rd to Signal Butte Rd	Roadway and Intersection	Roadway Widening	Widen Pecos Rd to 6L between Ellsworth Rd to Signal Butte Rd and realign it with a curve to the south to connect directly Pecos Rd west of Ellsworth Rd.	Yes	
Mesa	MES-20-RTP-030	Pecos Rd: Power Rd to Ellsworth Rd	Roadway and Intersection	Roadway Widening	Widen Pecos Rd to 6L	Yes	
Mesa	MES-20-RTP-031	Warner Rd: Power Rd to Sossaman Rd	Roadway and Intersection	Roadway Widening	Construct Warner as a 4L arterial with bridge over EMF	Yes	
Mesa	MES-20-RTP-033	Warner Rd: Hawes Rd to Ellsworth Rd ultimate	Roadway and Intersection	Roadway Widening	Widen Warner to 6L	Yes	
Mesa	MES-20-RTP-034	Ray Rd: Power Rd to Ellsworth Rd	Roadway and Intersection	Roadway Widening	Widen Ray Rd to 6L	Yes	
Mesa	MES-20-RTP-035	Hawes Rd: Pecos Rd to Germann Rd	Roadway and Intersection	Roadway Widening	Construct Hawes Rd as a 4L arterial	Yes	
Mesa	MES-20-RTP-036	Meridian Rd: Ray Rd to Sr24	Roadway and Intersection	Roadway Widening	Partners MCDOT and Pinal Construct Meridian as a 4-L arterial	Yes	
Mesa	MES-20-RTP-038	Meridian Rd: Baseline Rd to Elliot Rd	Roadway and Intersection	Roadway Widening	Widen Meridian to 6L arterial	Yes	
Mesa	MES-20-RTP-039	Thomas Rd: 202L to West City Limits	Roadway and Intersection	Roadway Widening	Extend Thomas Rd existing terminus to west City limits as a 2L arterial	Yes	

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Mesa	MES-20-RTP-165	Broadway Road; Country Club to Alma School	Roadway and Intersection	Roadway Widening	"This project is an improvement project that will enhance safety and will reconstruct Broadway Road between CC and and approx. 0.3 miles west of A S. The project will not add capacity as it will remain a major arterial with 2 through lanes in both directions. The project will construct new wider sidewalks, new 10.5 ft wide bike lanes, convert street lights to LED, and new medians. "	Yes	
Mesa	MES-20-RTP-166	Broadway Road: Country Club to Mesa Drive	Roadway and Intersection	Roadway Widening	"This project is an improvement project that will enhance safety and will reconstruct Broadway Road between CC and and approx. 0.3 miles west of Mesa Drive. The project will not add capacity as it will remain a major arterial with 2 through lanes in both directions. The project will construct new wider sidewalks, new 10.5 ft wide bike lanes, convert street lights to LED, and new medians. "	Yes	
Mesa	MES-20-RTP-133	Rte 533 Express- Add 2 additional AM and PM trips	Transit	Improve Express/Rapid Bus Route	Rte 533 Express- Add 2 additional AM and PM trips for improved regional commute access	Program	Regional Commuter Bus
Mesa	MES-20-RTP-134	Rte 535 Express- Add an additional AM and PM trip	Transit	Improve Express/Rapid Bus Route	Rte 533 Express- Add 1 additional AM and PM trip for improved regional commute access	Program	Regional Commuter Bus
Mesa	MES-20-RTP-162	Rte 533 Express- Add additional AM and PM trip	Transit	Improve Express/Rapid Bus Route	Rte 533 Express- Add 2 additional AM and PM trips for improved regional commute access	Program	Regional Commuter Bus
Mesa	MES-20-RTP-003	Rte 30 University Dr. Extend to Signal Butte Rd	Transit	Improve Local Bus Route	Rte 30 University- 5 mile extension to Signal Butte Rd to provide access to local bus service and regional connectivity with light rail for residents living in East Mesa.	Program	Regional Bus
Mesa	MES-20-RTP-091	Rte 40 Main St Expand Service Hours	Transit	Improve Local Bus Route	Rte 40 Main St- Expand service hours to match light rail schedule providing corridor local bus support and additional access to light rail stations along Main St.	Program	Regional Bus
Mesa	MES-20-RTP-092	Rte 45 Broadway Rd extend to Signal Butte Road	Transit	Improve Local Bus Route	Rte 45 Broadway- 5 mile extension to Signal Butte Rd to provide access to local bus service and regional connectivity with light rail for residents living in East Mesa.	Program	Regional Bus
Mesa	MES-20-RTP-104	Rte 61 Southern Ave. Increase weekday frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 61 Southern-Improve transit service frequency along high ridership corridor for improved local bus regional connectivity.	Program	Regional Bus
Mesa	MES-20-RTP-105	Rte 77 Baseline Rd. Extend to Signal Butte Rd.	Transit	Improve Local Bus Route	Rte 77 Baseline- 15.9 miles extension to Signal Butte Rd to provide access to local bus service and regional connectivity with light rail for residents living in East Mesa.	Program	Regional Bus
Mesa	MES-20-RTP-106	Rte 77 Baseline Rd. Increase weekday frequency to 15-minutes	Transit	Improve Local Bus Route	Rte 77 Baseline-Improve transit service frequency along corridor for improved local bus regional connectivity.	Program	Regional Bus
Mesa	MES-20-RTP-107	Rte 96 Dobson Rd Increase weekday frequency to 15-minutes	Transit	Improve Local Bus Route	Rte 96 Dobson-Improve transit service frequency along corridor for improved local bus and light rail connectivity at Dobson and Main	Program	Regional Bus
Mesa	MES-20-RTP-108	Rte 96 Dobson Rd Increase span of service to match light rail	Transit	Improve Local Bus Route	Rte 96 Dobson- Expand service hours to match light rail schedule providing improved local bus access to light rail station at Dobson and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-124	Rte 104 Alma School Expand service hours	Transit	Improve Local Bus Route	Rte 104 Alma School- Expand service hours to match light rail schedule providing improved local bus access to light rail station at Alma School and Main St.	Program	Regional Bus

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Mesa	MES-20-RTP-125	Rte 104 Alma School Increase service frequency	Transit	Improve Local Bus Route	Rte 104-Improve transit service frequency along corridor for improved local bus and light rail connectivity at Alma School and Main	Program	Regional Bus
Mesa	MES-20-RTP-126	Rte 112 Country Club- Increase weekday frequency	Transit	Improve Local Bus Route	Rte 112 Country Club-Improve transit service frequency along corridor for improved local bus and light rail connectivity at Country Club and Main St	Program	Regional Bus
Mesa	MES-20-RTP-127	Rte 112 Country Club- Increase span of service to match light rail	Transit	Improve Local Bus Route	Rte 112 Country Club- Expand service hours to match light rail schedule providing improved local bus access to light rail station at Country Club and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-128	Rte 120 Mesa- Increase weekday span of service to match light rail	Transit	Improve Local Bus Route	Rte 120 Mesa- Expand weekday service hours to match light rail schedule providing improved local bus access to light rail station at Mesa and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-129	Rte 128 Stapley-Increase weekday span of service to match light rail	Transit	Improve Local Bus Route	Rte 128 Mesa- Expand weekday service hours to match light rail schedule providing improved local bus access to light rail station at Stapley and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-130	Rte 136- Increase frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 136 Gilbert-Improve transit service frequency along corridor for improved local bus access to light rail station at Gilbert and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-131	Rte 136- Increase span of service to match light rail	Transit	Improve Local Bus Route	Rte 136 Gilbert- Expand service hours to match light rail schedule providing improved local bus access to light rail station at Gilbert and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-132	Rte 184 Power- Increase weekday service frequency to 15/30	Transit	Improve Local Bus Route	Rte 184 Power-Improve transit service frequency along high ridership corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-136	Rte 30 University Dr. Increase weekend frequency to 15 -minutes	Transit	Improve Local Bus Route	Rte 30 University-Improve transit service frequency along corridor for improved weekend local bus service	Program	Regional Bus
Mesa	MES-20-RTP-137	Rte 40 Main St. Extension to Signal Butte	Transit	Improve Local Bus Route	Rte 40 Main- 5-mile extension to Signal Butte Rd to provide access to local bus service and regional connectivity with light rail for residents living in East Mesa.	Program	Regional Bus
Mesa	MES-20-RTP-138	Rte 45 Broadway Rd Increase weekend frequency	Transit	Improve Local Bus Route	Rte 45 Broadway-Improve weekend transit service frequency to 15-minutes along corridor for improved weekend local bus service	Program	Regional Bus
Mesa	MES-20-RTP-139	Rte 61 Southern Ave. Extend to Signal Butte Rd.	Transit	Improve Local Bus Route	Rte 61 Southern- 5-mile extension to Signal Butte Rd to provide access to local bus service and regional connectivity for residents living in East Mesa.	Program	Regional Bus
Mesa	MES-20-RTP-140	Rte 77 Baseline Rd. Increase weekend frequency to 15-minutes	Transit	Improve Local Bus Route	Rte 77 Baseline-Improve transit service frequency to 15-minutes along corridor for improved weekend local bus service	Program	Regional Bus
Mesa	MES-20-RTP-141	Rte 96 Dobson Increase weekend frequency to 15-minutes	Transit	Improve Local Bus Route	Rte 96-Dobson- Improve transit service frequency along corridor for improved local bus access to light rail station at Dobson and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-142	Rte 104 Alma School Increase weekend service frequency	Transit	Improve Local Bus Route	Rte 104 Alma School-Improve transit service frequency along corridor for improved local bus access to light rail station at Alma School and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-143	Rte 108 Elliot Increase weekday frequency to 15-minutes	Transit	Improve Local Bus Route	Rte 108 Elliot-Improve transit service frequency along corridor for improved local bus access	Program	Regional Bus
Mesa	MES-20-RTP-144	Rte 112 Country Club- Increase weekend frequency	Transit	Improve Local Bus Route	Rte 112 Country Club-Improve transit service frequency along corridor for improved local bus access to light rail station at Country Club and Main St.	Program	Regional Bus

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Mesa	MES-20-RTP-145	Rte 120 Mesa- Increase weekday frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 120 Mesa-Improve weekday transit service frequency along corridor for improved local bus access to light rail station at Mesa and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-146	Rte 128 Stapley-Increase weekday frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 128 Stapley-Improve transit service frequency along corridor for improved local bus access to light rail station at Stapley and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-147	Rte 156 Increase weekday frequency to 15 minutes	Transit	Improve Local Bus Route	156 Williams Field-Improve transit service frequency along corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-148	Rte 184 Williamsfield- Increase weekday service frequency to 15 Minutes	Transit	Improve Local Bus Route	Rte 184 Power-Improve transit service frequency along high ridership corridor for improved weekend local bus service and connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-153	Rte 40 Main St. Increase weekday frequency	Transit	Improve Local Bus Route	40 Main St-Improve transit service frequency to 15-minutes along corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-154	Rte 61 Southern Ave. Increase weekend freq	Transit	Improve Local Bus Route	61 Southern-Improve weekend transit service frequency to 15-minutes along corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-155	Rte 108 Elliot add Sunday service	Transit	Improve Local Bus Route	Add Sunday service	Program	Regional Bus
Mesa	MES-20-RTP-156	Rte 120 Mesa- Increase weekend frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 120 Mesa-Improve weekend transit service frequency along corridor for improved local bus access to light rail station at Mesa and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-157	Rte 128 Stapley-Increase weekend frequency to 15 minutes	Transit	Improve Local Bus Route	Rte 128 Stapley-Improve weekend transit service frequency along corridor for improved local bus access to light rail station at Stapley and Main St.	Program	Regional Bus
Mesa	MES-20-RTP-158	Rte 156 Williams Field- Increase weekend frequency to 15 minutes	Transit	Improve Local Bus Route	156 Williams Field-Improve transit service frequency along corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-182	SE Mesa Express Route (New)	Transit	Improve Local Bus Route	New Express Route providing connectivity from the new SE Mesa Park and Ride into downtown Phoenix. 4 morning/4 evening trips	Program	Regional Commuter Bus
Mesa	MES-20-RTP-181	Baseline Rd BRT	Transit	New BRT Route	"In 2015, Phoenix voters approved Proposition 104, creating the 35-year street and transit plan known as Transportation 2050 or T2050. Bus Rapid Transit (BRT) was identified as a key component of T2050 to continue expanding our city's high capacity transit network. This expansion may include BRT along the Baseline Rd. corridor through Tempe into Mesa, serving the West Mesa Park and Ride. If this alignment is selected, and in collaboration with Phoenix and Tempe, funding for project design and construction, operations and maintenance is requested. "	Yes	
Mesa	MES-20-RTP-183	Fiesta District Buzz Service	Transit	New Circulator Service	"Circulator service in the Fiesta District- operating 7 days/week 6a-10p, 15 minute frequency"	Program	Circulator
Mesa	MES-20-RTP-184	East Mesa Microtransit	Transit	New Circulator Service	"Microtransit service in East Mesa- operating 7 days/week 6a-10p, on demand"	Program	Micro-transit
Mesa	MES-20-RTP-185	Falcon Field Buzz Service	Transit	New Circulator Service	"Circulator serving Falcon Field/Boeing- operating 7 days/week 6a-10p, 15 minute frequency"	Program	Circulator
Mesa	MES-20-RTP-186	SE Mesa Microtransit	Transit	New Circulator Service	"Microtransit service in SE Mesa- operating 7 days/week 6a-10p, on demand"	Program	Circulator

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Mesa	MES-20-RTP-149	Rte 4 McKellips/Center (New Route)	Transit	New Local Bus Route	Rte 4 McKellips- New route on McKellips and Center between downtown Mesa and Mesa Community College Red Mountain Campus providing local and regional transit connectivity	Program	Regional Bus
Mesa	MES-20-RTP-150	Rte 140 Ray Road (New Route)	Transit	New Local Bus Route	Rte 140 Ray-Extend existing Chandler/Gilbert route into Mesa Gateway improving transit access	Program	Regional Bus
Mesa	MES-20-RTP-151	Rte 152 Val Vista (New Route)	Transit	New Local Bus Route	Rte 152 Val Vista- New route on Val Vista between McDowell and Baseline to support possible light rail extension east along Main St	Program	Regional Bus
Mesa	MES-20-RTP-152	Rte 168 Higley (New Route)	Transit	New Local Bus Route	New route on Val Vista between McDowell and Baseline to support possible light rail extension east along Main St	Program	Regional Bus
Mesa	MES-20-RTP-159	Rte 62 Hardy (New Route)	Transit	New Local Bus Route	62 Hardy (New Route)-Improve transit service frequency along corridor for improved local bus connectivity to regional transit options	Program	Regional Bus
Mesa	MES-20-RTP-160	Rte 160 Greenfield (New Route)	Transit	New Local Bus Route	160 Greenfield (New Route) Provide transit service to improve local bus connectivity to regional transit options to include possible light rail extensions along Main St.	Program	Regional Bus
Mesa	MES-20-RTP-161	Rte 208 Ellsworth (New Route)	Transit	New Local Bus Route	208 Ellsworth (New Route)-Improve transit service along corridor for improved local bus service and connectivity to regional transit options for East Mesa	Program	Regional Bus
Mesa	MES-20-RTP-135	Southeast Mesa Park and Ride	Transit	New Park and Ride	"Feasibility study, design and construct a new 300-space Park and Ride facility in southeast Mesa. Infrastructure expansion is necessary to enhance the quality of transit service and support growing ridership in southeast Mesa"	Yes	
Mesa	MES-20-RTP-163	East Mesa Park and Ride	Transit	New Park and Ride	"Feasibility study, design and construct a new 300-space Park and Ride facility in east Mesa. Infrastructure expansion is necessary to enhance the quality of transit service and support growing ridership in east Mesa"	Yes	
Mesa	MES-20-RTP-178	Tempe/Mesa Streetcar Extension	Transit	New Rail Route/Extension	Extend streetcar from the current end of line in Tempe into Mesa. End of line would be at Mesa Riverview or Main and Dobson.	Yes	
Mesa	MES-20-RTP-180	East Mesa High Capacity Transit Study/Project	Transit	New Rail Route/Extension	"Conduct study to determine feasibility of high capacity transit options, to include possible light rail extension either south along Gilbert Rd, or continuing along Main St. to Power Rd, then south to the Superstition Springs Transit Center. If feasibility is determined, including appropriate mode, provide funding for project design and construction, operations and maintenance."	Yes	
Mesa	MES-20-RTP-188	Fiesta District High Capacity Transit Extension	Transit	New Rail Route/Extension	Extend either light rail or streetcar through the Fiesta District (Dobson/Southern Ave/Country Club) and connecting to downtown Mesa.	Yes	
Mesa	MES-20-RTP-164	3 Circulator & 3 Microtransit Vehicles (6 total)	Transit	Other	6 new vehicle purchases to support existing and new circulator service and future microtransit projects	Program	Circulator
Mesa	MES-20-RTP-167	3 Circulator & 3 Microtransit Vehicles (6 total)	Transit	Other	6 new vehicle purchases to support existing and new circulator service and future microtransit projects	Program	Circulator
Mesa	MES-20-RTP-168	Light Rail O&M and Security- All Planning Horizons	Transit	Other	O&M and Security- Ongoing	Program	Light Rail Operations

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Paradise Valley	PVY-20-RTP-001	Tatum Blvd. Bus Stop Improvements	Transit	Improve Enhanced Bus Route	"Valley Metro's Bus Route #44: 44th St./Tatum Blvd. has nine bus stop locations within Paradise Valley. This bus route provides connectivity from the Desert Ridge development north of the 101 Freeway south to the Sky Train Transit Center at Sky Harbor Airport. The proposed project will provide bus pullouts and bus shelter modifications to three bus stop locations that have existing right-of-way and topography to accommodate the improvements. Tatum Blvd. is a major arterial roadway through Paradise Valley which has approximately 30,000 vehicles per day. The proposed bus pullouts will help to keep the busses out of the lanes of travel and reduce traffic delays and potential traffic accidents. The proposed bus stop pullout locations are on southbound Tatum Blvd. near Sunset Drive and 47th Street and northbound Tatum Blvd. near 47th Street. These locations meet the Regional Public Transportation Authority Bus Stop Design Guidelines criteria for desired pullout locations with the posted speed limit of 40 mph and only two lanes of travel in each direction."	Program	Bus Stop Improvements
Peoria	PEO-20-RTP-051	Pedestrian and Shade Action Plan (PSAP)	Active Transportation	System-Wide Improvement	"The City's Pedestrian and Shade Action Plan (PSAP) Demonstration Projects are the result of public requests for improving shade and pedestrian conditions, especially along arterial streets and defined bus routes. The PSAP includes recommendations for better site planning, tree selection, planting and care, and guidelines for use of shade structures when planting a tree is not feasible. The City's PSAP identifies many projects. Two projects along the Peoria Ave bus route are currently under design. These projects will provide safe, shaded pedestrian walking routes, which are desirable. This existing attached sidewalks at each location will be removed and replaced with a detached sidewalk set back from vehicle traffic to the minimum recommended distance for pedestrian comfort and healthy landscape growth. Trees and limited architectural shade will be added based on shade modeling to provide summer shade for pedestrian user relief. Trees will be planted to support mature tree growth. Additional native-adaptive drought tolerant landscape will be planted that will be supported by a centrally controlled irrigation meter."	Program	Pedestrian Shade
Peoria	PEO-20-RTP-034	L303/I-17 Interchange	Roadway and Intersection	Interchange Modifications	The proposed project will improve the traffic interchange at Interstate 17 (I-17) and L303 to accommodate additional general purpose lanes from the L303. Deferred Proposition 400 project	Yes	

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Peoria	PEO-20-RTP-036	L101 / 67th Avenue Interchange	Roadway and Intersection	Interchange Modifications	"The existing traffic interchange at L101 and 67th Ave requires modifications to improve intersection operations and capacity. In February 2020, MAG completed the SR-101L Northwest Intersections Traffic Analysis. While an alternative was not selected, MAG and the Study Planning Partners agreed, at a minimum, that the southbound triple left turn (ramp braid) alternative be completed. This includes braids at 75th Ave EB entrance ramp and 67th Ave EB exit ramp. "	Yes	
Peoria	PEO-20-RTP-037	L101 / 75th Avenue Interchange	Roadway and Intersection	Interchange Modifications	"The existing traffic interchange at L101 and 75th Ave requires modifications to improve intersection operations and capacity. In February 2020, MAG completed the SR-101L Northwest Intersections Traffic Analysis. While an alternative was not selected, MAG and the Study Planning Partners agreed, at a minimum, that the southbound triple left turn (ramp braid) alternative be completed. This includes braids at 75th Ave EB entrance ramp and 67th Ave EB exit ramp."	N/A	
Peoria	PEO-20-RTP-038	L101 / Bell Road Interchange	Roadway and Intersection	Interchange Modifications	This project will install dedicated triple-left turn lanes at the off-ramps in both directions as well as potentially installing dedicated triple dedicated right turn lanes at the off-ramps at the existing L101 / Bell Rd traffic interchange.	Yes	
Peoria	PEO-20-RTP-039	L101 / Thunderbird Road Interchange	Roadway and Intersection	Interchange Modifications	This project will install dedicated dual-left turn lanes at the off-ramps in both directions as well as potentially installing dedicated dual right turn lanes at the off-ramps at the existing L101 / Thunderbird Rd traffic interchange.	Yes	
Peoria	PEO-20-RTP-046	L101 / Peoria Avenue Interchange	Roadway and Intersection	Interchange Modifications	"This project will modify the existing abutments and/or pull back the existing concrete abutment slopes. By use of a retaining wall system, 2 additional thru lanes and bike lanes under the existing traffic interchange can be accommodated, dedicated dual-left turn lanes at the off-ramps in both directions, dedicated dual right turn lanes at the off-ramps, relocation of sidewalks, and underdeck lighting upgrades and traffic signal upgrades and modifications. "	Yes	
Peoria	PEO-20-RTP-048	"99th Ave, Olive to Butler; Bridge & Roadway"	Roadway and Intersection	New Bridge	"The proposed project will include a new roadway that will consist of 4 lanes, bike lanes, a center 2-way left-turn lane between Butler Dr and Olive Ave, a bridge over New River providing an all weather crossing for the re-aligned 99th Ave and a trail underpass. The proposed bridge will provide for the critcal connectivity between 99th Ave south of Olive Ave and 99th Ave north of Olive Ave."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-030	Westland Road Interchange	Roadway and Intersection	New Interchange	"The proposed project will construct a modern traffic interchange at L303 and Westland Rd. New interchanges, per FHWA, should be planned at logical 1-mile locations. The proposed Westland Rd interchange is ~1.25 miles north of the existing traffic interchange at Lone Mountain Rd and L303 and ~ 3 miles west of the existing traffic interchange at Lake Pleasant Parkway and L303. Building a traffic interchange at Westland Rd will help support economic development and provide additional capacity in the fast-growing area. When the interchange is completed, drivers will be able to use on-and off-ramps to make connections to and from Westland Rd. The City of Peoria is expanding northward to Lake Pleasant Regional Park. In addition, in the immediate vicinity and at the west end of the Westland Rd project corridor, is the proposed future Lake Pleasant Heights (LPH) development. Westland Rd will provide LPH and other developments west of LPH direct access to the L303, thus decreasing the traffic load on Lone Mountain Rd, the primary major arterial road in the vicinity. "	Yes	
Peoria	PEO-20-RTP-031	96th Ave and L303	Roadway and Intersection	New Interchange	The proposed project will construct a north–south connection at 96th Ave and L303 with limited access to L303. The existing L303 has not been constructed to install a full interchange at this location. The proposed 96th Ave connection is 1 mile west of the existing traffic interchange at Lake Pleasant Parkway and 2 miles west of the existing traffic interchange at Lone Mountain Rd and L303. Building a north-south connection at 96th Ave will help support economic development and provide additional capacity in the fast-growing area.	Yes	
Peoria	PEO-20-RTP-032	Pyramid Peak Interchange	Roadway and Intersection	New Interchange	"The proposed project will construct a modern traffic interchange at L303 and Pyramid Peak. New interchanges, per FHWA should be planned at logical 1-mile locations. The proposed Pyramid Peak interchange is 3 miles east of the existing traffic interchange at Lake Pleasant Parkway and approximately 4.5 miles west of the existing traffic interchange at the I-17 and L303."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-001	El Mirage Road-Jomax to L303	Roadway and Intersection	New Roadway	"This project will build a new northerly roadway connection between the existing L303 Traffic Interchange and Jomax Road. L303 has been constructed to accommodate a northerly El Mirage alignment. The majority of the proposed 4-lane arterial is located within Maricopa County jurisdiction. The City has been working to annex this area for several years. The project will provide direct access to L303 at the south end, access to existing residential areas at the north end (Jomax) and access to the northeast region of Surprise as Jomax Rd is extended to 163rd Av. The total length for L303 to Jomax Rd is ~2.15 miles. The project will construct a bridge crossing over Beardsley Canal and include intersection and signalization improvements at Happy Valley Rd and Jomax Rd. Currently, a roadway between L303 and Happy Valley does not exist. From Happy Valley Rd to .25 miles north (south property line of Coldwater Ranch) there is a 2-lane road with no curb, gutter, storm drain, sidewalk or lighting. From the south property line of Coldwater Ranch to the northerly property line of Coldwater Ranch there is an existing 2-lane road that has curb and gutter along the west and east side and sidewalk along the east side. There is no lighting or storm drain along this segment and it lacks sidewalk along the west side. The northerly property line of Coldwater Ranch to Jomax Rd is ~ .15 miles and will require a bridge crossing at Beardsley Canal."	Yes	
Peoria	PEO-20-RTP-021	Jomax Rd; Dysart Rd to Vistancia Blvd	Roadway and Intersection	New Roadway	"The Jomax Rd project will build a new 4-lane east-west roadway between Dysart Rd and Vistancia Blvd. The proposed 4-lane arterial will provide direct access to Dysart Rd, 126th Dr and the Desert Bloom subdivision, El Mirage Rd (127th Ave), and Vistancia Blvd. This roadway will also provide access to future residential areas north and south of this roadway. Proposed project improvements include installation of 4 thru-lanes, a raised landscape median, bike lanes, curb, gutter, sidewalk, street lighting, storm drain and culvert crossings at the Twin Buttes and McMicken washes, and a trail crossing at Twin Buttes wash. The total length for this roadway is approximately 1.80 miles or 9450 linear feet. In addition, the project will construct intersection improvements at Dysart Rd, El Mirage Rd (127th Ave), and Vistancia Blvd. The intersections at Dysart Rd, El Mirage Rd (127th Ave), and Vistancia Blvd will be signalized. Currently, a roadway between El Mirage Rd and Vistancia Blvd does not exist, with the exception of a 2 lane street segment between 126th Dr and El Mirage Rd that services the Desert Bloom subdivision. There is curb, gutter, sidewalk, and lighting along the north side of this 1900 linear feet segment. The proposed project would finish this segment and convert it into a 4-lane arterial roadway with curb, gutter, sidewalk, bike lanes, center-turn lane, street lighting, storm drain and other drainage facilities"	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-022	Lone Mountain; L303 to Lake Pleasant Parkway	Roadway and Intersection	New Roadway	"This project will build a new 4-lane east-west arterial roadway between the L303 and Lake Pleasant Parkway (LPP). The proposed 4-lane arterial will provide direct access to the L303 and Lake Pleasant Parkway, which serves a major transportation corridor for the City of Peoria. In addition, this proposed roadway will provide access to existing and future residential and undeveloped areas. The roadway will install 4 thru-lanes, a raised median, bike lanes, curb, gutter, sidewalk, street lighting, storm drain, culvert crossings at minor washes, bridges over the Agua Fria River and the CAP canal, and other roadway improvements. The total length for this new roadway is ~2.3 miles or 12,250 LF. The project will signalize and construct intersection improvements at the L303 and at LPP. Currently, a roadway between the L303 and LPP does not exist."	Yes	
Peoria	PEO-20-RTP-024	Pyramid Peak Parkway; CAP to L303	Roadway and Intersection	New Roadway	"This project will build a new 2-lane north-south roadway between the Central Arizona Project (CAP) and L303. This proposed roadway will provide access to future residential areas south of the CAP. The project will install 2 thru-lanes and bike lanes. The total length for this roadway is approximately 2.1 miles or 10,950 linear feet. The project will construct a new bridge crossing over the CAP and tie into L303 which has been constructed to accommodate a future Pyramid Peak Pkwy traffic interchange. There will be signalized intersections at Pyramid Peak Parkway and Sonoran Mountain Ranch Rd and Pyramid Peak Pkwy and L303. Currently, a roadway between the CAP and L303 does not exist."	Yes	
Peoria	PEO-20-RTP-028	Dysart Rd / 135th Ave; Jomax Road to Lone Mountain	Roadway and Intersection	New Roadway	"This project will build a new 4-lane north-south arterial roadway between Jomax Rd and Lone Mountain Rd. The proposed 4-lane arterial will provide access to Jomax Rd, Ridgeline Rd, and Lone Mountain Rd, which serve as arterial roadways for the City of Peoria. In addition, this proposed roadway will provide access to existing and future residential areas. The roadway project will install 4 thru-lanes, a raised landscape median, bike lanes, curb, gutter, sidewalk, street lighting, storm drain and culverts for wash crossings, and other roadway improvements. The total length for this new roadway is ~3.0 miles or 15,720 linear feet. The project will also construct intersection improvements at Jomax Rd, Ridgeline Rd, and Lone Mountain Rd. Currently, this section of 135th Ave (Dysart Rd) is being constructed between Jomax Rd and Ridgeline Rd as development occurs."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-029	Lone Mountain; CAP to L303	Roadway and Intersection	New Roadway	"This project will build a continuous 4-lane east-west arterial roadway between L303 and the Central Arizona Project (CAP). Two additional lanes will be added to the roadway segment starting at the L303 to El Mirage Rd (5600 LF). Currently, within this segment, Lone Mountain is a 2-lane roadway with a wide median for future lanes (170 R/W). The segment from El Mirage to the end of Lone Mountain (6425 feet west of Vistancia Blvd) is a 4-lane roadway and no additional lanes will need to be added within this segment. A roadway does not exist from where Lone Mountain terminates (6425 feet west of Vistancia Blvd) to the CAP. Along this segment (9250 LF), a 4-lane arterial will be constructed which will include installing 4 thru-lanes, a raised landscape median, bike lanes, curb, gutter, sidewalk, street lighting, storm drain and other roadway improvements. This segment will provide access to development north of the CAP as well as the surrounding areas. In addition, this project will construct a bridge crossing over the CAP. The project will also provide intersection improvements and signalize El Mirage Rd and Lone Mountain Rd, and Vistancia Blvd and Lone Mountain Rd."	Yes	
Peoria	PEO-20-RTP-027	Happy Valley Road and Lake Pleasant Parkway Intersection	Roadway and Intersection	Other	"Happy Valley Road, at the Lake Pleasant Parkway intersection, currently has 3 EB lanes west and east of the intersection, and 3 WB lanes, east and west of the intersection. The existing intersection bottlenecks the through lanes down to 2 WB lanes and 2 EB lanes. The proposed project will widen the intersection to accommodate 3 continuous WB lanes and 3 continuous EB lanes. This project will also provide for an EB-SB right turn lane and an EB-NB right turn lane. In addition, a raised median will be installed 800 feet to the east."	Program	Intersection Improvements
Peoria	PEO-20-RTP-035	SR74 / Lake Pleasant Parkway Intersection	Roadway and Intersection	Other	"This project will construct a modern signalized intersection at State Route 74 (SR74) and Lake Pleasant Parkway (LPP). Currently, SR74 is a 3-lane roadway with 2-through lanes, a continuous center turn lane and paved shoulders. LPP is a 2-lane roadway with 2-through lanes and paved shoulders. The proposed intersection will accommodate the future widening of both SR74 and LPP and realign New River Rd."	Yes	
Peoria	PEO-20-RTP-040	GP Lanes L101-Thunderbird to Bell Road	Roadway and Intersection	Other	"Currently, L101 from Thunderbird Rd to Bell Rd has 3 general-purpose lanes and 1 high occupancy lane (car pool lane) in each direction. This project will add 1 general-purpose lane in each direction bringing the total to 4 general-purpose lanes and 1-high occupancy lane (car pool lane) in each direction."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-045	Union Hills Drive / 83rd Avenue Intersection	Roadway and Intersection	Other	"This intersection, which falls within the City of Peoria and the City of Glendale jurisdictions, requires safety and capacity improvements. Proposed improvements include installing EB to NB and WB to SB dual left turns on Union Hills Dr, bridge widening modifications, and a raised median along the west-leg of Union Hills Dr to provide access management. Additional improvements include curb, gutter, ADA ramps, potential utility relocations, concrete sidewalk, street lighting relocations, signal equipment relocations and upgrades,, ROW acquisition, signage and striping obliteration, new striping and signage, bridge widening, and other miscellaneous improvements. "	Program	Intersection Improvements
Peoria	PEO-20-RTP-049	Deer Valley Road & 107th Avenue Intersection Improvements	Roadway and Intersection	Other	"This project will install dual left turns on all legs of the intersection, dedicated right turn lanes, address drainage modifications, and a raised median. These improvements will require the removal, replacement or relocation of curb, gutter, sidewalk, pavement, signage, striping, utility relocations, streetlights, ADA ramps, traffic signal equipment modifications, landscaping and irrigation, and modification of drainage facilities. Due to the proximity of existing residential, a noise study and possibly sound walls will need to be installed along all legs of the intersection for approximately 700LF. Predicted traffic volumes on Deer Valley Rd; El Mirage Rd and Lake Pleasant Parkway is projected to be over 26,500 vehicles per day by year 2031. Existing traffic volumes are 7,709 vehicles a day on Deer Valley Rd east of 107th Ave, and substantially less west of 107th Ave. MCDOT is scheduled to complete construction in 2021. Due to this increase in vehicular traffic (~ 244% increase), the currently signalized Deer Valley Rd and 107th Ave intersection needs to add additional turn lanes and capacity."	Program	Intersection Improvements

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Peoria	PEO-20-RTP-050	Deer Valley Road & Lake Pleasant Parkway Intersection Improvements	Roadway and Intersection	Other	"This project will install dual left turns on all legs of the intersection and raised median on Deer Valley Rd, ~700 feet east and west of the intersection footprint. These improvements will require the removal and replacement of curb, gutter, sidewalk, street lights, ADA ramps, signal poles, signal rewiring, electrical meter, signal equipment, and other existing facilities. In addition, drainage facilities located in the NE and SW corner of the intersection will need to be modified in order to allow for the proposed improvements. Due to the proximity of existing residential, a sound wall will be installed east of the intersection, on the north side for approximately 700LF. Other improvements will include asphalt, signage, striping, utility relocations, and other miscellaneous improvements. The connection of Deer Valley Rd between El Mirage Rd and 109th Ave as proposed by MCDOT will provide commuters with another regional east-west roadway crossing of the Agua Fria River. When the improvements are completed, Deer Valley Rd east of 107th Ave is expected to carry over 26,500 vehicles per day by year 2031. Current traffic volumes on Deer Valley Rd are 7,709 vehicles per day, and substantially less west of 107th Ave. MCDOT is scheduled to complete construction in 2021. Due to this increase in vehicular traffic (approximately 244% increase), the currently signalized Deer Valley and Lake Pleasant Parkway intersection needs to add additional turn lanes and capacity."	Program	Intersection Improvements
Peoria	PEO-20-RTP-023	Lake Pleasant Parkway – L303 to SR74	Roadway and Intersection	Roadway Widening	"Lake Pleasant Parkway (LPP) serves as a major transportation corridor for the City of Peoria. This project will build a new 4-lane north-south arterial roadway between the L303 and State Route 74 (SR74). The existing 2-lane roadway will be removed and replaced with a modern 4-lane arterial that will provide additional capacity to this important corridor. In addition, this proposed roadway will provide access to existing and future residential and commercial areas. The roadway will install 4 thru-lanes, a raised landscape median, bike lanes, curb, gutter, sidewalk, street lighting, storm drain, a new bridge over the Central Arizona Project (CAP) and other roadway improvements. The total length for this new roadway is ~ 2.3 miles. The project will construct intersection improvements at the L303 and SR74 and modify the existing traffic signals at the intersections with L303 and SR74. The project will also provide for the safe conveyance of a major New River tributary under the proposed roadway, via culverts, and expand the existing CAP Bridge to accommodate the new roadway."	Yes	

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Peoria	PEO-20-RTP-025	Happy Valley Road and Vistancia Boulevard	Roadway and Intersection	Roadway Widening	"The proposed project will construct the following improvements: widen the intersection and modify the existing traffic signal to accommodate dual EB to NB left turn lanes, one through lane in anticipation of the east leg of the intersection being constructed to accommodate future development, an 800 foot long EB-SB free-flow right-turn lane, a SB-WB right-turn lane, the south-leg raised median will be "cut-back" for ~50 feet and the north leg raised median will be reduced by ~100 feet to allow for safe turning. The following traffic signal modifications will also be constructed as part of this project: 2 new poles with longer mast arms, rewiring and potential relocation of the signal cabinet and electrical meter. The project will add catchment to accommodate the intersection widening, relocate the existing catch basin that is within the north-leg raised median. A catch basin storm drain system will need to be installed to collect and convey street and intersection drainage. The existing curb and gutter on Happy Valley will need to be removed and replaced for the proposed deceleration lanes. The project will provide dual lefts from Happy Valley to Lake Pleasant Parkway and dual lefts from Vistancia Blvd to Happy Valley. The project will add dedicated rights SB-WB and NB-EB, add an EB thru lane, and add a free-flow right turn EB-SB."	Program	Intersection Improvements
Peoria	PEO-20-RTP-026	Happy Valley Road Reimbursement	Roadway and Intersection	Roadway Widening	"Happy Valley Parkway (HVP) from L303 to the Agua Fria River is a 4-lane arterial road owned and maintained by the County. HVP from Lake Pleasant Parkway (LPP) to Agua Fria River is a 4-lane arterial road owned and maintained by the City of Peoria. The County and City entered into an IGA to complete the full street construction improvements needed for curb, gutter, streetlights, extend and connect all sidewalks and trails along the north and south sides of HVP, and to microseal and restripe for 6 lanes with bike lanes from LPP to L303. The Agua Fria River Bridge will be widened to carry 6 lanes, a median barrier with attenuation, and a 12' multiuse path for EB and WB pedestrians and bicyclists. Bike lanes approaching and departing the bridge will have a transition designed that allows bicyclists to use the 12' multiuse paths on the bridge. This project will also design and construct the south leg of the 100th Ln signalized intersection to connect into the commercial shopping plaza at the SW corner of LPP and HVP. Specific improvements include clearing and grubbing, saw cut along existing pavement, install new pavement, microseal, curb, gutter, valley gutter and apron, sidewalk and ADA ramps, widening and installing drainage facilities, widening the bridge and accommodating the Agua Fria River trail connection under the bridge, striping and signage, street lighting, and landscape and irrigation."	Yes	

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Peoria	PEO-20-RTP-033	L303; Lake Pleasant Parkway to I-17	Roadway and Intersection	Roadway Widening	"Currently L303, from Lake Pleasant Parkway (LPP) to the Interstate 17 (I-17) has 2 eastbound thru lanes and 2 westbound thru lanes. The proposed project will add 2 general purpose lanes or thru lanes from the LPP to I-17." Deferred Proposition 400 project.	Yes	
Peoria	PEO-20-RTP-041	67th Avenue; L101 to Pinnacle Peak	Roadway and Intersection	Roadway Widening	"The proposed project will widen 67th Ave from L101 to Pinnacle Peak Rd. The project will widen the existing roadway to 6-thru lanes, a center-turn lane, bike lanes, curb, gutter, sidewalk, street lighting, storm drain and other roadway improvements. 67th Ave, from the L303 to Deer Valley Rd, has 2 northbound thru lanes, a center turn lane and 3 south-bound thru lanes. This segment is ~4900 LF or .9 miles long. The project will add an additional northbound lane and increase the number of thru-lanes to 6 lanes, a center turn lane, auxiliary turn lanes at various intersections, and bike lanes for this segment. It will also include adding curb, gutter, sidewalk, street lighting, drainage improvements, ADA ramps to the eastside of the roadway along this segment. Intersection improvements at Arrowhead Loop and Deer Valley Rd will be needed. Deer Valley Rd to Pinnacle Peak Rd has 2 northbound thru lanes, a center turn lane, and 2 southbound thru lanes. This segment is ~5800LF or 1.1 miles long. The project will add 1 northbound thru lane and 1 southbound thru lane bringing this segment to 6 thru lanes, a center turn lane, bike lanes, curb , gutter, sidewalks, street lighting and drainage improvements. Intersection improvements at Hillcrest, Patrick Lane and Parkside will be needed."	Yes	
Peoria	PEO-20-RTP-042	107th Avenue; Union Hills to Beardsley	Roadway and Intersection	Roadway Widening	"In 1989, the City of Peoria annexed 107th Ave between Union Hills Dr and Beardsley Rd. As part of the Ventana Lakes subdivision, the portion of 107th Ave north of Palm Tree Dr was constructed to City standards. The southern portion of 107th Ave was constructed to County standards. This project will completely improve the road section to City arterial standards. 107th Ave will be improved to a 4-lane fully improved arterial from a 2-lane road. The total length for this new roadway is approximately 5300 LF or 1.0 miles. The project will add 2 thru-lanes, a center-way left turn lane, bike lanes, curb, gutter, sidewalk, concrete ramps, lighting, landscaping and irrigation, drainage improvements and other roadway improvements. The improvements will also include evaluating the existing pavements. If the pavement is in good condition, it will be milled and overlayed. If the pavement condition is in poor condition, it will be reconstructed. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-043	107th Avenue; Williams to Hatfield	Roadway and Intersection	Roadway Widening	"107th Ave is an existing north-south transportation corridor serving the City of Peoria and Maricopa County. The existing roadway provides 1-travel lane each direction with a center striped median/turn lane. The roadway has been completed to the City's arterial standard for an isolated section of the east side of the project corridor extending from Williams Rd on the south side ~2,000 feet north. Additionally, roadway lighting is present on traffic signal poles at the signalized intersections of Pinnacle Peak Rd and Williams Rd. The remainder of the roadway is constructed to a rural standard, no curb, gutter, sidewalk, landscaping or roadway lighting. Sections of 107th Ave from Williams Rd to Hatfield Rd will be widened to 4-lanes, a center-two-way left turn lane, bike lanes on both sides, and will require traffic signal modifications at Williams Rd and Tessmer Blvd. This proposed section will not have raised medians. Drainage north of Tessmer Blvd will be roadside channels collecting into a 2-acre basin at the NEC of Tessmer Blvd and 107th Ave, scuppers and other drainage facilities will be installed to collect street drainage and outfall into the proposed channel. Other improvements include street lighting, traffic signal modifications and interconnect conduits, new pavement, bike lanes, curb, gutter, valley gutters, apron, sidewalks, driveways, handicap ramps, striping and signage, accommodate a future Hatfield trail node, and native roadside landscaping. "	Yes	
Peoria	PEO-20-RTP-044	Thunderbird Road; 83rd Avenue to 67th Avenue	Roadway and Intersection	Roadway Widening	"Proposed improvements for Thunderbird Rd between 83rd Ave to 67th Ave will be broken down into two segments; 1) 83rd Ave to 75th Ave and 2) 75th Ave to 67th Ave. The 83rd Ave to 75th Ave segment will provide for 3-lanes in each direction with bike lanes and raised median. The existing pavement will be milled and overlayed. Improvements will include removal and replacement of curb, gutter, and sidewalk along the north and south side of Thunderbird Rd, traffic signal equipment modifications and relocation at 79th Ave; existing deceleration lanes will be replaced, relocation of streetlights and fire hydrants, burying overhead power lines, conducting a noise mitigation study and construction of noise mitigation (sound-walls) adjacent to the residential area and other incidental improvements. The 75th Ave to 67th Ave segment will provide for 3 lanes in the WB direction and 2 lanes in the EB direction with bike lanes and a raised median. The existing pavement will be milled and overlayed. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Peoria	PEO-20-RTP-047	Grand Avenue / L101 / 91st Avenue	Roadway and Intersection	Roadway Widening	"Due to the tight right-of-way constraints on US-60/Grand Ave imposed by the railway, utilities, and properties, a combined roundabout and thru-turn was recommended. The thru-turn will be implemented on US-60/Grand Ave to eliminate all left turns from the US-60/Grand Ave intersection with 91st Ave. Left turns from eastbound US-60/Grand Ave to northbound 91st Ave or from southbound 91st Ave to eastbound US-60/Grand Ave are directed to a 2-lane signalized u-turn south of the main intersection along 91st Ave. Left turns from westbound US-60/Grand Ave to southbound 91st Ave or from northbound 91st Ave onto westbound US-60/Grand Ave are directed to a 2-lane roundabout at 91st Ave and Cactus Rd north of the main intersection along US-60/Grand Ave. Improvements will include a roundabout, new pavement, bike lanes, curb, gutter, sidewalk, street lighting, storm drain, signal improvements, and other roadway improvements"	Yes	
Peoria	PEO-20-RTP-006	Route 83 - 83rd Avenue Extension	Transit	Improve Enhanced Bus Route	Extend bus service on 83rd Avenue from Bell Road to Happy Valley Road.	Program	Regional Bus
Peoria	PEO-20-RTP-016	Grand Avenue Commuter Bus/BRT	Transit	New BRT Route	Enhance existing commuter service on Grand Avenue to BRT.	Yes	
Peoria	PEO-20-RTP-011	Sub-Regional Circulator with El Mirage and Glendale	Transit	New Circulator Service	"Sub-regional circulator in coordination with neighboring jurisdictions to provide sub-regional access for residents to shopping, medical, entertainment and employment."	Program	Circulator
Peoria	PEO-20-RTP-012	Sub-Regional Circulator with Glendale/Sun City	Transit	New Circulator Service	Sub-regional circulator in mid Peoria connecting several jurisdictions in the area to provide connectivity in the area.	Program	Circulator
Peoria	PEO-20-RTP-014	Sub-Regional Circulator - North Peoria with Surprise	Transit	New Circulator Service	Sub-regional circulator in north Peoria and adjacent jurisdictions including Surprise	Program	Circulator
Peoria	PEO-20-RTP-009	Loop 303 Express to North Phoenix and Downtown Phoenix	Transit	New Express/Rapid Bus Route	Implement express bus service from Loop 303 and Happy Valley Road to north Phoenix and downtown Phoenix	Program	Regional Commuter Bus
Peoria	PEO-20-RTP-010	Express Old Town Peoria to Deer Valley and Scottsdale	Transit	New Express/Rapid Bus Route	Express service from the Peoria Park and Ride at Old Town to Deer Valley and Scottsdale	Program	Regional Commuter Bus
Peoria	PEO-20-RTP-002	Route 80 - Northern Avenue Route Extension	Transit	New Local Bus Route	Extend Bus service on Northern Avenue from the current end of route at 67th Avenue to 107th Avenue.	Program	Regional Bus
Peoria	PEO-20-RTP-003	Route 90 - Olive Avenue Route Extension	Transit	New Local Bus Route	Extend bus service on Olive Avenue from the current end of the route at 67th Avenue to 99th Avenue.	Program	Regional Bus
Peoria	PEO-20-RTP-004	Route 170 - Bell Road Route Extension	Transit	New Local Bus Route	Extend bus service on Bell Road from the current point at 75th Avenue to 93rd Avenue to provide further regionally connectivity along this major corridor.	Program	Regional Bus
Peoria	PEO-20-RTP-005	Route 75 - 75th Avenue Bus Route	Transit	New Local Bus Route	Implement bus service on 75th Avenue from Northern Avenue to Bell Road.	Program	Regional Bus
Peoria	PEO-20-RTP-007	91st Avenue Bus Route	Transit	New Local Bus Route	Implement bus service on 91st Avenue	Program	Regional Bus
Peoria	PEO-20-RTP-008	Happy Valley Road Bus Route	Transit	New Local Bus Route	Happy Valley Road Bus Route to connect from Lake Pleasant Parkway into Phoenix.	Program	Regional Bus

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Peoria	PEO-20-RTP-013	Loop 303 Park and Ride	Transit	New Park and Ride	"Purchase land and construct a new Park and Ride at Loop 303 and Jomax area to provide an easily accessible parking facility for commuter trips to major employment centers in the Valley. This location provides access to a freeway that connects to both Interstate 17 and Interstate 10. This facility can be used by commuters taking express routes, vanpools, carpools or other rideshare services."	Yes	
Peoria	PEO-20-RTP-017	Commuter Rail	Transit	New Rail Route/Extension	Commuter Rail along Grand Avenue as part of an overall regional system. This project would include a station in Old Town Peoria along Grand Avenue at the intersection of 83rd Avenue and Peoria Avenue.	Program	Commuter Rail
Peoria	PEO-20-RTP-015	Bus Stop Improvements Citywide	Transit	Other	Improve Bus Stops Citywide	Program	Bus Stop Improvements
Peoria	PEO-20-RTP-019	Peoria Transit Center	Transit	Other	"Purchase land and construct a transit center in Old Town Peoria. This facility would be used for multiple existing and proposed new transit service including local bus, express bus, and potentially new BRT or commuter bus service."	Yes	
Peoria	PEO-20-RTP-020	Autonomous Vehicle Circulation Projects	Transit	Other	This program proposes improvements related to use of autonomous vehicles for improved circulation elements in key destination areas.	Program	Circulator
Peoria	PEO-20-RTP-018	Existing Bus Service Frequency Improvements	Transit	System-Wide Improvement	"Improvement frequency for existing bus routes to minimum of 30 minute frequency with 15 minute or better for weekday service, expand operating hours to include more morning and evening hours, and improve frequency on weekends to minimum of 30 minute frequency with longer operating hours."	Program	Regional Bus
Phoenix	PHX-20-RTP-049	Downtown Pedestrian & Bicycle Transit Corridor	Active Transportation	Bicycle Priority Signalization	"This project includes complete street improvements to provide adequate multi-use paths for pedestrians, cyclists, shared micro-mobility, and transit at selected corridors within the downtown vicinity. The improvements will improve the existing infrastructure by expanding the walkway and bicycle fatalities. The corridors will allow shared micro-mobility and transit buses. The project will also include improvements to existing street lighting and landscaping. "	Program	Active Transportation
Phoenix	PHX-20-RTP-086	Transportation 2050 Mobility Study HAWKs	Active Transportation	HAWK Signal	The project will construct and install 14 HAWK beacons (Pedestrian Hybrid Beacons) at high-need locations in underserved neighborhoods identified by City of Phoenix T2050 Mobility Studies.	Program	Active Transportation
Phoenix	PHX-20-RTP-077	Colter Street Pedestrian and Bicycle Improvements	Active Transportation	Other	"Construct pedestrian and bicycle facilities, install traffic signals at 15th Avenue, 7th Avenue, 7th Street, and 12th Street."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-090	Activating Canals and Washes	Active Transportation	Other	"The Canals and Washes program will build paved trails and crossings along all existing canals in the City of Phoenix. The program will also identify and implement feasible trails in washes. Canals and washes are already used for active transportation in Phoenix. A program to make these off-street active transportation corridors safer with added security and more welcoming through maintenance of crossings, pavement, and lighting will increase active transportation options."	Program	Active Transportation
Phoenix	PHX-20-RTP-091	Incremental Active Transportation Projects Program	Active Transportation	Other	"The Incremental Projects Program will identify and implement active transportation projects under $200,000 that can be implemented quickly. Example projects include adding buffers to existing bike lanes, continuing bike lanes to intersections where feasible, or adding appropriate vertical delineation at conflict points. In addition to paint projects, the program would work on small?scale interim projects such as traffic calming in commercial districts."	Program	Active Transportation
Phoenix	PHX-20-RTP-092	Addressing Active Transportation Barriers Program	Active Transportation	Other	"The Addressing Active Transportation Barriers Program would identify major barriers to the active transportation network in Phoenix and implement capital improvement projects to address them. The program would focus on freeways, train tracks, and waterways that cause people using active transportation to go significantly out of their way. It would also look at making existing freeway crossings safe and comfortable for people walking and biking."	Program	Active Transportation Barrier Crossing
Phoenix	PHX-20-RTP-093	Transit Access Program	Active Transportation	Other	"The Transit Access Program will identify and implement improvements to sidewalks and pedestrian crossings within 1/2 mile of planned and existing LRT and BRT stops, and 1/4 mile of existing local bus stops. The program will also make improvements to bicycle infrastructure within 2 miles of LRT and BRT stops. The program will work with Valley Metro, Maricopa County Department of Public Health, and City of Phoenix Public Transit Department to prioritize locations with the highest need and the highest ridership."	Program	Active Transportation
Phoenix	PHX-20-RTP-097	Pedestrian-Bicycle Bridges over I-17 and SR202-Ed Pastor Freeway	Active Transportation	Other	Strategically construct up to four pedestrian-bicycle bridges to provide safe crossings over the I-17 and SR202-Ed Pastor freeways to improve safety and connectivity for vulnerable road users that doesn't currently exist.	Program	Active Transportation Barrier Crossing
Phoenix	PHX-20-RTP-116	Augment Existing Single-Side Street Lighting In Midtown Phoenix	Active Transportation	Other	Augment existing one-sided street lighting in Midtown Phoenix by installing additional street lighting in areas that are not adequately served.	Program	Active Transportation
Phoenix	PHX-20-RTP-118	Arterial Street Sidewalk Improvement Program	Active Transportation	Other	Expand funding for systemic installation and modernization of sidewalks citywide.	Program	Active Transportation
Phoenix	PHX-20-RTP-082	Traffic Signals for Low-Stress Bicycle and Pedestrian Crossings	Active Transportation	Pedestrian Signalization	Design and install traffic signals at 50 locations in Phoenix to support safer bicycle and pedestrian crossings of busy arterial and collector streets.	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-084	3rd Avenue Pedestrian Safety Improvements	Active Transportation	Shared Use Path	"This project will install innovative pedestrian safety facilities, traffic calming measures, and shade trees along 3rd Avenue between Camelback Road and Missouri Avenue. There are three active neighborhood associations in the immediate vicinity: Medlock Place Historic District, Brentwood Park Homeowners Association, and North Central Phoenix Homeowners. Residents initiated the request for improving this street with the City of Phoenix Street Transportation Department's Traffic Services Section in 2017. Their primary desire was to minimize cut-through traffic and vehicle speeds partially attributed to the considerable new development and existing restaurant and retail establishments along Camelback, 5th Avenue, 7th Avenue, and Central Avenue. The original neighborhood concern centered on the possible construction of a new Dutch Bros. store at Camelback & 2nd Avenue, which was being petitioned through the city Planning and Development Department. Even though the request/petition has since been withdrawn, the pedestrian safety and traffic challenges still remain. Many residents desire to walk and ride bicycles on low-stress facilities to the many restaurant and retail establishments in the immediate area, as well as to the Camelback & 3rd Avenue light rail station."	Program	Active Transportation
Phoenix	PHX-20-RTP-103	Grand Canal Active Transportation Improvements: 75th-51st Avenue	Active Transportation	Shared Use Path	The Grand Canal Active Transportation Improvement program will construct a multi use path and improve the safety and beauty of the Grand Canal between 51st Avenue and 75th Avenue in Maryvale.	Program	Active Transportation
Phoenix	PHX-20-RTP-104	Highline Canal Active Transportation Improvements: Central Ave - 24th St	Active Transportation	Shared Use Path	"This project will construct a paved multi use path that includes pedestrian lighting, trees/landscaping, signalized street crossings, and improved access to neighborhoods between Central Avenue and 24th Street. It will create an alternative off of the arterial and collector roadway network for people walking and riding bicycles. "	Program	Active Transportation
Phoenix	PHX-20-RTP-105	Western Canal Active Transportation Improvements: Central Ave - 24th St.	Active Transportation	Shared Use Path	"This project will install a multi use path, improve safety for people walking and riding bicycles by installing HAWKs, RRFBs, or signals where warranted, and increase shade. It will provide a safe alternative to the existing arterial and collector roadway network for pedestrians and bicyclists. "	Program	Active Transportation
Phoenix	PHX-20-RTP-119	Arizona Canal Active Transportation Improvements: 24th-60th Street	Active Transportation	Shared Use Path	"This project will improve vulnerable user safety and regional connectivity by paving and improving 5 miles of the Grand Canal, adding lighting, landscaping/trees, furniture, and signalized street crossings. "	Program	Active Transportation
Phoenix	PHX-20-RTP-120	Grand Canal Active Transportation Improvements: 35th Avenue to I-17	Active Transportation	Shared Use Path	"This project improves vulnerable user safety and regional connectivity by paving and improving 2.25 miles of the Grand Canal multi-use path, and adding lighting, landscaping/trees, furniture, signalized street crossings, and constructing a pedestrian bridge across I-17. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-121	Grand Canal Active Transportation Improvements: 51st-35th Avenue	Active Transportation	Shared Use Path	"This project will improve vulnerable user safety and regional connectivity by paving and improving 2 miles of the Grand Canal multi-use path in an under-served area of Phoenix. The project also will add lighting, landscaping/trees, furniture, and signalized street crossings. "	Program	Active Transportation
Phoenix	PHX-20-RTP-122	Highline Canal Active Transportation Improvements: 24th Street to I-10	Active Transportation	Shared Use Path	"Multi Use Canal pathway including paved multi use pathway, lighting, landscaping, some furniture and signalized street crossing for improved regional connectivity. "	Program	Active Transportation
Phoenix	PHX-20-RTP-123	Rio Reimagined Riverscape Path	Active Transportation	Shared Use Path	"Design and build the next phases (approximately 11.5 miles) of the Rio Salado Multiuse Path west of 15th Avenue to the western Phoenix City limits at 107th Avenue as a part of Senator McCain's visionary Rio Reimagined Project. The Rio Reimagined Riverscape path will provide the remaining paved multiuse pathway connections including, lighting, furniture, signalized crossings (HAWKS), art elements, and wayfinding signage to enjoy the natural resource and scenic transportation route that connects Phoenix with neighboring west and east valley cities alike."	Program	Active Transportation
Phoenix	PHX-20-RTP-144	Central Arizona Project (CAP) Multiuse Path: SR51-Scottsdale Road	Active Transportation	Shared Use Path	"Construct a paved multiuse path and signalized crossings along a segment of the Central Arizona Project (CAP) Canal from the SR51/Piestewa Freeway to Scottsdale Road. A program to make off-street active transportation corridors safer with added security and more welcoming through maintenance of crossings, pavement, and lighting will increase active transportation options."	Program	Active Transportation
Phoenix	PHX-20-RTP-145	Central Arizona Project (CAP) Multiuse Path: North Valley Parkway-SR51	Active Transportation	Shared Use Path	"Construct a paved multiuse path and signalized crossings along a segment of the CAP Canal from North Valley Parkway to the SR51/Piestewa Freeway). A program to make off-street active transportation corridors safer with added security and more welcoming through maintenance of crossings, pavement, and lighting will increase active transportation options."	Program	Active Transportation
Phoenix	PHX-20-RTP-146	Central Arizona Project (CAP) Multiuse Path: 67th Avenue-North Valley Parkway	Active Transportation	Shared Use Path	"Construct a paved multiuse path and signalized crossings along a segment of the Central Arizona project (CAP) Canal from 67th Avenue to North Valley Parkway. A program to make off-street active transportation corridors safer with added security and more welcoming through maintenance of crossings, pavement, and lighting will increase active transportation options."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-076	Complete Streets Implementation Program	Active Transportation	System-Wide Improvement	"The project will analyze the city roadway network and identify roadways that can be repurposed/ reconfigured and improve safety for vulnerable road users of all ages and abilities - people walking, people riding bicycles, people driving vehicles, and people connecting to transit. By installing multimodal/ active transportation infrastructure, we will create safe, low-stress facilities that connect people to their important neighborhood destinations and link to other cross-town destinations. According to Smart Growth America, Complete Streets are streets for everyone and are designed and operated to enable safe access for all user. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work, allow buses to run on time, and make it safe for people to walk to and from train stations. They help create livable communities for various types of users, including children, people with disabilities, and older adults. Complete Streets will improve equity, safety, and public health, while reducing transportation costs and help Phoenix address its traffic challenges, including reducing our unacceptably high rate of injuries and fatalities for people walking and riding bicycles. The City of Phoenix has a Council-approved Complete Streets policy, which allows us to direct our transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation."	Program	Active Transportation
Phoenix	PHX-20-RTP-078	Village Core Bicycle Connections	Active Transportation	System-Wide Improvement	Design and build bicycle connections between various destinations and village cores within the 15 City of Phoenix planning villages.	Program	Active Transportation
Phoenix	PHX-20-RTP-094	Bicycle Boulevard Program	Active Transportation	System-Wide Improvement	"Bike Boulevards use existing neighborhood streets to create comfortable corridors for walking and biking. They are defined by safe and convenient crossings at all streets, low car traffic volumes, and low car traffic speeds. Traffic calming, traffic diversion, clear wayfinding, and branding are necessary for a bike boulevard. The Bike Boulevard Program will identify and implement a network of bike boulevards that connects to existing and planned active transportation infrastructure. Expected improvements include signage, shared lane markings, crossings at major streets, traffic calming, and traffic diversion."	Program	Active Transportation
Phoenix	PHX-20-RTP-115	35th Avenue Pedestrian Safety Corridor	Active Transportation	System-Wide Improvement	"Install innovative improvements to improve the safety of people walking and riding bicycles, including pedestrian refuge islands, traffic signal upgrades, Intelligent Transportation Systems (ITS), and street lighting. "	Yes	
Phoenix	PHX-20-RTP-117	Pedestrian Safety Project Implementation Program	Active Transportation	System-Wide Improvement	"Implementation of data-driven pedestrian safety and ITS improvements in specific corridors, including installing safe crossings, (HAWKS, RRFB), Safe Routes to School solutions, traffic calming measures, street lighting, ADA curb ramps, sidewalks, and upgrading strategies outlined in long-range plans. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-089	Traffic Safety Education Program	Program Set Aside	"Develop a program, educational materials and curriculum for traffic safety education for a variety of audiences and needs. Materials and curriculum will address vehicular, pedestrian, motorcycle, and bicycle safety.The city of Phoenix has developed a Pedestrian Safety Activity Book for children ages 8-12. The city has created a curriculum for students in grades 3-6 and has begun giving this presentation at schools. However, we recognize that there's a need to teach overall traffic safety to younger children, teenagers, and adults. We would like to create an education program that can partner with the courts, Valley Metro, Children's Hospital, and other organizations currently doing traffic safety education and develop plans to teach traffic education. The program would cost $2,000,000 per year."		Program	Safety
Phoenix	PHX-20-RTP-063	Roadway Safety Assessment and Education	Program Set Aside	"Funds to conduct Road Safety Assessments (RSAs) at high crash locations throughout the city and realize all safety recommendations provided including but not limited to: sidewalk widening, ADA modifications, traffic signal upgrades, installation of medians, correction of offset lines, etc. The city of Phoenix conducts approximately 4-6 Road Safety Assessments (RSAs) every year which are funded through MAG. These assessments cost approximately $20,000 each and produce roadway intersection and segment recommendations to improve safety at the specific locations studied. However, due to lack of funds the city does spot improvements at these high crash locations although many times larger projects are required to address the full proposed scope of the RSA. These larger projects involve widening of sidewalks and full signal rebuilds. An in house estimated program total cost of $20,000,000."		Program	Safety

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-136	MAG Regionwide HAWK Installation Program	Program Set Aside	"HAWK beacons (Pedestrian Hybrid Beacons) at high-need locations in underserved neighborhoods. The program will systematically analyze community roadways, identify locations, construct, and install HAWKs throughout the MAG region, focusing on people walking, people riding bicycles, and people connecting to transit. The HAWK locations are targeted in areas of high need using factors including prevalence of poverty, zero-car households, schools with large walking populations, and high numbers of vehicle crashes with people walking and riding bicycles. By identifying such areas and identifying gaps and barriers in the pedestrian and bicycle facility networks, safer conditions will be created for people to reach their vital neighborhood destinations. The location analysis should include public meeting input and online surveying."		Program	Active Transportation
Phoenix	PHX-20-RTP-068	Additional TMC Staff	Program Set Aside	"MAG?funded additional staffing to allow the Phoenix TMC to operate 24/7 w/ addition of 3 Signal Systems Specialists II and 6 Signal System Specialists I. The staff will be able to provide real-time traffic management 24/7, re-time more corridors on a regular basis, make timing adjustments to existing signal plans based on real-time observations and participate with ADOT and adjacent jurisdictions to manage special events and resolve other cross jurisdictional issues. With 1200 signalized intersections in the central region of greater metropolitan Phoenix, a fully staffed 24/7 TMC can operate the system to best serve the valley. This includes providing coverage for special events, support for mass transit particularly Light Rail Transit. This will eliminate the need for standby and overtime currently being expended to provide coverage during non-service hours today. Allows better alignment w/ Fed & State initiatives for Transportation Systems Management and Ops. $1,095,000 annual O&M"		Program	Regional Transit Operations Support

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-051	Deployment of Citywide Innovative Technology	Program Set Aside	"Many of the program requests are just to get infrastructure up to current standards and this is a program that will allow Phoenix to be active in the innovation initiatives in the region that other agencies have already delved into for many years. This program will allow for testing of innovative technologies and pilot programs as well as provide for full deployment of successful pilots on a corridor-by-corridor basis. This program will be per year for the life of the Proposition 400 extension. The transportation industry is taking advantage of the explosion of technological advances and the processing of big data to make real-time operational decisions on a second-by-second basis. This will allow the City to remain competitive both regionally and nationally as a leader in emerging technologies. The program would cost $100,000 in O&M and $2,000,000 total."		Program	Emerging Technology
Phoenix	PHX-20-RTP-052	Global Positioning System Emergency Vehicle Preemption	Program Set Aside	"Minimal infrastructure required to cover citywide emergency vehicle preemption with a 10?year replacement cycle. This will require infrastructure at the intersection, on-board communications device on fire vehicles, and software integrated into the City's ATMS. This is a one-time project to deploy citywide, with the anticipation of needing to upgrade infrastructure on a yearly basis as part of O&M costs to keep the system up and running for the life of the Proposition 400 extension. Challenges with updating emergency vehicle preemption equipment currently. This type of a program could be deployed citywide with more minimal costs in comparison with traditional systems. This project is for a one-time deployment of equipment and software and then O&M each year for the life of the Proposition 400 extension. The program would cost $125,000 per year in operations and maintenance costs. $2,500,000 estimated total cost."		Program	ITS
Phoenix	PHX-20-RTP-056	Traffic Signal Modernization Program	Program Set Aside	"Most of these traffic signals do not have the following standard equipment: ?ADA compliance ?CCTV cameras ?Advanced detection ?Battery backup -Poles and foundations meeting current ASSHTO Loading Standards This program is to upgrade 10 signalized intersections annually at $250,000/intersection Over 37.6% of City of Phoenix intersections are 30 years or older. 27% of intersections are over 50 years old. Provides for upgrades of end-of-life, ADA deficient, and technologically obsolete signals at 10 per year. "		Program	ITS

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-050	Communications Network Program	Program Set Aside	"New fiber communications infrastructure at 5 miles per year to meet two miles on center communication master plan after 10 years and 125 radios replaced per year for an 8?year lifecycle. Program is for each year for the life of the Proposition 400 extension. As emerging technologies continue to use higher bandwidth between the intersection device and the Traffic Management Center, the need to expand the fiber communications backbone will continue. This program will add 5 miles of fiber communications infrastructure per year for the life of the Proposition 400 extension. Replacement of the wireless mesh radio network for last-mile connections will need to occur on a 8-year lifecycle with 125 radios per year. This program is estimated to cost $100,000 per year in O&M and $2,000,000 total."		Program	ITS
Phoenix	PHX-20-RTP-047	Regional Transit Operations Support Services	Program Set Aside	"Phoenix provides regional transit operations support functions as the legacy transit provider in the region. This includes providing and maintaining critical technology systems that support the operations of the regional transit system, as well as managing and distributing transit fares for the region. Phoenix provides hardware, software, and systems maintenance/support through managing vendor contracts and Phoenix staff support. The systems provided and supported are: Scheduling System Dispatch System Radio Communications System CAD/AVL System Fare Collection System"		Program	Regional Transit Operations Support
Phoenix	PHX-20-RTP-048	Grant Management and Federal Compliance/Oversight	Program Set Aside	"Phoenix serves as the Designated Recipient of Federal Transit Administration (FTA) grant funds for the Phoenix-Mesa Urbanized Area (UZA) and Direct Recipient of FTA grant funds for the Avondale-Goodyear UZA. In this role, Phoenix has responsibility to the FTA for compliance with all federal requirements related to the use of FTA funds, including oversight of the many FTA grant subrecipients to which Phoenix passes through FTA funds. Phoenix is also responsible for grant management, which includes grant preparation and submission, execution of grant awards, accounting for federal expenditures and revenues, and reporting to FTA. The annual cost of the nine Phoenix staff dedicated 100% to performing these functions is $1.1 million."		Program	Regional Transit Operations Support

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-074	City of Phoenix - Automated Road Analyzer Program	Program Set Aside	"Program Set Aside to fund replacement of the City's Automated Road Analyzer (ARAN) every 10 years. $1.1M every 10 yrs with $70k annually for service agreement and software maintenance. Replacement cost would be needed every 10 years. The data collected by the ARAN form the basis of the City's Pavement Management System. The objective measurements of roadway conditions, including cracking and roughness, are used to prioritize the Pavement Maintenance Program on the City's 5,000-mile street network every 2 years. With limited funding resources, the analysis of the data allows the City to optimize its resurfacing resources to maintain or improve the overall pavement condition. The ARAN operates at the speed limit, allowing for efficient data collection without impacting normal traffic. It is estimated that the ARAN will need to be replaced every 10 years, as the computers and equipment reach their effective life. "		Program	Roadway Inspection and Maintenance
Phoenix	PHX-20-RTP-071	Traffic Signal and Street Lighting Structural Inspections	Program Set Aside	"The City has sufficient resources to perform annual technical review of the 1200 traffic signals and cursory review of the 100,000+ street lights. This program will provide an annual in-depth structural inspection of all traffic signals and street lights Citywide on a five year cycle, completing inspection of 1/5 of the City each year. Providing structural inspection and routine maintenance to the above-ground transportation infrastructure will extend the life as well as provide for prompt replacement of any failing traffic signal or street light poles greatly enhancing the safety of the motoring public by reducing exposure to potential failures, This is consistent with national best practices recommended by FHWA, AASHTO and ITE. In-house estimates expect an annual program cost of $6,000,000."		Program	ITS

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-033	Phoenix Bus Rapid Transit Program	Program Set Aside	"The City of Phoenix Bus Rapid Transit (BRT) program is part of the Transportation 2050 Plan which was approved by voters in 2015. Phoenix BRT is a key piece of the T2050 plan and will be transformational for improving transit speed and reliability in Phoenix and throughout the Valley. BRT corridors are being refined based on transit performance, propensity, ridership, and community input. Potential BRT corridors are some of the highest ridership routes in the city and many have been identified in previous transportation and transit plans. It is expected that three (3) BRT corridors will be selected in Fall 2020. Potential BRT elements include enhanced stations, custom buses, advanced fare collection, unique branding, transit spot improvements, and dedicated lanes. Several of the BRT corridors/segments are also identified in the MAG Regional Transit Framework Study Update."		Program	Bus Rapid Transit
Phoenix	PHX-20-RTP-087	Asset Management System	Program Set Aside	"The Phoenix Street Transportation Department has numerous street-side physical assets, with only one (pavement) utilizing an Asset Management system. This program will build, implement, and staff a strategic and systematic process for the improved operations of all Street Transportation assets, including drainage and catch basins; enabling better planning, engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. This increased efficiency will benefit our citizen stakeholders through better informed budgeting; identification and replacement of old and dangerous components, and; through analysis, planning, and design of pedestrian and vehicular mobility solutions using improved data. Anticipated Project Cost: $10,000,000 O&M Costs: 5,750,000/yr"		Program	Roadway Inspection and Maintenance

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-070	Neighborhood Traffic Calming Program	Program Set Aside	"This program is to provide various traffic calming measures, investigations, and evaluations to assist in mitigating traffic speeds Citywide. The City's traffic calming program has numerous requests to mainly install speed humps and speed cushions. The City has determined the vast need for traffic calming measures and a variety of cases. This program will provide a comprehensive program for its residents to provide the appropriate solution for their traffic concerns. The program will expand the City's existing program by offering various traffic calming measures and types, such as modifying travel lane widths or installing permanent ""feedback"" signs. This program will also include public engagement such as community meetings or creating interactive internet applications. To determine the optimization of the effectiveness of traffic calming measures, the program will include traffic analysis and evaluations. Estimated program cost of $5,000,000 per year."		Program	Safety
Phoenix	PHX-20-RTP-053	Replace Temporary Traffic Calming Citywide	Program Set Aside	"This program is to replace the existing temporary traffic calming devices infrastructure and restore the roadway pavement impacted by the infrastructure. It will be necessary to restripe the impacted area to match existing striping and replace any appropriate signs. There are more than 30 temporary traffic calming locations that will need to continue funding the removals, pavement repair, restriping, and sign installation as well as installing the permanent traffic calming devices such as speed humps/ cushions. The program will include public outreach and community engagement, which is an important component of an overall traffic calming solution. The temporary traffic calming devices have been ineffective to reduce overall traffic speeds while becoming a visual blight to the residents. The city has determined that speed hump, speed cushions, and speed tables are the most effective method to mitigate traffic speeds while being more economical per unit. Estimated cost $250,000 a year."		Program	Roadway Inspection and Maintenance

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-139	MAG Regionwide Incremental Active Transportation Program	Program Set Aside	"This program will identify and quickly implement active transportation projects under $200,000. Examples include adding buffers to bike lanes, continuing bike lanes to intersections, adding vertical delineation at conflict points, or small?scale interim traffic calming projects. There is demonstrated interest in interim and quick build active transportation projects in the MAG Region. Ongoing projects to add buffers to existing bike lanes and painting curb extensions in some downtowns have been a welcome addition for people walking. It is not easy to identify the resources to implement projects that could have a relatively large impact on active transportation compared to their budget. Existing active transportation funding is dedicated to the large-scale capital improvement projects identified in the bike plan. Therefore, dedicated resources would ensure that small projects that are too small to be capital improvement projects can be implemented. Regionwide cost estimate: $10,000,000."		Program	Active Transportation
Phoenix	PHX-20-RTP-138	MAG Regionwide Activating Canals and Washes Program	Program Set Aside	"This program would construct paved trails and crossings along existing canals, and identify and implement feasible trails in washes in the MAG Region. A program to make these off-street active transportation corridors safer and more welcoming by maintaining crossings, pavement, lighting, and shade will increase active transportation options. Reducing ""traffic stress"" is a key factor in creating such options, as walking and biking beside high-speed traffic is unpleasant and can be dangerous. Many MAG member agencies have an existing network of canals and washes that afford people the option to walk or bike with virtually no traffic stress. Building high-quality paved paths can serve as the backbone for a more robust walking and biking network. Increasing active transportation along the canals and washes activates communities and neighborhoods, integrates them into the surrounding community, and brings “eyes on the street” to sometimes deserted spaces. Cost estimate: $90,000,000."		Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-142	MAG Regionwide Serious Crash Rapid Response Program	Program Set Aside	"This program would devote resources to rapidly and meaningfully respond to serious crashes, investigate all serious injury and fatal active transportation crashes, and implement interim safety improvements within weeks. The current process for addressing safety concerns can require long construction timelines and high construction costs. This program would use paint, signs, and interim traffic calming devices to mitigate or eliminate safety concerns at crash sites. Innovative interim-build products that do not require permanent changes to the street or drainage work can allow mitigation proposals to be tested for several months before long-term changes are made. After a serious crash occurs, an engineering team would visit the crash site and identify potential opportunities to reconfigure the roadway to reduce the likelihood of future crashes. Within several weeks the team would design and implement an interim solution and monitor the results. Regionwide cost estimate: $55,000,000/yr."		Program	Safety
Phoenix	PHX-20-RTP-140	MAG Regionwide Addressing Active Transportation Barriers Program	Program Set Aside	"This program would identify major barriers to the active transportation network in the MAG Region and would implement capital improvement projects to address them. The program would look at strategic locations to connect across these barriers and make the active transportation network easier to use, focusing on the significant barriers of freeways, railroad tracks, and waterways. These barriers prevent people using active transportation from reaching their destination efficiently, often causing them to go significantly out of their way. Large detours, for people who do not have a choice, can expose them to increased traffic risk, exposure to summer heat, and cause significant delay in a trip as people deviate from their route. This program would also improve existing freeway crossings so that they are safer and more comfortable for people walking and biking. The MAG regionwide cost estimate: $30,000,000 per year."		Program	Active Transportation Barrier Crossing

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-141	MAG Regionwide Bicycle Boulevard Program	Program Set Aside	"This program would implement bike boulevards on existing neighborhood streets to create comfortable, low-stress corridors for walking and biking. Low-stress facilities on major streets are not always possible or desirable as they require dedicated space and roadway separation. Neighborhood routes can be especially appealing for walking and biking in flood-irrigated neighborhoods that offer more shade and slightly cooler microclimates. There isn't a 'one size fits all' solution for bike boulevards, rather, they utilize a variety of tools that create safe and convenient crossings at all streets, low vehicle traffic volumes, and low car traffic speeds. Such tools include traffic calming, traffic diversion, shared lane markings, clear wayfinding, and branding. This program would identify and implement a network of bike boulevards that connects to existing and planned active transportation infrastructure. The MAG regionwide cost estimate: $7,000,000 per year."		Program	Active Transportation
Phoenix	PHX-20-RTP-137	MAG Regionwide Traffic Signals for Low-Stress Pedestrian and Bicyclist Crossings	Program Set Aside	"This program would provide funding and guidance for designing and installing traffic signals at high-need locations throughout the MAG Region in to support safer bicycle and pedestrian crossings of busy arterial and collector streets. In most communities more than 80 percent of bike crashes occur on arterial streets, many of these lack bike lanes. Transportation options are essential to all communities. A safe, well-connected, low-stress bicycle network is essential to providing these options. The Valley's canals need to be signalized to emphasize their status as safe, important bikeways. It is essential that people of all ages and abilities have access to high-quality traffic signal infrastructure. Doing so allows MAG member agencies to emphasize collector and local streets for safe connectivity to many vital community destinations."		Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-069	Citywide Traffic Count Program	Program Set Aside	"This program would provide funds to implement a citywide count program that would help to create a large network of traffic counts, bicycle counts, and pedestrian counts on the on going yearly basis. The program would help to fund several permanent count stations that would collect this information on a 24/7/365 daily basis and would allow for the counting at other locations on an annual or biannual basis. This data would help with the MAG model and would help to create a model that is more all modes in quantity as it would allow for the bike and pedestrian movement as well. Ideally the program is build to enhance and build upon what City's and MAG is currently doing to create a comprehensive count program throughout the MAG region. The program would cost an estimated $1,000,000 per year."		Program	Regional Traffic Counts
Phoenix	PHX-20-RTP-085	Leverage street-level imagery for Asset recognition and inventory	Program Set Aside	"This project will build a point in time inventory of previously undocumented fixed, street-side assets within the City of Phoenix. This is a most vital and most challenging piece of a lifecyle asset management system, and critical in the identification of safety issues, and planning for pro-active and remedial active transportation solutions. Street Transportation Department has staff fully-capable of providing the GIS, Application, and Database support needed, but we lack the manpower to inventory close to 5,000 miles of streets containing a potential 10,000 miles of bi-directional infrastructure. This project will utilize the Department's annual street level imagery, processed through Artificial Intelligence (AI) deep learning, to identify type, condition, and exact location of our undocumented assets. These assets include items such as; all sign types, crosswalks, curbs, curb ramps, sidewalks, and landscape vegetation. Anticipated Project Cost: $2000000 O&M Costs: $200000/yr"		Program	Roadway Inspection and Maintenance

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-135	MAG Regionwide Complete Streets Implementation Program	Program Set Aside	"This set-aside program will systematically analyze the roadway network within the MAG region and identify roadways for which the safety of road users can be improved - people walking, people riding bicycles, people driving vehicles, and people connecting to transit. A basic, but thorough, approach should be employed that identifies and prioritizes candidate complete streets based on ped/bike demand, crash clusters, and neighborhood context. Installing active transportation infrastructure will create safe, low-stress facilities that connect people to important neighborhood destinations and beyond. User demand and neighborhood context can be captured by finding the destinations that residents say are important to them, like parks, community centers, schools, employment centers, retail and restaurants. Other MAG member agencies are using methodologies that could serve as a model for this set-aside program, namely the City of Phoenix's T2050 Mobility Studies and Key Corridors Master Plan."		Program	Complete Streets
Phoenix	PHX-20-RTP-075	City of Phoenix - Pavement Maintenance Program Funding	Program Set Aside	"To improve and maintain the pavement condition index of City Streets, the Pavement Maintenance Program will construct preservation and rehabilitation project on City streets. Using rehabilitation and preservation surface treatments, the Pavement Maintenance Program maintains and improve the surface condition of the City's 5,000-mile roadway network. Maintenance is done on both the arterial street network and local street network. The $165M per year program request includes a reconstruction program, to begin to address the City streets which fall beyond rehabilitation. More and more, the City finds that it must use multi-layer pavement treatments to repair the streets in the worst condition. With limited funding, the City cannot address the needs of the aging pavement infrastructure."		Program	Pavement Preservation
Phoenix	PHX-20-RTP-059	City of Phoenix RTP - Bridge Retrofit	Roadway and Intersection	Bridge Repair/Rehab	"Bridges throughout the city have several issues such as scour damage, wearing surface deterioration, etc. that can impact there useful lifespan and/or there ability to carry applicable load traveling in the area. Due to the severity of the issue and the expected load and Average Daily Traffic, bridges that can be modified for a different load pattern or that can efficiently extend there useful life will be chosen to be retrofitted or rehabbed."	Program	Bridge Replacement/Rehab

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-057	City of Phoenix RTP-Bridge Replacement	Roadway and Intersection	Bridge Replacement	Due to the age and increasing loads of the bridges across Phoenix a replacement program and funding is needed to plan out bridge construction on a year by year program dependent on the condition and efficiency of the bridge.	Program	Bridge Replacement/Rehab
Phoenix	PHX-20-RTP-065	Speed Feedback Signs at Freeway Interchanges	Roadway and Intersection	Interchange Modifications	"This project would install speed feedback signs near the interchanges with the freeway to help people recognize that they are no longer on the freeway and need to slow down. There are over 100 interchanges in Phoenix along the I-10, I-17, SR 51, ST 101 and SR 202 corridors. This program would provide spewed feedback signs in the vicinity of the interchanges in both directions to provide positive guidance on speed behavior for drivers exiting the freeways."	Program	Safety
Phoenix	PHX-20-RTP-148	Freeway: I-10 Interchange Improvements between SR101 and I-17	Roadway and Intersection	Interchange Modifications	Construct interchange improvements along I-10 between SR101 and I-17 (exact improvements to be identified as part of I-10 West Major Investment Study).	Yes	
Phoenix	PHX-20-RTP-150	Freeway: I-10 Interchange Improvements at SR51	Roadway and Intersection	Interchange Modifications	"Construct improvements to the SR51/I-10 interchange (exact improvements to be identified as part of the I-10, Papago Tunnel to the I-17 Split MAG study)."	Yes	
Phoenix	PHX-20-RTP-151	Freeway: I-10 Construct a Direct HOV to/from I-17 Split	Roadway and Intersection	Interchange Modifications	Construct a Direct HOV ramp to/from I-17 split and I-10.	Yes	
Phoenix	PHX-20-RTP-153	Freeway: I-10 Reconstruct the Baseline Road Interchange	Roadway and Intersection	Interchange Modifications	Reconstruct the I-10/Baseline Road interchange.	Yes	
Phoenix	PHX-20-RTP-156	Freeway: I-17 Reconstruction of the Bell Road Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Bell Road Traffic Interchange	Yes	
Phoenix	PHX-20-RTP-157	Freeway: I-17 Reconstruction of the Thunderbird Road Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Thunderbird Road Traffic Interchange	Yes	
Phoenix	PHX-20-RTP-158	Freeway: I-17 Reconstruction of the Glendale Avenue Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Glendale Avenue traffic interchange	Yes	
Phoenix	PHX-20-RTP-159	Freeway: I-17 Reconstruction of the Northern Avenue Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Northern Avenue traffic interchange	Yes	
Phoenix	PHX-20-RTP-163	Freeway: I-17 Reconstruction of the Greenway Road Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Greenway Road traffic interchange	Yes	
Phoenix	PHX-20-RTP-164	Freeway: I-17 Reconstruction of the Cactus Road Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Cactus Road Traffic Interchange	Yes	
Phoenix	PHX-20-RTP-165	Freeway: I-17 Reconstruction of the Peoria Avenue Traffic Interchange	Roadway and Intersection	Interchange Modifications	Reconstruction of the I-17/Peoria Avenue traffic interchange	Yes	
Phoenix	PHX-20-RTP-168	Freeway: SR101 Construction Improvements to the I-10 Interchange	Roadway and Intersection	Interchange Modifications	Construction improvements to the I-10/SR101 interchange (specific improvements to be identified as part of the I-10 West Major Investment Study).	Yes	
Phoenix	PHX-20-RTP-079	Rio Salado Pedestrian-Bicycle Bridge at 12th Street	Roadway and Intersection	New Bridge	Design and build a pedestrian-bicycle bridge over the Salt River at the 12th Street alignment in Phoenix.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-080	Rio Salado Pedestrian-Bicycle Bridge at 3rd Street	Roadway and Intersection	New Bridge	Design and build a pedestrian-bicycle bridge over the Salt River at the 3rd Street alignment in Phoenix.	Yes	
Phoenix	PHX-20-RTP-081	Rio Salado Pedestrian-Bicycle Bridge at 15th Avenue	Roadway and Intersection	New Bridge	Design and build a pedestrian-bicycle bridge over the Salt River at the 15th Avenue alignment in Phoenix.	Yes	
Phoenix	PHX-20-RTP-083	Pedestrian-Bicycle bridge at 7th Street Parallel to I-10 Freeway	Roadway and Intersection	New Bridge	Design and build a pedestrian-bicycle bridge over 7th Street (Phoenix) parallel to the I-10 freeway (Loop 202) along the south side in the eastbound direction.	Yes	
Phoenix	PHX-20-RTP-098	64th Street Bridge With Pedestrian-Bicycle Facilities	Roadway and Intersection	New Bridge	Construct 64th Street bridge over the Central Arizona Project canal connecting Bell Road with Mayo Boulevard.	Yes	
Phoenix	PHX-20-RTP-100	91st Avenue Bridge Over The Salt River With Pedestrian-Bicycle Facilities	Roadway and Intersection	New Bridge	Construct a vehicular bridge with pedestrian and bicycle accommodation over the Salt River at 91st Avenue.	Yes	
Phoenix	PHX-20-RTP-102	Mayo Boulevard flyover SR101	Roadway and Intersection	New Bridge	The Mayo Boulevard bridge/fly-over will include pedestrian and bicycle accommodation and will connect Mayo Boulevard on the south side of the Loop 101 to the existing Black Mountain Boulevard on the north side of the Loop 101.	Yes	
Phoenix	PHX-20-RTP-161	Freeway: I-17 Construct Direct HOV ramps at SR101 Traffic Interchange	Roadway and Intersection	New DHOV Connection	Construct Direct HOV ramps at the I-17/SR101 traffic interchange	Yes	
Phoenix	PHX-20-RTP-162	Freeway: I-17 Construct Direct HOV ramps at Grand Avenue	Roadway and Intersection	New DHOV Connection	Construct Direct HOV ramps at I-17 and Grand Avenue	Yes	
Phoenix	PHX-20-RTP-155	Freeway: I-17 Construct Interchange at SR303	Roadway and Intersection	New Interchange	Construct the I-17/SR303 Interchange. Deferred Proposition 400 project.	Yes	
Phoenix	PHX-20-RTP-127	35th Avenue New Construction: Pinnacle Peak to Happy Valley Road	Roadway and Intersection	New Roadway	"Improve one-half mile of the existing 35th Avenue between Alameda Road and Happy Valley Road, and design and build a new one-half mile of 35th Avenue between Alameda Road and Pinnacle Peak Road. The new roadway will be a cross-section ""C"" consistent with City of Phoenix standards with curb, gutter, sidewalks, ADA ramps, street lights, bicycle lanes, landscaping, storm drain, a bridge over the New River watershed, and traffic signal improvements. "	Yes	
Phoenix	PHX-20-RTP-128	Connect Grovers Ave Between 5th Ave & 3rd Ave	Roadway and Intersection	New Roadway	"Construct a new roadway segment on Grovers Avenue, filling a network gap between 5th Avenue and 3rd Avenue, and create community connections "	Yes	
Phoenix	PHX-20-RTP-143	Anthem Way -- New River Road to 47th Avenue	Roadway and Intersection	New Roadway	"Project would extend Anthem Way from New River Road to 47th Avenue (1.4 miles), which includes a new bridge (0.2 miles)."	Yes	
Phoenix	PHX-20-RTP-054	Retiming and Optimization of Traffic Signal Timing	Roadway and Intersection	Other	"This annual program to retime traffic signals at 150 key arterial-to-arterial intersections, which currently is not funded."	Program	ITS

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Phoenix	PHX-20-RTP-072	Replace ATMS Software System	Roadway and Intersection	Other	Acquire a New Advanced Traffic Management Systems (ARMS) software to better manage the traffic network and provide real-time Advanced Traffic Signal Performance Metrics (ATSPM) regarding the health of the system. The system will be implemented Citywide. The ATMS system will come with tools to allow the TMC staff to perform their assignments more effectively to maximize the performance of the transportation system for all users.	Program	ITS
Phoenix	PHX-20-RTP-088	Roadside Tree Installation	Roadway and Intersection	Other	"Twenty five year reforestation of the streets and roadways in the city of Phoenix. Adding approximately 800 trees a year, totaling 20,000 trees within the 51 million square feet of roadside landscaping in public right of way. The cost include a typical 24"" box tree suitable for Phoenix's hot and arid environment, the trees' planting, proper staking and ensuring functioning irrigation. "	Program	Roadway Landscape
Phoenix	PHX-20-RTP-095	Serious Crash Rapid Response Program	Roadway and Intersection	Other	"The Serious Crash Rapid Response Program would devote resources to rapidly investigating all serious injury and fatal active transportation crashes with the goal of implementing interim safety improvements within weeks. The program would use paint, signs, and interim traffic calming or traffic channeling devices as appropriate to address potential safety concerns in response to crashes. After serious crashes an engineering team would visit the crash site, similar to the existing VHU investigation response. The engineering team would identify potential opportunities to reconfigure the roadway to reduce the likelihood of future crashes. Within several weeks the engineering team would design and implement an interim solution and monitor the results. The program would require coordination with communications, signalization, and maintenance."	Program	Safety
Phoenix	PHX-20-RTP-096	Street and Freeway Landscape	Roadway and Intersection	Other	This request will provide funds for the monthly ongoing maintenance in the over 51 million square of landscaping along the city of Phoenix's right of ways.	Program	Roadway Landscape
Phoenix	PHX-20-RTP-101	Safer Roadways Program	Roadway and Intersection	Other	"The program would annually replace traffic signals with roundabouts at two locations, construct medians to restrict left turns out of driveways, and install new right turn pockets at four intersections."	Program	Intersection Improvements
Phoenix	PHX-20-RTP-106	Local and Collector Sidewalk Modernization	Roadway and Intersection	Other	Expand city's existing funding for modernizing and improving pedestrian safety on local and collector streets by installing sidewalks on segments that currently do not have them.	Program	Active Transportation
Phoenix	PHX-20-RTP-131	Traffic Signal Improvements: Roeser Road - 7th Avenue-48th Street	Roadway and Intersection	Other	"Strategically upgrade traffic signals in order to improve safety for all roadway users, including people walking, riding bicycles, and connecting to transit. "	Program	ITS
Phoenix	PHX-20-RTP-147	Freeway: I-10 Additional Lanes between SR101 and I-17	Roadway and Intersection	Other	Construct additional lanes on I-10 between SR101 and I-17 (exact improvements to be identified as part of I-10 West Major Investment Study).	Yes	

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Phoenix	PHX-20-RTP-149	Freeway: I-10 Additional Lanes Between Papago Tunnel and I-17	Roadway and Intersection	Other	"Construct additional lanes along I-10 between the Papago Tunnel and I-17 (exact improvements to be identified as part of the I-10, Papago Tunnel to the I-17 Split MAG study)."	Yes	
Phoenix	PHX-20-RTP-152	Freeway: I-10 Extend Collector-Distributor Roads South of Baseline Road to Elliot Road	Roadway and Intersection	Other	Extend I-10 collector-distributor roads south of Baseline Road to Elliot Road.	Yes	
Phoenix	PHX-20-RTP-154	Freeway: I-17 Construct a HOV lanes between Anthem Way and SR74/Carefree Highway	Roadway and Intersection	Other	Construct one HOV lane in each direction between Anthem Way and SR74/Carefree Highway.	Yes	
Phoenix	PHX-20-RTP-160	Freeway: I-17 Reconstruction between SR101 and US60/Grand Avenue to Include the Addition of a Second HOV Lane	Roadway and Intersection	Other	Reconstruction of the I-17 between SR101 and US60/Grand Avenue to include the addition of a second HOV lane.	Yes	
Phoenix	PHX-20-RTP-166	Freeway: I-17 Reconstruction between 1-10/I-17 split and US60/Grand Avenue to Include One HOV Lane in Each Direction and Auxiliary Lanes	Roadway and Intersection	Other	Reconstruction of I-17 between the I-10/I-17 split and US60/Grand Avenue to add one HOV lane in each direction and auxiliary lanes	Yes	
Phoenix	PHX-20-RTP-167	Freeway: SR101 Construct Additional General Purpose Lane Between I-10 and US60	Roadway and Intersection	Other	Construct additional general purpose lanes between I-10 and US60	Yes	
Phoenix	PHX-20-RTP-169	Freeway: SR303 Construct a 6-Lane Freeway Between Lake Pleasant Parkway and I-17	Roadway and Intersection	Other	Construct a 6-Lane Freeway Between Lake Pleasant Parkway and I-17. Deferred Proposition 400 project	Yes	
Phoenix	PHX-20-RTP-170	Freeway: SR30 Construct a 6-Lane Freeway Between SR303 and SR202	Roadway and Intersection	Other	Construct a 6-Lane Freeway Between SR303 and SR202	Yes	
Phoenix	PHX-20-RTP-171	Freeway: SR30 Construct a 6-Lane Freeway Between SR202 and I-17	Roadway and Intersection	Other	Construct a 6-Lane Freeway Between SR202 and I-17	Yes	
Phoenix	PHX-20-RTP-172	Freeway: SR51 Construct One Additional General Purpose Lane In Each Direction Between Shea Blvd and SR101	Roadway and Intersection	Other	Construct One Additional General Purpose Lane In Each Direction Between Shea Blvd and SR101	Yes	
Phoenix	PHX-20-RTP-173	Freeway: SR51 Construct One Additional General Purpose Lane In Each Direction Between Northern Avenue and I-10	Roadway and Intersection	Other	Construct One Additional General Purpose Lane In Each Direction Between Northern Avenue and I-10	Yes	
Phoenix	PHX-20-RTP-111	North Valley Parkway Widening and Extension	Roadway and Intersection	Roadway Extension	"Construct the ultimate North Valley Parkway six-lane roadway from Sonoran Desert Drive to Dixileta Drive, construct a bridge crossing of Sonoran Wash, retain the existing bicycle lanes, add detached sidewalks, landscaping, and trees. "	Yes	

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Phoenix	PHX-20-RTP-058	7's Reverse Lane Upgrade	Roadway and Intersection	Roadway Maintenance/Repair	". Upgrade all signage, striping, traffic signals and related traffic management/operations infrastructure. The reverse lanes on the 7's have been in existence for many years and have been controversial since inception. The roadways carry a significant volume of traffic during the AM and PM peak periods with reasonable safety records. There are no alternative corridors, nor will any be built in the future. This project will deploy the latest technology, electronic signing and signaling to improve safety and traffic flow for all modes of transportation."	Yes	
Phoenix	PHX-20-RTP-062	Thru-Turn Intersections	Roadway and Intersection	Roadway Maintenance/Repair	This project would install several new Thru-Turn intersections at several of the arterial intersections along the reverse lane segments of 7th Avenue and 7th Street. The intersections would be at 10 intersections or 5 each corridor. The intersection design would require a new bulb out intersection to the east or west of the existing arterial intersection that would allow traffic to make a U-turn at the new signalized intersection. This design would allow traffic to turn right from the 7's to then make a U-turn at the new signalized intersection to then continue straight to go left from the street you were originally on. See link for similar project that installed Thru-turn intersections. https://www.youtube.com/watch?v=TgL47KAkXPI	Yes	
Phoenix	PHX-20-RTP-114	South Central Avenue Delivery Access Service Roads	Roadway and Intersection	Roadway Realignment/Configuration	"This project would develop and improve the safety and accessibility of a network of north-south delivery access service (""reliever"") streets parallel to the South Central Light Rail route on Central Avenue, between 7th Street, 7th Avenue, and appropriate cross streets and alleys in between them. The project area is between Elwood St and Baseline Road and the overall network will improve circulation particularly for business access and delivery access to long standing businesses along Central Avenue that need to continue to operate and function effectively."	Yes	

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Phoenix	PHX-20-RTP-060	Deer Valley Scalloped Street	Roadway and Intersection	Roadway Reconstruction	"Deer Valley Road is planned to be a 6 lane roadway throughout the section from I-17 to 56th Street. It is a major arterial roadway and the main alternate for the Loop 101 in this area. The roadway is missing a couple of elements to make it 6 lanes the entire way. The roadway drops a lane eastbound at Cave Creek Road into a right trap. There is the need for a Right turn pocket to allow three lanes to go through. Also at 40th Street to Tatum Blvd a little more than half a mile the roadway is not build to the south next to state land. This area only has a 4 lane configuration with 2 lanes each direction. This section needs to be widened to full buildout to allow a 3 lanes each direction and a two-way left turn lane or medians. Most of the scalloped streets are addressed east of Cave Creek Road up until 40th Street. Half street improvements including curb, gutter and sidewalk on the south half of the road are needed from 40th Street to Tatum Blvd. It looks like additional ROW is needed."	Yes	
Phoenix	PHX-20-RTP-064	Indian School Road Safety Corridor	Roadway and Intersection	Roadway Reconstruction	This project would be a safety corridor project to build a roadway that would improve the general safety of the roadway. The main points of the project would be to build a median throughout the corridor that would allow left turn in's at selected locations but would remove the ability for left turns to be made out of the locations unless at a signalized controlled interactions or other similar controlled intersection. Additional intersections and potentially HAWK's would be part of the project to help with the movement of traffic. The median would also allow for move pedestrian crossings at safe location where refuge in middle would allow for pedestrians to make the crossings in two stages an only have to deal with traffic flowing in one direction. The project would also look to upgrade existing signals that are deficient in safety functions.	Yes	
Phoenix	PHX-20-RTP-110	Happy Valley Road Modernization - 67th -35th Avenues	Roadway and Intersection	Roadway Reconstruction	"Reconstruct and improve Happy Valley Road between 67th and 35th avenues to current city standards, including adding curb, gutter, sidewalk, street lighting, trees/landscaping, continuing bicycle facilities, upgrading traffic signals, and improving storm drain. "	Yes	
Phoenix	PHX-20-RTP-112	Pinnacle Peak Road (Cave Creek Road to Tatum Boulevard)	Roadway and Intersection	Roadway Reconstruction	"Complete rebuild of Pinnacle Peak Road from Cave Creek Road to Tatum Boulevard (3.3 miles) to a six-lane ""A"" section roadway with 24-foot raised median and 100-year flood dry crossing construction at the various wash crossings throughout. "	Yes	
Phoenix	PHX-20-RTP-125	Roadway Infrastructure Inspection and Maintenance	Roadway and Intersection	Roadway Reconstruction	"Conduct roadway infrastructure inspection, assessment, rehabilitation, replacement, and storm drain maintenance throughout the MAG Region. "	Program	Roadway Inspection and Maintenance

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-126	Broadway Road Reconstruction: 75th-51st Avenue	Roadway and Intersection	Roadway Reconstruction	"Reconstruct Broadway Road to a six-lane arterial per City of Phoenix standards in partnership with the Maricopa County Department of Transportation. The reconstruct will be done so with the inclusion of pedestrian, bicycle, and provision for future transit facilities. "	Yes	
Phoenix	PHX-20-RTP-130	Rancho Paloma Drive and Black Mountain Blvd Pavement Reconstruct	Roadway and Intersection	Roadway Reconstruction	Design and build a new pavement section from lip of curb to lip of curb per the recommended pavements section outlined in the a recent Geotechnical and Project Assessment.	Yes	
Phoenix	PHX-20-RTP-061	South Mountain Build Out	Roadway and Intersection	Roadway Widening	Improve the existing roadway by widening the existing roadway and replace the existing irrigation canal with an irrigation pipe. The improvement will include a multi-use plan adjacent to the proposed street improvements while incorporating potential development improvement segments.	Yes	
Phoenix	PHX-20-RTP-109	Dobbins Road Expansion and Active Transportation Facilities (SR202/Ed Pastor Fwy-27th Avenue)	Roadway and Intersection	Roadway Widening	"Roadway and active transportation Improvements on Dobbins Road from SR202 (Ed Pastor Freeway [61st Avenue alignment]) to 27th Avenue. Dobbins Road would be widened to five lanes, street lighting added, landscaping and trees installed and tiling of the SRP irrigation facilities would create a multi-use path system to address the expanding development. "	Yes	
Phoenix	PHX-20-RTP-113	Sonoran Desert Drive expansion	Roadway and Intersection	Roadway Widening	"This project would widen Sonoran Desert Drive to a six-lane ""A"" section roadway from Paloma Parkway east to Dove Valley with a full intersection rebuild. Improvements would include constructing the ultimate intersection of Dove Valley Road and Sonoran Desert Drive and the remaining south-half roadway from Paloma Parkway to Dove Valley, approximately 7.5 miles. The project would include pedestrian and bicycle facilities, as well as street lighting and landscape/trees. In addition, Sonoran Desert Drive would need to be built from Dove Valley Road to Cave Creek Road with two very large bridges. "	Yes	
Phoenix	PHX-20-RTP-107	Baseline Road Traffic Management and Multimodal Upgrades	Roadway and Intersection	System-Wide Improvement	"Upgrade traffic management technology, signalization, and multimodal facilities on this 14-mile cross-town, east-west corridor. "	Yes	
Phoenix	PHX-20-RTP-108	Bell Road Traffic Management and Multimodal Safety	Roadway and Intersection	System-Wide Improvement	Technology/signalization and multimodal safety upgrades for traffic management in this 14-mile east-west corridor	Yes	
Phoenix	PHX-20-RTP-124	Phoenix/MAG Southwest Freight Study Corridor Implementation Project	Roadway and Intersection	System-Wide Improvement	"Implement arterial corridor improvement projects that were identified in MAG's recently completed Southwest Freight Study in partnership with the cities of Phoenix, Tolleson, and Avondale, and MCDOT. These projects would improve safety, reduce/manage traffic congestion, and improve capacity and overall traffic flows for multiple roadway users including people walking and riding bicycles, vehicles, and freight trucks. "	Program	Freight Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-129	Laveen SR202 South Mountain-Ed Pastor Freeway Transportation Improvements	Roadway and Intersection	System-Wide Improvement	"MAG in coordination with the City of Phoenix and the Maricopa County Department of Transportation (MCDOT) are studying the transportation network, existing infrastructure, and future needs in the growing Laveen South Mountain Area. The projects in this submittal will be in alignment with the recommendations of this study, with the study and project boundaries being 83rd Avenue, 27th Avenue, the Salt River, and approximately Elliot Road/South Mountain ridgeline."	Yes	
Phoenix	PHX-20-RTP-133	Phoenix Roadway Infrastructure Inspection and Maintenance	Roadway and Intersection	System-Wide Improvement	"Conduct citywide roadway infrastructure inspection, assessment, rehabilitation, replacement, and storm drain maintenance. "	Program	Roadway Inspection and Maintenance
Phoenix	PHX-20-RTP-134	Future MAG Freight Study Corridor Improvements	Roadway and Intersection	System-Wide Improvement	"Implement arterial corridor improvement projects to be identified in two MAG Freight Studies: Tempe/Phoenix Freight Subarea Study and Rio Salado North Freight Subarea Study. Specifically, these projects would improve overall safety, intersection safety, reduce/manage traffic congestion, and improve capacity and overall traffic flows for multiple roadway users including people walking and riding bicycles, vehicles, and freight trucks, using innovative and traditional methods."	Program	Freight Improvements
Phoenix	PHX-20-RTP-042	Transit hub to transit hub all-day RAPID routes	Transit	Improve Express/Rapid Bus Route	"Establish all day express service on I-10E, I-10W, I-17, and SR-51 RAPID services in Phoenix. The current peak hour service on RAPIDs will remain. This project will add reverse commute service on top of the existing peak hour service. For example, current RAPID inbound service runs between 5AM and 8AM. The project will then add an inbound trip every 30 minutes from 8AM to 8PM Monday through Friday. The project will add morning/midday outbound trip every 30 minutes until the current peak hour service. In addition, it will also run 2 more hours of outbound trips every 30 minutes when the current peak hour service ends at 6PM."	Program	Regional Commuter Bus
Phoenix	PHX-20-RTP-028	Light Rail Overlay Service	Transit	Improve Rail Route	"Initial concepts for a Light Rail Overlay Service would operate as a single-LRV service that matches existing light rail frequency and operating hours. During Phase I, the overlay service would travel on the existing light rail guideway from existing stations at Central Station (utilizing the McKinley turnaround) to Sycamore/Main St (utilizing the existing turnaround at that station). Eleven light rail vehicles would be needed to operate this service (eight of which are already ordered and will be delivered in 2020/2021). During Phase II, the overlay service would be expanded to Central Ave/Camelback. New turnaround and storage tracks would be required at the Central Ave/Camelback Park-and-ride, as well as an operator/security facility. Capital costs for Phase II include these facilities. Capital cost for Phase I include the purchase of three light rail vehicles."	Yes	

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Phoenix	PHX-20-RTP-066	Light Rail Pedestrian Railing	Transit	Improve Rail Route	"The city of Phoenix would like to install pedestrian safety railings along light rail stations. The railings prevent pedestrians from exiting or entering a light rail platform without using a signalized intersection. In addition, the city would like to upgrade the 140 LRT legacy controllers in all the light rail intersection signals to ATC. "	Program	Active Transportation
Phoenix	PHX-20-RTP-067	Light Rail Fiber Network for Traffic Signals	Transit	Improve Rail Route	Project to upgrade 10/100 to gigabyte communication network on original LRT alignment 140 intersections ? all LRT intersections 4 mid?level cabinets 2 high?level switches	Program	ITS
Phoenix	PHX-20-RTP-073	Upgrade LRT Legacy Controllers	Transit	Improve Rail Route	Project will replace the 140 original alignment LRT intersections with the latest technology traffic signal controllers to be consistent with the LRT expansions that utilize that technology. Upgrades will improve travel time efficiency for light rail vehicles and traffic along light rail corridors.	Program	ITS
Phoenix	PHX-20-RTP-015	I-17/Carefree Park-and-Ride	Transit	New Park and Ride	"New park-and-ride to provide express (RAPID) bus route service into downtown Phoenix. The proposed park-and-ride will provide approximately 500 covered parking spaces, security staff, closed circuit cameras, a security building, solar-powered lighting, shaded passenger waiting areas, and landscaping throughout the site. "	Yes	
Phoenix	PHX-20-RTP-016	Loop 101 Agua Fria/Thomas Rd Park-and-Ride	Transit	New Park and Ride	"New park-and-ride to provide express (RAPID) bus route service into downtown Phoenix. The proposed park-and-ride will provide approximately 500 covered parking spaces, security staff, closed circuit cameras, a security building, solar-powered lighting, shaded passenger waiting areas, and landscaping throughout the site. "	Yes	
Phoenix	PHX-20-RTP-017	Tatum Blvd/Deer Valley Rd Park-and-Ride	Transit	New Park and Ride	"New park-and-ride to provide express (RAPID) bus route service into downtown Phoenix. The proposed park-and-ride will provide approximately 500 covered parking spaces, security staff, closed circuit cameras, a security building, solar-powered lighting, shaded passenger waiting areas, and landscaping throughout the site. "	Yes	
Phoenix	PHX-20-RTP-018	Cave Creek Rd/Black Mountain Blvd Park-and-Ride	Transit	New Park and Ride	"New park-and-ride to provide express (RAPID) bus route service into downtown Phoenix. The proposed park-and-ride will provide approximately 500 covered parking spaces, security staff, closed circuit cameras, a security building, solar-powered lighting, shaded passenger waiting areas, and landscaping throughout the site. "	Yes	
Phoenix	PHX-20-RTP-019	Baseline Rd/48th St Park-and-Ride	Transit	New Park and Ride	"New park-and-ride to provide express (RAPID) bus route service into downtown Phoenix. The proposed park-and-ride will provide approximately 500 covered parking spaces, security staff, closed circuit cameras, a security building, solar-powered lighting, shaded passenger waiting areas, and landscaping throughout the site. "	Yes	

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Phoenix	PHX-20-RTP-025	West Valley Light Rail Extension	Transit	New Rail Route/Extension	"This is a concept for new high capacity transit services in the west valley beyond the corridors identified in the RTP or T2050. No specific corridors have been identified at this time. Additional planning studies could identify or develop future corridors, and the cost of efforts may vary widely depending on the size of the study area and objectives for the effort. "	Yes	
Phoenix	PHX-20-RTP-037	Capitol/I-10 West Phase II	Transit	New Rail Route/Extension	"The project would extend light rail from the state capitol, end of Phase I, to 79th Avenue/ I-10 Park-and-Ride in Maryvale. Options to accelerate the project are currently under consideration. "	Yes	
Phoenix	PHX-20-RTP-038	ASU West Extension	Transit	New Rail Route/Extension	Extend light rail from Metrocenter Mall to the Arizona State University West campus.	Yes	
Phoenix	PHX-20-RTP-039	Northeast Extension	Transit	New Rail Route/Extension	Connect the existing light rail system to the Paradise Valley Mall area via Cactus Road.	Yes	
Phoenix	PHX-20-RTP-040	West Phoenix Camelback	Transit	New Rail Route/Extension	"The project would extend light rail west on Camelback Road into downtown Glendale connecting the West/Northwest Valley with the existing light rail at 19th Ave and Camelback Road to approximately 43rd Avenue. Late 2017, the Glendale City Council voted to no longer participate in the light rail program. City of Phoenix and Valley Metro continued to study the West Phoenix Transit Corridor to look at transit needs along the Camelback Road corridor between 19th and 43rd Avenues. The Phoenix City Council voted to defer the project to the end of the T2050 program in March 2019."	Yes	
Phoenix	PHX-20-RTP-013	OCC Media Wall/AV Equipment Upgrade/Replacement	Transit	Other	Replace/upgrade Phoenix bus Operations Control Center media wall/AV equipment.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-020	Northwest Bus Operations and Maintenance Facility	Transit	Other	"Phoenix Public Transit requires approximately 20+ acres of land as part of a long-term transportation plan to provide bus maintenance and repair for the expanding transit service. The proposed operating garage will provide the facilities to adequately maintain and fuel approximately 250 buses and will include covered parking spaces, administrative and maintenance buildings, a vehicle wash building, security staff, closed circuit cameras, and employee parking. "	Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-021	Secondary Light Rail Operations and Maintenance Center	Transit	Other	"A secondary OMC would mimic the existing OMC facility in form and function, but to a smaller scale. A secondary facility would include storage tracks, an LRV washer, a service & cleaning platform, maintenance buildings, and employee parking. The maintenance buildings would have service bays with roof access mezzanines for the LRVs; shop space for electronics, mechanics, hydraulics, and other maintenance specialties; office space; and comfort facilities (break rooms, bathrooms, lockers, etc.). The size and features of the facility would be determined based on the projected number of LRVs that would have to be serviced on a daily basis. This figure could change depending on future, yet undefined, light rail extensions in the west valley."	Program	Transit Asset Management
Phoenix	PHX-20-RTP-022	Light Rail Vehicle (LRV) Replacements	Transit	Other	Replace LRV fleet.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-023	Light Rail Vehicle (LRV) Refurbishment	Transit	Other	Replace and rehabilitate components on existing and future LRV fleet.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-029	West Transit Facility Refurbishment Project	Transit	Other	"The complete refurbishment will address all buildings, heating and ventilation systems, fueling stations and associated underground storage, bus lifts, bus wash buildings, closed circuit cameras, and all fire and life safety components. "	Program	Transit Asset Management
Phoenix	PHX-20-RTP-030	North Transit Facility Refurbishment Project	Transit	Other	"The complete refurbishment will address all buildings, heating and ventilation systems, fueling stations and associated underground storage, bus lifts, bus wash buildings, closed circuit cameras, and all fire and life safety components. "	Program	Transit Asset Management
Phoenix	PHX-20-RTP-031	South Transit Facility Refurbishment Project	Transit	Other	"The complete refurbishment will address all buildings, heating and ventilation systems, fueling stations and associated underground storage, bus lifts, bus wash buildings, closed circuit cameras, and all fire and life safety components. "	Program	Transit Asset Management
Phoenix	PHX-20-RTP-032	Sunnyslope Transit Center Refurbishment Project	Transit	Other	"Phoenix Public Transit will refurbish and redesign the transit center. The complete refurbishment will address all buildings, heating and ventilation systems, closed circuit cameras, and all fire and life safety components. "	Program	Transit Asset Management
Phoenix	PHX-20-RTP-034	Bus Fleet Replacement	Transit	Other	Replacement of fixed route bus fleet as buses reach the end of useful life. Bus replacement will be an ongoing need throughout the duration of the Regional Transportation Plan.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-035	Dial-A-Ride Fleet Replacement	Transit	Other	Replacement of DAR fleet as vehicles reach the end of useful life. DAR fleet replacement will be an ongoing need throughout the duration of the Regional Transportation Plan.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-036	Bus Fleet Expansion	Transit	Other	Purchase of fixed route buses to expand fleet to support bus service enhancements. Expansion buses will be needed throughout the period of the Transportation 2050 plan.	Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-041	Downtown Circulator	Transit	Other	"The Downtown Circulator would expand services in the downtown Phoenix area utilizing 3 - 5 miles of either, light rail, streetcar, or bus transit mode. Cost estimates provided are for light rail mode."	Yes	
Phoenix	PHX-20-RTP-043	RAPID Commuter Bus Service	Transit	Other	"Service on I-10E, I-10W, I-17, and SR-51 RAPID in Phoenix."	Program	Regional Commuter Bus
Phoenix	PHX-20-RTP-044	Phoenix Key Local Routes	Transit	Other	"Key Local Routes are categorized in the regionally adopted Transit Standards and Performances Measures as local routes that are located in corridors that are expected to meet a higher level of performance based on proximity to transit dependent populations and demonstrated performance. They three key factors to qualify a local route to a key local route are: 1) Above regional average zero-auto households, 2) Above average low-income population, 3) Exhibits one million annual weekday boardings. The current key local routes Phoenix locally funded are Routes 0, 3, 7, 16, 17, 19, 27, 29, 35, 41, 45, 50, 61, and 70. This project proposes to fund all Phoenix Key Local Route revenue miles with Prop 400."	Program	Regional Bus
Phoenix	PHX-20-RTP-046	Phoenix Dial-A-Ride Service	Transit	Other	Phoenix paratransit service provided to ADA-certified Phoenix residents.	Program	ADA Paratransit
Phoenix	PHX-20-RTP-001	CAD/AVL System Enhancements	Transit	System-Wide Improvement	"Software updates to enhance the functionality of the system, new features, additional subcomponents that will help business users."	Program	Transit Asset Management
Phoenix	PHX-20-RTP-002	CAD/AVL System Replacement	Transit	System-Wide Improvement	Replacement of current CAD/AVL System.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-003	Fixed Route Scheduling/Dispatch System Replacement	Transit	System-Wide Improvement	Replacement of HASTUS Scheduling/Dispatch system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-004	Fixed Route Scheduling/Dispatch System Replacement II	Transit	System-Wide Improvement	Replacement of HASTUS Scheduling/Dispatch system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-005	Paratransit Scheduling/Dispatch System Replacement	Transit	System-Wide Improvement	Replacement of Trapeze Scheduling/Dispatch System for paratransit.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-006	Paratransit Scheduling Dispatch System Replacement II	Transit	System-Wide Improvement	Replacement of paratransit Scheduling/Dispatch System.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-007	Bus Surveillance System Replacement	Transit	System-Wide Improvement	Replacement of bus onboard DVRs and cameras	Program	Transit Asset Management
Phoenix	PHX-20-RTP-008	Digital Sign Replacement	Transit	System-Wide Improvement	Replacement of digital signs at Phoenix park and rides.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-009	Radio System Upgrade/Replacement	Transit	System-Wide Improvement	Replacement of current radio system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-010	Radio System Upgrade/Replacement II	Transit	System-Wide Improvement	Replacement of current radio system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-011	Radio Workstation Equipment Refresh	Transit	System-Wide Improvement	Replacement of current AVTEC radio system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-012	Radio Workstation Equipment Refresh II	Transit	System-Wide Improvement	Replacement of current AVTEC radio system.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-014	OCC Regional Center Design and Construction	Transit	System-Wide Improvement	Design and construction of regional Operations Control Center at the redeveloped Central Station.	Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Phoenix	PHX-20-RTP-024	Replacement and Refurbishment of Light Rail Infrastructure	Transit	System-Wide Improvement	Replacement and Refurbishment of Infrastructure (2026 - 2046): • Track and Trackway • Overhead Catenary System • Traction Power Substations • Signal Equipment and Buildings Replacement and Refurbishment of Facilities: • Passenger Stations and Park-and-Rides • IT and Communications • Operations and Maintenance Center Components	Program	Transit Asset Management
Phoenix	PHX-20-RTP-026	Upgrade Light Rail Surveillance Equipment and Technology	Transit	System-Wide Improvement	"Upgrade Light Rail surveillance equipment and technology, including CCTV Hardware Upgrades, Additional Security Cameras, Analytic System, Incident Management System. "	Program	Transit Asset Management
Phoenix	PHX-20-RTP-027	Implement Wi-Fi on Light Rail Transit System	Transit	System-Wide Improvement	Provide Wi-Fi capabilities on all rail vehicles in the regional light rail system. This would provide additional safety and security capabilities and provide the possibility for a future public-facing Wi-Fi system on-board each rail vehicle.	Program	Transit Asset Management
Phoenix	PHX-20-RTP-045	Fare Collection System Replacement/Upgrade	Transit	System-Wide Improvement	Replace/upgrade regional fare collection system to ensure continued efficient fare collection for the region and convenient fare payment options for public transit passengers. Includes upgrading the FCS in place at the time to the most current proven technology.	Program	Transit Asset Management
Pinal County	PNL-20-RTP-001	Pinal County Regional Corridors	Roadway and Intersection	New Roadway	"North South Corridor New construction of a 36 mile, north-south, limited access four lane principal facility between US Highway 60 in the City of Apache Junction to the north to Kortsen/Kleck Road south of Coolidge. The estimated cost of the design and construction of the principal arterial is approximately $326.4 million which is currently programmed in the Pinal Regional Transportation Plan approved by voters in 2017. Pinal County will contribute $30.0 million in additional funding towards the project. Arterial Corridors New construction of the connectors that will support the arterial network for the North-South Corridor. 5-lane typical cross section including bike lane and pedestrian facilities. These arterial roadways described below emphasize a high level of traffic mobility and are intended to serve moderate to high volumes of traffic traveling relatively long distances and at higher speeds. The estimated cost of the design and construction of the arterial corridors is approximately $194.8 million. "	Yes	
Queen Creek	QNC-20-RTP-009	Multi-modal Trail: Sonoqui Wash Power to Recker	Active Transportation	Shared Use Path	"One mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Sonoqui Wash channel for cyclists, runners, and walkers. In addition to providing connectivity for walkers, runners, and cyclists, it also provides ingress and egress to the channel bottom for equestrian users where necessary to minimize use conflicts/maximize trail safety. Adds landscape features that improve the safety and usability of the trail system for all users."	Program	Active Transportation

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Queen Creek	QNC-20-RTP-010	Multi-modal Trail: Sonoqui Wash Hawes to Ellsworth	Active Transportation	Shared Use Path	One mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Sonoqui Wash channel. Provides ingress and egress to the channel bottom for equestrian users where necessary. Adds landscape features that improve the safety and usability of the trail system for all users.	Program	Active Transportation
Queen Creek	QNC-20-RTP-011	Multi-modal Trail: Sonoqui Wash Ellsworth Road to Crismon Road	Active Transportation	Shared Use Path	One mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Sonoqui Wash channel. Provides ingress and egress to the channel bottom for equestrian users where necessary. Adds landscape features that improve the safety and usability of the trail system for all users.	Program	Active Transportation
Queen Creek	QNC-20-RTP-012	Multi-modal Trail: QC Wash Crismon Road to Rittenhouse Road	Active Transportation	Shared Use Path	One and a half mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Queen Creek Wash channel. Provides ingress and egress to the channel bottom for equestrian users where necessary. Adds landscape features that improve the safety and usability of the trail system for all users.	Program	Active Transportation
Queen Creek	QNC-20-RTP-013	"Multi-modal Trail: Ryan Road Alignment, Crismon Road to Signal Butte Road"	Active Transportation	Shared Use Path	"One mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Ryan Road Alignment and adjacent to a future park site. This section of trail helps connect the Town's future sports complex to major residential development, providing an excellent multi-modal alternative to driving motorized vehicles to the park site. This section connects to sections built by developers that connect directly to Ellsworth Road, which is the major arterial through Queen Creek, providing even more access via non-motorized transportation options."	Program	Active Transportation
Queen Creek	QNC-20-RTP-014	Multi-modal Trail: Sonoqui Wash Crismon Road to Signal Butte Road	Active Transportation	Shared Use Path	1.4 mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Sonoqui Wash channel. Provides ingress and egress to the channel bottom for equestrian users where necessary. Adds landscape features that improve the safety and usability of the trail system for all users.	Program	Active Transportation
Queen Creek	QNC-20-RTP-015	Multi-modal Trail: QC Wash Rittenhouse Road to Kennedy Drive	Active Transportation	Shared Use Path	Approximately one mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail to the Queen Creek Wash channel. Provides ingress and egress to the channel bottom for equestrian users where necessary. Adds landscape features that improve the safety and usability of the trail system for all users.	Program	Active Transportation
Queen Creek	QNC-20-RTP-051	Multi-modal Trail: Signal Butte Road: from QC Wash south to Riggs Road	Active Transportation	Shared Use Path	One mile long extension of current multi-modal trail system. Adds detached sidewalk and 10' minimum multi-use trail along the Signal Butte Road alignment.	Program	Active Transportation
Queen Creek	QNC-20-RTP-058	Multi-modal Trail: QC Wash Trail (north of Cloud Rd) south to Riggs Rd	Active Transportation	Shared Use Path	Grade separated underpass shared use path at the intersection of the Queen Creek Wash Trail and Cloud Road.	Program	Active Transportation

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Queen Creek	QNC-20-RTP-060	SR-24 Meridian Road Interchange	Roadway and Intersection	New Interchange	Add full Interchange at Meridian Road and SR-24	Yes	
Queen Creek	QNC-20-RTP-025	Signal Butte: Germann Rd - Queen Creek Rd	Roadway and Intersection	New Roadway	Construction of 4-lane urban arterial roadway.	Yes	
Queen Creek	QNC-20-RTP-044	Schnepf Road: SR-24 (future alignment) - Germann Rd	Roadway and Intersection	New Roadway	Construct a 7-lane major arterial roadway on the Schnepf Rd alignment.	Yes	
Queen Creek	QNC-20-RTP-059	SR-24 Extension	Roadway and Intersection	New Roadway	Extension of SR-24 from Ironwood Road to North-South freeway alignment. Initial 6 lane highway including full interchange at Ironwood Road.	Yes	
Queen Creek	QNC-20-RTP-035	Intersection: Sossaman/Germann/UPRR	Roadway and Intersection	Other	Realignment and reconstruct Sossaman/Germann intersection with the UPRR and provide capacity for 6 lanes.	Program	Intersection Improvements
Queen Creek	QNC-20-RTP-002	Germann Rd: Ellsworth Rd - Meridian Rd	Roadway and Intersection	Roadway Widening	Widen existing 2 lane rural road to 6 lane arterial roadway.	Yes	
Queen Creek	QNC-20-RTP-003	Germann Rd: Meridian Rd - Ironwood Rd	Roadway and Intersection	Roadway Widening	Construct two additional lanes to widen Germann Rd from 1 lane in each direction to 3 lanes in each direction.	Yes	
Queen Creek	QNC-20-RTP-004	Ocotillo/Power-Sossaman	Roadway and Intersection	Roadway Widening	Widen 2-lane rural roadway cross-section to 5-lane urban arterial.	Yes	
Queen Creek	QNC-20-RTP-005	Ocotillo/Rittenhouse-Signal Butte	Roadway and Intersection	Roadway Widening	Widen 4-lane urban roadway to 6-lane urban arterial.	Yes	
Queen Creek	QNC-20-RTP-006	Ocotillo/Signal Butte-Meridian	Roadway and Intersection	Roadway Widening	Widen existing roadway from 4 lanes to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-007	Chandler Heights: Via del Arroyo Rd - Hawes Rd	Roadway and Intersection	Roadway Widening	"Improve existing 2-lane roadway from 1 lane in each direction to a 5-lane arterial ""complete streets"" roadway with 2 lanes in each direction. Realign intersection at Sossaman Road and construct permanent signal. Build box culvert east of Sossaman Road."	Yes	
Queen Creek	QNC-20-RTP-016	Riggs: Power Rd - Ellsworth Rd	Roadway and Intersection	Roadway Widening	Widen Riggs Road from existing 4-lane roadway to 6-lane roadway.	Yes	
Queen Creek	QNC-20-RTP-017	Riggs/Signal Butte-Meridian	Roadway and Intersection	Roadway Widening	Widen Riggs Road from two lanes to six lanes.	Yes	
Queen Creek	QNC-20-RTP-018	Combs: Meridian Rd - Gantzel Rd	Roadway and Intersection	Roadway Widening	"Construct missing segments of roadway to increase westbound lanes from 1 to 2. There are 2 existing eastbound lanes. Project would include drainage, curb, gutter and sidewalk."	Yes	
Queen Creek	QNC-20-RTP-020	Empire: Ellsworth Rd -Signal Butte	Roadway and Intersection	Roadway Widening	"Construct scalloped street to fill in missing gaps in order to widen street from 1 lane in each direction to 2 lanes in each direction. Project includes drainage improvements, addition of curb & gutter and sidewalk on both sides of the road."	Yes	
Queen Creek	QNC-20-RTP-021	Empire: Signal Butte - Gary Road	Roadway and Intersection	Roadway Widening	"Widen and rebuild existing roadway to increase capacity from 1 lane in each direction to 2 lanes in each direction. Improvements include building a ""complete street"" with sidewalk on each side of the road and on roadway bike lanes. "	Yes	
Queen Creek	QNC-20-RTP-023	Power Road: Chandler Heights - Victoria/Ivy Lane	Roadway and Intersection	Roadway Widening	Widen Power Road from 4 lanes to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-024	Crismon: Germann Rd - Queen Creek Rd	Roadway and Intersection	Roadway Widening	Widen roadway from 1 lane to 2 lanes in each direction.	Yes	

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Queen Creek	QNC-20-RTP-026	Meridian Rd: Ocotillo Rd - Combs Rd	Roadway and Intersection	Roadway Widening	Widen designated major arterial roadway from 4 lanes to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-028	Ironwood: Queen Creek Rd - Germann Rd	Roadway and Intersection	Roadway Widening	Widen designated major arterial roadway from 2 lanes in each direction to 3 lanes in each direction.	Yes	
Queen Creek	QNC-20-RTP-029	Ironwood: Combs-Ocotillo	Roadway and Intersection	Roadway Widening	Widen designated major arterial roadway from 2 lanes in each direction to 3 lanes in each direction.	Yes	
Queen Creek	QNC-20-RTP-030	Ironwood Road: Empire (ES1/4mile)	Roadway and Intersection	Roadway Widening	"Widen designated major arterial roadway from 2 lanes to 3 lanes on Gantzel/Ironwood, on the east side, 1/4-mile north of Empire Rd alignment."	Yes	
Queen Creek	QNC-20-RTP-031	Ironwood Road: Germann Rd - SR24	Roadway and Intersection	Roadway Widening	Widen designated major arterial roadway from 2 lanes in each direction to 3 lanes in each direction.	Yes	
Queen Creek	QNC-20-RTP-032	Meridian Rd: Germann Rd - SR-24	Roadway and Intersection	Roadway Widening	Widen a 2-lane improved roadway to a 6-lane major arterial roadway.	Yes	
Queen Creek	QNC-20-RTP-033	Meridian Rd: Queen Creek Rd - Germann Rd	Roadway and Intersection	Roadway Widening	Widen designated major arterial roadway from 1 lane in each direction to 3 lanes in each direction.	Yes	
Queen Creek	QNC-20-RTP-034	Sossaman Road: Germann Rd - Rittenhouse Rd	Roadway and Intersection	Roadway Widening	Widen roadway from 2 lanes to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-036	Germann Rd: Sossaman Rd - Ellsworth Rd	Roadway and Intersection	Roadway Widening	Widen roadway from 2 lanes to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-038	Hunt Highway: Power - Ellsworth	Roadway and Intersection	Roadway Widening	"Construct a 6-lane roadway, replacing the existing rural 2-lane road and adding 4 lanes."	Yes	
Queen Creek	QNC-20-RTP-039	Riggs: Ellsworth - Signal Butte	Roadway and Intersection	Roadway Widening	Widen roadway from 3 to 6 lanes.	Yes	
Queen Creek	QNC-20-RTP-040	Cloud Road: Ellsworth Rd - Rittenhouse Rd	Roadway and Intersection	Roadway Widening	"Construct half-street for a length of 1.1 miles, beginning at Ellsworth Rd, adding 2 lanes to the existing improved roadway; thereafter reconstruct and improve existing 2-lane roadway for a length of 1.25 miles and increasing roadway capacity from 1 lane in each direction to a 5-lane arterial ""complete streets"" roadway with 2 lanes in each direction. "	Yes	
Queen Creek	QNC-20-RTP-041	Chandler Heights: Power Rd - Via del Arroyo Rd	Roadway and Intersection	Roadway Widening	"Improve existing 2-lane roadway from 1 lane in each direction to a 5-lane arterial ""complete streets"" roadway with 2 lanes in each direction. Construction adjacent to drainage/retention."	Yes	
Queen Creek	QNC-20-RTP-042	Chandler Heights: Recker Road - Power Road	Roadway and Intersection	Roadway Widening	"Improve existing 2-lane roadway from 1 lane in each direction to a 5-lane arterial ""complete streets"" roadway with 2 lanes in each direction. TOQC is lead on project in partnership with Town of Gilbert and MCDOT."	Yes	
Queen Creek	QNC-20-RTP-043	Chandler Heights: 240th St - Ellsworth Rd	Roadway and Intersection	Roadway Widening	"Improve existing 2-lane roadway from 1 lane in each direction to a 5-lane arterial ""complete streets"" roadway with 2 lanes in each direction. "	Yes	
Queen Creek	QNC-20-RTP-045	Schnepf Road: Queen Creek Rd - Germann Rd	Roadway and Intersection	Roadway Widening	"Construct a six-lane arterial roadway, rebuilding the existing rural two lane road and constructing the additional four lanes. The project will require right of way acquisition, drainage improvements, curb & gutter, sidewalk, and signalized intersections."	Yes	

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Queen Creek	QNC-20-RTP-046	Germann Rd: Ironwood Rd - Schnepf Rd	Roadway and Intersection	Roadway Widening	"Construct 4-lane urban arterial roadway by reconstructing the existing 2-lane rural roadway and adding 2 more lanes. Project includes right-of-way acquisition, drainage improvements, ""complete streets"" features, and possible signalized intersections."	Yes	
Queen Creek	QNC-20-RTP-047	Kenworthy Rd: Germann Rd to SR-24 future alignment	Roadway and Intersection	Roadway Widening	Construct 6-lane urban arterial roadway on the Kenworthy alignment.	Yes	
Queen Creek	QNC-20-RTP-048	Queen Creek Road: Signal Butte Rd - Meridian Rd	Roadway and Intersection	Roadway Widening	Widen existing 2-lane roadway to a 4-lane roadway.	Yes	
Queen Creek	QNC-20-RTP-049	Queen Creek Road: Meridian Rd - Ironwood Rd	Roadway and Intersection	Roadway Widening	Widen existing 2-lane road to 4 lanes.	Yes	
Queen Creek	QNC-20-RTP-050	Power Road: Riggs Road - Hunt Highway	Roadway and Intersection	Roadway Widening	"Reconstruct rural 2-lane roadway and widen corridor to 6 lanes. Project includes right-of-way acquisition, drainage improvements, sidewalk, curb & gutter."	Yes	
Queen Creek	QNC-20-RTP-052	Sossaman Road: Ocotillo Road - Riggs Road	Roadway and Intersection	Roadway Widening	Reconstruct rural 2-lane roadway; widen corridor to 2 lanes in each direction. Realign road to match intersection offset planned at Sossaman/Chandler Heights.	Yes	
Queen Creek	QNC-20-RTP-053	Hawes Road: Rittenhouse Rd to Chandler Heights	Roadway and Intersection	Roadway Widening	Reconstruct 2-lane rural roadway (1/2 street from Ocotillo to Chandler Heights); widen roadway to 2 lanes in each direction; complete sidewalk and drainage improvements.	Yes	
Queen Creek	QNC-20-RTP-054	Signal Butte: Riggs Rd to Empire Rd	Roadway and Intersection	Roadway Widening	"Widen 2-lane improved half-street to 4-lane local urban arterial, with sidewalk and bike lanes."	Yes	
Queen Creek	QNC-20-RTP-055	Signal Butte: Cloud Rd - Riggs	Roadway and Intersection	Roadway Widening	Reconstruct existing 2-lane unimproved friction seal roadway; construct and widen road to accommodate 3 lanes of an urban collector road.	Yes	
Queen Creek	QNC-20-RTP-057	Express Bus Route Service- Rittenhouse Rd to Power Rd	Transit	New Express/Rapid Bus Route	Creation of a new express/rapid bus route from Rittenhouse to Power to connect the Town's agritainment district to Phoenix-Mesa Gateway Airport and Arizona State University Polytechnic Campus.	Program	Regional Commuter Bus
Queen Creek	QNC-20-RTP-056	Park & Ride- Meridian Corridor	Transit	New Park and Ride	Creation of a new park and ride located in the Meridian Corridor promoting alternative modes of transportation.	Yes	
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-004	Talking Stick Entertainment District Pedestrian Bridge	Active Transportation	Shared Use Path	The Talking Stick Pedestrian Bridge is a multi-use path and bridge over the Loop 101 Pima Freeway connecting the east and west halves of the Talking Stick Cultural Entertainment District. The project would be a partnership between ADOT and SRPMIC to improve active transportation mobility across the Loop 101 Pima Freeway.	Program	Active Transportation Barrier Crossing
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-007	Transportation Safety	Program Set Aside	"Funding for ongoing activities to address transportation safety needs and countermeasures as identified in the Transportation Safety Plan. Emphasis areas from SRPMIC's plan include roadway infrastructure and operation, nonmotorized users, speeding and aggressive driving, and incident response."		Program	Safety

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-011	Traffic Calming	Program Set Aside	"Funding for traffic calming measures to reduce speed, control traffic volume on local or collector streets, and improve safety. Projects include installing speed monitors, Community entry signs, chicanes, or other measures to reduce speeding and cut-through traffic."		Program	Safety
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-010	Non-motorized Transportation	Program Set Aside	"Funding to invest in non-motorized system that will provide dedicated routes for pedestrians, bicyclists, and equestrian riders between activity centers."		Program	Active Transportation
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-006	Pavement Preservation	Program Set Aside	"Road maintenance and pavement preservation programs are significantly underfunded. Proper pavement preservation will extend pavement life, reduce wear and tear on vehicles and improve safety. Unique to SRPMIC, the Community experiences significant cut through traffic trying to avoid backups and delays on the Loop 101 Pima Freeway, but does not receive state gas taxes like other municipalities (such as HURF) to assist with the maintenance burden."		Program	Pavement Preservation
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-013	Emerging Technologies	Program Set Aside	Funding for municipalities to prepare transportation networks with emerging technologies and be ready for the future of transportation.		Program	Emerging Technology
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-005	Pima Road/Loop 101 Cross Streets	Program Set Aside		"Reconstruct approximately 1.7 miles of east-west arterial cross streets between Pima Road and the Loop 101 Pima Freeway in order to bring them up to standards. These roads were constructed with the Loop 101 Pima Freeway to provide regional connectivity and access to the City of Scottsdale. The roads are in fair to poor condition and need to be rehabilitated or reconstructed. The project will also improve traffic operations at the Loop 101 Pima Freeway interchanges by addressing safety issues and upgrading to meet current travel demand/capacity needs. This project is a partnership between ADOT and SRPMIC. It is anticipated that once the roads are reconstructed, that they would be reassigned from ADOT to SRPMIC and the Tribe would assume responsibility for the operation and maintenance."	Program	Local Roadway Turnbacks
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-001	Dobson Bridge at Salt River	Roadway and Intersection	New Bridge	"Dobson Road from Loop 202 Red Mountain Freeway to McKellips Road consists of approximately 1.5 miles of new 4-lane Urban Principal Arterial with raised median, bike lanes, and sidewalks. The project includes a bridge crossing over the Salt River and is needed to improve mobility across the Salt River, reduce freeway congestion by eliminating short trips and provide a direct connection between Mesa Riverview with Casino Arizona and related future development. The new roadway will also provide access to about 680 acres of planned development south of McKellips Road and north of the Salt River. The project is a partnership between MCDOT, City of Mesa and SRPMIC."	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-008	McKellips Bridge at Salt River	Roadway and Intersection	New Bridge	"McKellips Road Bridge at the Salt River is needed to replace the 0.8-mile low water crossing with an all-weather bridged crossing that provides satisfactory capacity for the future travel demand. The project will provide 4-6 travel lanes, sidewalk and median. McKellips Road is a key arterial street carrying significant traffic. When the Salt River flows cause the road to be closed, the detoured traffic causes additional delay on the Loop 202 Red Mountain Freeway. The project is a partnership between MCDOT, City of Mesa and SRPMIC."	Yes	
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-003	Section 12 Infrastructure Roads	Roadway and Intersection	New Roadway	The Section 12 project consists of approximately 5.3 miles of new 4-lane urban arterial roadways including active transportation and multi-modal features. One of the proposed corridors is an extension of Pima Road and Curry Road. The transportation network will provide access to about 585 acres of planned commercial development located in the northwest quadrant of the Loop 101 Pima Freeway and the Loop 202 Red Mountain Freeway.	Yes	
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-012	SR87 and McDowell Road Intersection Improvements	Roadway and Intersection	Other	"Improve intersection of State Route 87 Country Club Drive and McDowell Road. The current intersection configuration and phasing causes northbound traffic to queue up to 1400 feet during the peak hour. A Northeast Ambulatory Care Clinic is currently under construction on the southwest quadrant, which will add to the traffic delays and back up. The intersection needs to be upgraded to handle the regional traffic volumes and include improved pedestrian facilities. The project would be a partnership between ADOT, MCDOT and SRPMIC."	Yes	
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-002	Dobson/Horseshoe Connector	Roadway and Intersection	Roadway Extension	"The Dobson/Horseshoe Connector consists of approximately 1 mile of new 4-lane urban arterial with curb, gutter, sidewalk, and raised landscaped median connecting Dobson Road north of Via de Ventura to Horseshoe Road east of 90th Street. This road will provide access to about 250 acres of future commercial development northeast of the Loop 101 Pima Freeway, west of Dobson Road, and south of the City of Scottsdale boundary line. The roadway will provide connectivity within the Talking Stick Cultural and Entertainment District area between Via de Ventura and 90th Street."	Yes	
Salt River Pima-Maricopa Indian Community	SRP-20-RTP-009	McKellips Road Widening	Roadway and Intersection	Roadway Widening	Widen 3.6 miles of McKellips Road from 4 lanes to 6 lanes to provide capacity for future travel demand and access to about 1285 acres of future commercial development located between the Salt River and McKellips Road. McKellips Road is a key arterial street carrying significant traffic parallel to the Loop 202 Red Mountain Freeway. The project would be a partnership between MCDOT and SRPMIC.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-011	Hayden Road Complete Street - McKellips Road to Indian School Road	Active Transportation	Other	"Reconfigure the existing 6-lane Hayden Road between McKellips Road and Indian School Road as a 4-lane complete street with additional intersection turn lane capacity, increased access management (raised medians), on-street bike lanes and accessible 8' minimum width sidewalks."	Yes	
Scottsdale	SCT-20-RTP-035	Shea Boulevard Sidewalk - 64th to 84th	Active Transportation	Other	"Construct a continuous 6'-8' sidewalk on the north side of Shea Boulevard between 64th Street and 84th Street (2.5 miles). Except at transit stops, the sidewalk will be set back from the curb."	Program	Active Transportation
Scottsdale	SCT-20-RTP-048	Bicycle/Pedestrian Bridge at Loop 101 and Union Hills	Active Transportation	Other	Construct a new bicycle/pedestrian bridge across the Loop 101 on the former Union Hills Road alignment and approximately 0.6 miles of 10' shared use path from Loop 101 to Pima Road. An underpass at Pima Road to connect to the Indian Bend Wash Path extension may also be constructed.	Program	Active Transportation Barrier Crossing
Scottsdale	SCT-20-RTP-002	Indian Bend Wash Shared Use Path Expansion - McKellips Road to Shea Boulevard	Active Transportation	Shared Use Path	"Redesign and widening/reconstruction of the Indian Bend Wash shared use path system between McKellips Road and Shea Boulevard (approximately 10 miles). The improvements will meet current design standards for width, slope and accessibility that were not in place when most of the pathway was built in the 1970s and 1980s. Impacts to the usability of the path due to adjacent irrigation and ponded stormwater will be addressed and a new bridge will be required at the Osborn Road crossing. Improved accommodations for cyclists at the two remaining signalized roadway crossings, Indian Bend Road and McCormick Parkway, are also needed."	Program	Active Transportation
Scottsdale	SCT-20-RTP-008	Shea Boulevard Shared Use Path - 142nd Street to Eagle Mountain Parkway	Active Transportation	Shared Use Path	"Design & construct a 10-foot wide shared use concrete path, handrail, new guardrail along curb and on the south side of Shea Boulevard from the existing section of shared use path at 142nd Street east to Eagle Mountain Parkway in Fountain Hills."	Program	Active Transportation
Scottsdale	SCT-20-RTP-015	WestWorld Area Path and Trail Connections	Active Transportation	Shared Use Path	"Construct approximately 5.5 miles of 10' shared use path and 6'-8' trail that link the upper Indian Bend Wash Path System to the McDowell Mountain Preserve, the north Pima Road Path and Thompson Peak Park. Grade separated crossings will connect to existing drainage structures at Thompson Peak Parkway and Bell Road and to buried tunnels at Pima Road and Hayden Road. A new pedestrian bridge is required near the Central Arizona Project Canal basin to allow passage when the basin is retaining stormwater."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-018	CAP Trail	Active Transportation	Shared Use Path	"Complete the CAP Trail shared-use path between Scottsdale Road and 124th Street. The project will include a 8'-10' concrete path and grade separated crossings at the Loop 101 Pima Freeway, Thompson Peak Parkway, Via Linda and Shea Boulevard. Approximately 2.3 miles of the 8.3-mile corridor have been constructed by the city or adjacent landowners. Other than the Loop 101, the grade separated crossings will pass under existing bridges. A concept for the Loop 101 overpass bridge was developed using a MAG design assistance grant in 2014."	Program	Active Transportation
Scottsdale	SCT-20-RTP-033	Shea Boulevard Shared Use Path Gap Connections	Active Transportation	Shared Use Path	Complete approximately 4.6 miles of 8'-10' shared use path corridor along the south side of Shea Boulevard between 64th Street and 142nd Street.	Program	Active Transportation
Scottsdale	SCT-20-RTP-042	Hayden Road Side Path - McCormick Parkway to Cholla Street	Active Transportation	Shared Use Path	Construct a new 8'-10' shared use path on the east side of Hayden Road between McCormick Parkway and Cholla Street (3.4 miles). Approximately 1/2 mile of the future path has been constructed in the vicinity of Shea Boulevard. Approximately 1 mile of the project may require construction of a retaining wall on the edge of an existing grass-lined drainageway. Crossing the Camelback Walk Greenbelt will also be required.	Program	Active Transportation
Scottsdale	SCT-20-RTP-044	Pima Shared Use Path - Roosevelt to McDowell	Active Transportation	Shared Use Path	Reconstruct and widen approximately 0.7 miles of existing 8' path that is poor repair. The new width will be 10'.	Program	Active Transportation
Scottsdale	SCT-20-RTP-061	Indian Bend Wash Northwest Branch - Scottsdale Road to Indian Bend Road	Active Transportation	Shared Use Path	Construct a new 10' shared use path connecting Scottsdale's Indian Bend Wash Path to an existing bridge where Scottsdale Road crosses the northwest branch of Indian Bend Wash (approximately 1.1 miles).	Program	Active Transportation
Scottsdale	SCT-20-RTP-003	Miller Road Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the Miller Road corridor between Marigold Lane and Jackrabbit Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. The majority of this 5-mile corridor has been in its current configuration for more than 40 years. All but the northernmost mile has recently been included in MAG's Active Transportation Plan as a Tier 1 Corridor."	Program	Active Transportation
Scottsdale	SCT-20-RTP-007	Oak Street Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the Oak Street corridor between 56th Street and Pima Road to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. The majority of this 4-mile corridor has been in its current configuration for more than 40 years. The alignment has recently been included in MAG's Active Transportation Plan as a Tier 1 Corridor."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-028	Scottsdale Road Active Transportation Corridor - Highland to Frank Lloyd Wright	Active Transportation	System-Wide Improvement	"Reconfigure the Scottsdale Road corridor between Highland Avenue and Frank Lloyd Wright Boulevard to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for width (8' minimum), accessibility and freedom from obstructions. The project will also create continuous 5'-6' bike lanes."	Yes	
Scottsdale	SCT-20-RTP-029	Scottsdale Road Active Transportation Corridor - McKellips to Roosevelt	Active Transportation	System-Wide Improvement	"Reconfigure the Scottsdale Road corridor between McKellips Road and Roosevelt Street to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 5'-6' bike lanes. The project could be carried farther south through the City of Tempe to the vicinity of Loop 101."	Yes	
Scottsdale	SCT-20-RTP-036	Cactus Road Active Transportation Corridor - 60th to Loop 101	Active Transportation	System-Wide Improvement	"Modify curb lines as necessary to allow for 5' bike lanes, construct approximately 1.5 miles of missing sidewalk (6'-8') and reconstruct approximately 4 miles of sidewalk that is too narrow and sits mostly back of curb."	Program	Active Transportation
Scottsdale	SCT-20-RTP-049	Downtown Couplet Active Transportation Improvements	Active Transportation	System-Wide Improvement	"Provide continuous 6'-8' sidewalks and bike lanes on the City's 3-mile downtown couplet roadway. The project will include reducing the roadways (Goldwater Boulevard and Drinkwater Boulevard) to 2 lanes in each direction and adjusting median and curb locations to allow for bike lanes and sidewalks in both directions. An underpass on Drinkwater Boulevard north of Earll Drive is included. This underpass will serve the same function as the underpass on southbound Goldwater Boulevard near Chaparral Road, that received a CMAQ grant for construction in 2023."	Program	Active Transportation
Scottsdale	SCT-20-RTP-062	Granite Reef Road Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the Granite Reef Road corridor between Roosevelt Street and Lincoln Drive to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. "	Program	Active Transportation
Scottsdale	SCT-20-RTP-063	Chaparral Road Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure and realign Chaparral Road between 66th Street and 69th Place (0.5 miles) to provide two 11' travel lanes, 5' buffered bike lanes and setback sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Single lane roundabouts may be constructed at the 66th Street and 68th Street intersections."	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-064	Roosevelt Street/Continental Drive Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the Roosevelt Street/Continental Drive corridor between 66th Street and Latham Street (3 miles) to provide bike lanes or shared lanes and sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations, as well as at Scottsdale Road and Hayden Road. Single lane roundabouts may be considered at the 68th Street, Miller Road and Granite Reef Road intersections."	Program	Active Transportation
Scottsdale	SCT-20-RTP-065	68th Street Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the 68th Street corridor between Continental Drive and Jackrabbit Road (4 miles) to provide sidewalks that meet current standards for width (6' minimum), accessibility and freedom from obstructions. The section north of Chaparral Road will require widening to provide space for bike lanes. Pedestrian crossing treatments may also be necessary at several 1/4 mile locations. "	Program	Active Transportation
Scottsdale	SCT-20-RTP-068	Via Linda Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the Via Linda corridor between 90th Street and Frank Lloyd Wright Boulevard (3.7 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4'-6' bike lanes through modifications to existing curbs and/or median edges. 1/4-mile pedestrian crossings will also be considered. An existing pedestrian overpass near the 102nd Street alignment that was constructed over 30 years ago may also need modifications by the time this project is scheduled."	Yes	
Scottsdale	SCT-20-RTP-069	92nd/94th Street Active Transportation Corridor	Active Transportation	System-Wide Improvement	"Reconfigure the 92/94th Street corridor between Shea Boulevard and Thunderbird Road (2.2 miles) to meet arterial complete street standards. Improvements include continuous sidewalks that meet current arterial standards for setback from curb (other than near transit stops), accessibility and freedom from obstructions. The project will also create continuous 4'-6' bike lanes through modifications to existing curbs and/or median edges. Intersection improvements at Cactus Road and 1/4-mile pedestrian crossings will also be considered."	Yes	
Scottsdale	SCT-20-RTP-074	LED Conversion for Streetlights	Program Set Aside	"Complete a citywide conversion of nearly 10,000 high pressure sodium street lights to energy efficient LED lights. The project will also evaluate smart lighting management systems to provide insights into power usage and remote diagnostic and dimming capabilities. The program is designed to complete the conversion over five years at an annual cost of $800,000."		Program	Streetlights

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-009	Pavement Management	Program Set Aside	"Complete ongoing street pavement overlays and all associated improvements, which may include milling and surface treatments on the existing roadway, traffic control, new pavement thickness, water valve and manhole lowering and raising, signal detection upgrades from loops to video, Americans with Disabilities Act (ADA) upgrades for concrete ramps and signal push buttons, concrete repairs to curbs and sidewalks, new striping plans, new thermoplastic striping and new signage for bike lanes and sidewalks. Scottsdale currently has an inventory of approximately 9.6 million square yards of arterials and collectors, plus an additional 10.0 million square yards of neighborhood streets. In fiscal years 16/17, 17/18/ and 18/19, the City expended over $11.2 million/year of capital improvements funds on this program. This was over and above the funding available to the City through the Highway User Revenue Fund. "		Program	Pavement Preservation
Scottsdale	SCT-20-RTP-019	Roundabout Installations	Program Set Aside	"Construct new roundabouts at intersections that need improved traffic control and/or safety enhancements. At four-way stop controlled intersections, roundabouts can improve safety and capacity while also reducing the environmental impacts associated with idling vehicles. Per the City Council-adopted 2016 Transportation Master Plan: ""Roundabouts shall be the first consideration for all intersections of one or two-lane-per direction streets. Traffic signals should only be installed or remain if specific analysis justifies their superiority."" This program plans to install one new roundabout per year at intersections being considered for stop control and/or intersections with stop control where roundabouts would perform better."		Program	Intersection Improvements
Scottsdale	SCT-20-RTP-012	Bridge Repair and Reconstruction	Program Set Aside	"In the past year, the City has been required to address major bridge renovation and reconstruction at two locations at a total cost of over $13 million. This program set aside would provide $200,000 annually for minor repairs and $5 million every other year for major bridge renovation/reconstruction."		Program	Bridge Replacement/Rehab

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-051	Grade Separated Pedestrian/Bicycle Crossings	Program Set Aside	"Install new grade separated crossings for pedestrians and cyclists across major streets with strong active transportation use. The new connections would support connections from paths to parks/schools/employment across arterial roadways. Highly used on-street corridors would also be considered. The targeted corridors would include Scottsdale Road, Hayden Road and Shea Boulevard. This program set aside would allow for the installation of a new crossing every 3 years at an average cost of $4M per site."		Program	Active Transportation
Scottsdale	SCT-20-RTP-045	Traffic Signal Installations	Program Set Aside	"On average, the City has a need to install or perform major signal replacements at four intersections per year. Recently, the cost for each intersection has grown to approximately $300,000-$400,000 per location, which significantly limits the City's ability to complete installations using its 0.2% Transportation Sales Tax. This program set aside is estimated at an average annual cost of $1.5 million. "		Program	ITS
Scottsdale	SCT-20-RTP-020	Pedestrian Safety Enhancements	Program Set Aside	"Provide annual funding to improve the ability for pedestrians to safely cross busy streets. Improvements may include hybrid pedestrian beacons, rectangular rapid flash beacons, pedestrian refuges, pedestrian median barriers, crosswalk treatments, sidewalk gap removals and improved lighting or other approved technologies. Based on Scottsdale's recent work, annual funding of $1.5-$2 million could be accommodated."		Program	Active Transportation
Scottsdale	SCT-20-RTP-034	Roadway Right Sizing and Buffered Bike Lanes	Program Set Aside	"Re-purpose underutilized curb lanes and/or unnecessary two way center turn lanes by either narrowing roadway footprints (moving curbs), striping buffered bike lanes, or constructing physical buffers for bike lanes or side paths. Based on Scottsdale's multi-decade traffic count program and 2040 MAG travel demand forecasts, the City has identified approximately 30 miles of roadway corridor that would be eligible for this program. Where feasible, reducing the amount of existing pavement, as the City did in the 96th Street corridor several years ago, can help reduce long-term pavement management costs. The annual set aside for this program is estimated at $2 million. "		Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-017	Neighborhood Greenways (Bicycle Boulevards)	Program Set Aside	"Scottsdale and MAG are currently using design assistance grant funding to investigate the feasibility of the City's first Neighborhood Greenway (formerly referred to as bicycle boulevards) along the 70th Street corridor. It is expected that at least three other corridors will be identified in the southern part of the City. Typical features of these corridors include length of two miles or more, traffic calming, enhanced crossings of major roadways, and proximity to parallel arterials. The program set aside is estimated at $6 million total."		Program	Active Transportation
Scottsdale	SCT-20-RTP-056	Shared Use Paths and Trails Construction and Maintenance	Program Set Aside	"Scottsdale currently has 129 miles of mapped and paved shared use paths. The City also has 133 miles of unpaved shared use trails in areas outside of the McDowell Sonoran Preserve. The City has insufficient funding (approximately $600,000/year) to adequately maintain, restore short sections of, and create new connections to this active transportation network. This program set aside would provide $1.5 million/year to improve and maintain the path and trail system."		Program	Active Transportation
Scottsdale	SCT-20-RTP-013	Transit Stop Improvements	Program Set Aside	"Scottsdale currently has an inventory of $5 million in needs for shelter, information and ADA improvements. Only $300,000 per year is available locally to fund these needs through the City's 0.2% Transportation Sales Tax. Over a 25-year horizon, many of the improvements that would be installed in the early years will require renovation and/or replacement. In addition, new routes may be added over the planning horizon. The set aside envisions an initial capital expenditure of $5 million over 5 years, with an additional $400,000/year programmed for ongoing needs beginning in Year 6."		Program	Bus Stop Improvements
Scottsdale	SCT-20-RTP-043	Pavement Reconstruction	Program Set Aside	"Scottsdale currently has an inventory of approximately 9.6 million square yards of arterials and collectors, plus an additional 10.0 million square yards of neighborhood streets. To date, the City has been able to address pavement needs through mill & overlays, fiber seals, slurry seals and other standard maintenance measures. With a horizon of 2026-2050 for the next Regional Transportation Plan, it is expected that an average annual investment of $5 million may be necessary for this additional level of treatment."		Program	Pavement Preservation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-058	Trolley Circulator/Bus Service	Program Set Aside	"Scottsdale currently operates four local circulator/bus routes that are not eligible for funding through Proposition 400. The annual service provided for these routes is 1.05 million miles. The mileage is comparable to the 1.45 million miles of service provided in Scottsdale on traditional fixed routes, which can be funded through Proposition 400. Three of the four circulator routes are actually running as typical fixed routes. Much of their service corridors were previously served by Valley Metro-operated fixed routes that were eliminated in the Great Depression. This program set aside would allow the City's circulator/bus service to receive funding equivalent to current costs ($5 million/year) and to acquire replacement vehicles ($1.2 million/year)."		Program	Circulator
Scottsdale	SCT-20-RTP-073	Trolley/Circulator Bus Preventative Maintenance	Program Set Aside	"Scottsdale currently operates four local circulator/bus routes, using 21 vehicles, that are not eligible for funding through Proposition 400. The annual service provided for these routes is 1.05 million miles. The mileage is comparable to the 1.45 million miles of service provided in Scottsdale on traditional fixed routes, which can be funded through Proposition 400. Three of the four circulator routes are actually running as typical fixed routes. Much of their service corridors were previously served by Valley Metro-operated fixed routes that were eliminated in the Great Depression. This program set aside would allow the City's circulator/bus service to receive funding for the preventative maintenance that is performed by the City's Fleet Management Department ($1 million/year). Currently, about $300,000/year of this cost is reimbursed through a federal grant."		Program	Transit Asset Management

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-010	Signal System and ITS Replacements and Upgrades	Program Set Aside	"Scottsdale has a current inventory of 298 traffic signals, all with limited lifespans for equipment and structures. Intelligent Transportation System (ITS) communications equipment and traffic control room requirements must also be maintained and upgraded over time. In addition, changes in technology, design standards, and citizen expectations (including bicycle detection and emergency vehicle preemption) can affect how the signal system in managed and maintained. As a result, the City invests $3 million annually in the ITS and Signal System program. All funds are provided through the City's 0.2% Transportation Sales Tax, since Highway User Revenue Funds provided to the City do not even cover the City's annual pavement management needs. This program set aside would be for $4 million/year to address operations and capital upgrades."		Program	ITS
Scottsdale	SCT-20-RTP-021	Citywide ADA Improvements	Program Set Aside	"Scottsdale has developed an ADA Transition plan for improved pedestrian accessibility through the provision of improved sidewalk ramps, improved transit stops, modifications to driveway cross slopes and the elimination of sidewalk gaps. Currently, the City is budgeting $300,000/year in local transportation sales tax for this effort. Over $1 million/year is also being expended on sidewalk ramps as part of the City's pavement management program. The number of ramps installed in this manner will decline over time as more roadways are repaved. This program set aside would provide $1 million/year for continued citywide implementation. "		Program	ADA Improvements
Scottsdale	SCT-20-RTP-050	Streetlight Replacement and Maintenance	Program Set Aside	"Scottsdale is responsible for approximately 10,000 streetlights, all with limited lifespans for equipment and structures. The City invests approximately $500,000 annually in the Streetlight program. All funds are provided through the City's 0.2% Transportation Sales Tax, since Highway User Revenue Funds provided to the City do not even cover the City's annual pavement management needs."		Program	Streetlights

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Scottsdale	SCT-20-RTP-022	Intersection and Roadway Corridor Safety Improvements	Program Set Aside	"Scottsdale prepares a citywide collision report every two years. Traffic volume and collision data is collected for arterial and collector roadway segments and intersections to determine collision rates over time. The data is then used to prioritize locations to conduct roadway safety assessments. The assessments often identify long-term capital improvement recommendations. Some of the improvements may qualify for grant funding through the Highway Safety Improvement Program managed by ADOT, while others may qualify for funding through MAG's new Roadway Safety Program. Both of these programs help address the very highest priority safety concerns in the State and the region, but there are many other improvements that could be made through a program set aside in the next Regional Transportation Plan. The City proposes an average funding level of $2 million."		Program	Safety
Scottsdale	SCT-20-RTP-060	Fixed Route Bus Service Enhancements	Program Set Aside	"Ten bus routes operated by Valley Metro or Phoenix currently provide typical fixed route service in Scottsdale. The total service provided is 1.45 million annual miles. This program set aside would allow for a 50% total increase in service miles over the 25-year horizon of the next Regional Transportation Plan. The additional mileage would result from a combination of increased hours and frequency of service, with increases assumed to average 10% (from existing) per 5-year period."		Program	Regional Bus
Scottsdale	SCT-20-RTP-067	BRT/Enhanced Bus Service Corridors	Program Set Aside	"The MAG 2018 Regional Transit Framework Study identifies strong potential for high capacity transit in Scottsdale on several existing service corridors by 2040. In southern Scottsdale, the McDowell Road, Thomas Road, Indian School Road and Camelback Road corridors as far east as Hayden Road are identified, as is Hayden Road as far north as Camelback Road. In central Scottsdale, the Regional Transit Framework Study identifies Shea Boulevard east to 90th Street/Pima Road, Thunderbird Road/Raintree Drive/Hayden Road east to the Loop 101/Frank Lloyd Wright interchange vicinity, and Bell Road/Frank Lloyd Wright Boulevard east of the Loop 101 to Raintree Drive. All corridors listed total approximately 20 miles (40 service miles) in Scottsdale. This program set aside would allow for up to 10 miles of corridor to be served in the 2035-2044 horizon, with the remainder eligible for service in the 2045-2050 horizon."		Program	Bus Rapid Transit

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Scottsdale	SCT-20-RTP-057	Non-ADA Senior Transportation Alternatives	Program Set Aside	"The percentage of elderly persons in the region continues to grow at a faster rate than the general population. Scottsdale currently provides financial assistance for non-ADA senior transportation through the Dial-a-Ride and Cab Connection programs. The City also operates fare-free local circulator routes. With an additional annual funding level of $1,500,000 through a set aside, these programs (or their future versions) could be ensured of continuing and expanding."		Program	Vulnerable Population Transportation
Scottsdale	SCT-20-RTP-059	Autonomous Circulator Shuttle Service	Program Set Aside	"The pilot program for driverless circulator shuttles developed in Las Vegas appears to be a viable transit alternative in localized activity zones. The City has four potential areas where similar shuttles could be deployed over the 25-year horizon of the next Regional Transportation Plan. These are Downtown Scottsdale, the Scottsdale Airpark, the Shea/90th Street corridor, and the Loop 101/Hayden Road future development area. A Downtown Scottsdale shuttle may be able to replace the Old Town Trolley Route that the City currently operates. Due to the emerging nature of this transit option, an annual set aside amount has not been estimated."		Program	Circulator
Scottsdale	SCT-20-RTP-052	Pima Freeway Aesthetics Restoration	Program Set Aside	"The public art features incorporated into the Pima Freeway between Via Linda and Scottsdale Road have been in place for nearly 20 years. The aesthetic treatments are a point of pride for the City and the region, but they are need of restoration, primarily due to natural fading of the paint. This program set aside would allow for repainting, which will require temporary lane closures, early in the 25-year RTP horizon and once again 15-20 years later. The estimated cost for each treatment is $700,000."		Program	Freeway Art
Scottsdale	SCT-20-RTP-037	Future Design Standards Compliance	Program Set Aside	"Through technical advisory bodies such as AASHTO (roadway and bicycles), MUTCD, U.S. Access Board, FHWA/NHTSA and ADOT, standards for traffic design evolve continuously. Many times, recommended changes in standards result in local costs for items such as stronger signal poles, larger type on signs, revised traffic signal operations, changes to roadway striping, and/or adapting to autonomous vehicles. This program set aside, which is planned to meet a portion of the needs created by future changes in standards, is estimated at $500,000/year."		Program	Roadway Inspection and Maintenance

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Scottsdale	SCT-20-RTP-024	Loop 101/Pima Road Interchange	Roadway and Intersection	Interchange Modifications	"Modify the Loop 101/Pima Road interchange and Bell Road underpass to improve capacity and safety. Project elements will include a third WB to SB left turn lane at the TI, two dual lane roundabouts at Bell Road, a second southbound entrance ramp, a Texas U-turn between Bell Road and Frank Lloyd Wright Boulevard, a new ramp that separates the NB frontage road from the Loop/101 Pima TI NB off ramp, and continuous sidewalks along the frontage roads between Bell Road and Frank Lloyd Wright Boulevard. "	Yes	
Scottsdale	SCT-20-RTP-004	Legacy Boulevard Bridge	Roadway and Intersection	New Bridge	"Construct the second bridge and approaches on Legacy Boulevard over the Reata Pass Wash. The bridge is approximately 250' long x 40' to accommodate 2 travel lanes, bike lane and sidewalk."	Yes	
Scottsdale	SCT-20-RTP-005	Loop 101/Loop 202 HOV Ramp Connection	Roadway and Intersection	New DHOV Connection	Construct a freeway to freeway High Occupancy Vehicle Lane ramp connection between the Loop 101 Pima Freeway and the Loop 202 Red Mountain Freeway.	Yes	
Scottsdale	SCT-20-RTP-025	Hayden Road - Jomax to Dynamite	Roadway and Intersection	New Roadway	"Construct a new 3-lane complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax and Dynamite may also be included. Right-of-way acquisition will be necessary in some locations. "	Yes	
Scottsdale	SCT-20-RTP-026	56th Street - Jomax to Dynamite	Roadway and Intersection	New Roadway	"Construct a new 5-lane collector complete street between Jomax Road and Dynamite Boulevard (1 mile). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Jomax and Dynamite may also be included, and a roundabout is planned at the Pinnacle Vista intersection Right-of-way acquisition will be necessary in some locations. "	Yes	
Scottsdale	SCT-20-RTP-030	North Downtown Intersection Improvements	Roadway and Intersection	Other	"Add capacity and improve vehicular and pedestrian safety at up to eight intersections in the vicinity of Scottsdale Fashion Square and the Scottsdale Waterfront high activity areas. The intersections are: Scottsdale/Camelback, Scottsdale/Fashion Square, Scottsdale/Highland, Scottsdale/Rancho Vista, Scottsdale/Chaparral, Goldwater/Highland, Goldwater/Camelback and Camelback/Marshall Way. A roundabout is planned at the Goldwater/Highland location. "	Program	Intersection Improvements

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Scottsdale	SCT-20-RTP-032	Shea Boulevard/Loop 101 Bypass	Roadway and Intersection	Other	"Construct roundabouts at up to five locations to facilitate travel on the Mountain View Road corridor between Loop 101 and 96th Street as an east/west alternative to Shea Boulevard, which is at or over capacity in this area. The intersections include Mt. View/90th, Mt. View/92nd, Mt. View/96th, 92nd/Cochise and 92nd/North."	Program	Intersection Improvements
Scottsdale	SCT-20-RTP-039	Scottsdale Road Intersection Improvements - Mountain View to Greenway	Roadway and Intersection	Other	"Construct additional turn lane capacity and/or pedestrian crossing improvements at up to 11 signalized intersections and new right turn bays at up to 15 locations. Major intersections include Shea Boulevard, Cactus Road, Thunderbird Road and Greenway Parkway."	Program	Intersection Improvements
Scottsdale	SCT-20-RTP-038	Westland Road - Hayden to Pima	Roadway and Intersection	Roadway Realignment/Configuration	"Widen/reconstruct/realign Westland Road between Hayden Road and Pima Road (1 mile) as a 3-lane complete street. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. A roundabout will be considered at the Westland/Hayden intersection. Right-of-way acquisition will be necessary in some locations. "	Yes	
Scottsdale	SCT-20-RTP-001	Happy Valley Road - Scottsdale Road to Pima Road	Roadway and Intersection	Roadway Widening	"Construct a 4-lane complete street between Scottsdale Road and Pima (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 250' west of existing Hayden Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Miller Road alignment is also planned."	Yes	
Scottsdale	SCT-20-RTP-006	Pinnacle Peak Road - Scottsdale Road to Pima Road	Roadway and Intersection	Roadway Widening	"Construct a 4-lane complete street between Scottsdale Road and Pima (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Additional turn bay capacity and signal modifications at key intersections may be required. Right-of-way acquisition will be necessary in some locations."	Yes	

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Scottsdale	SCT-20-RTP-016	Dynamite Boulevard - 56th to Pima	Roadway and Intersection	Roadway Widening	"Construct a complete street from 56th Street to Pima Road (4 miles). Depending on volume forecasts, the project will be widened to either 3 lanes or 5 lanes. A 5-lane roadway is more likely east of Scottsdale Road. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lanes, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. The project crosses the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1/2 mile west of Pima Road. A bridge span of approximately 300' is anticipated. Additional turn bay capacity and signal modifications are planned at Scottsdale Road and Pima Road. A new major intersection at the Hayden Road alignment is also planned."	Yes	
Scottsdale	SCT-20-RTP-023	Scottsdale Road - Loop 101 to Jomax Road	Roadway and Intersection	Roadway Widening	"Construct a 4 to 6-lane complete street (4.7 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on one side, 8-10' shared use path and 6-8' trail. A new bridge, using Scottsdale and Proposition 400 ALCP funds, has already been constructed over the Rawhide Wash (100-year discharge of 9,000 cfs) approximately 1,200' south of Pinnacle Peak Road."	Yes	
Scottsdale	SCT-20-RTP-027	Alma School Road - Happy Valley to Dynamite	Roadway and Intersection	Roadway Widening	"Complete the missing 1/2-mile gap in the minor arterial roadway near Jomax Road, realign and improve the Alma School/Jomax intersection to a roundabout, add 8-10' shared use path and 6'-8' shared use trail on west side, add missing sections of 6' sidewalk on east side and improve roadside and cross drainage."	Yes	
Scottsdale	SCT-20-RTP-031	Jomax Road - 56th Street to 94th Street	Roadway and Intersection	Roadway Widening	"Construct a new 3-lane complete street between 56th Street and 94th Street (4.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Traffic signals and additional turn bay capacity at Hayden may also be included. Right-of-way acquisition will be necessary in some locations."	Yes	
Scottsdale	SCT-20-RTP-040	Dixileta Drive - 66th Street to Pima	Roadway and Intersection	Roadway Widening	"Construct a new 3-lane complete street between 66th Street Road and Pima Road (2.75 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Right-of-way acquisition may be required in some locations."	Yes	
Scottsdale	SCT-20-RTP-041	Lone Mountain Road - 68th Street to Pima	Roadway and Intersection	Roadway Widening	"Construct a new 3-lane complete street between 68th Street and Pima Road (2.5 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side and 6-8' multi-use trail. Right-of-way acquisition may be required in some locations."	Yes	

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Scottsdale	SCT-20-RTP-046	Stagecoach Pass Road - Pima to 97th	Roadway and Intersection	Roadway Widening	"Widen Stagecoach Pass Road for 1.1 miles to accommodate bike lanes, construct a 6' sidewalk on the north side and improve cross drainage."	Program	Active Transportation
Scottsdale	SCT-20-RTP-047	Rio Verde Drive - 118th to 144th	Roadway and Intersection	Roadway Widening	"Construct a 4-lane complete street between 118th Street and 144th Street (3.25 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on south side and 6-8' trail on north side. A wildlife underpass or overpass may be installed in the vicinity of the 124th Street alignment. A roundabout or traffic signal may installed at 136th Street."	Yes	
Scottsdale	SCT-20-RTP-053	Mountain View Road - 92nd to 96th	Roadway and Intersection	Roadway Widening	"Expand Mountain View from a 3-lane complete street to 5-lane complete street between 92nd Street and 96th Street. Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane/raised median, 6-8' sidewalk on each side. Right-of-way acquisition will be required."	Yes	
Scottsdale	SCT-20-RTP-054	136th Street - Rio Verde to Lone Mountain	Roadway and Intersection	Roadway Widening	"Construct a new 3-lane complete street between Rio Verde Drive and Lone Mountain Road (2 miles). Other project elements will include 5-6' bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lane, 6-8' sidewalk or trail on the east side. Right-of-way acquisition will be required in some locations."	Yes	
Scottsdale	SCT-20-RTP-014	Route 72 (Scottsdale Road) Extension	Transit	Improve Local Bus Route	"Extend Route 72 (Scottsdale Road) from its current northern terminus near Thompson Peak Parkway to Pinnacle Peak Road, a distance of two miles. "	Program	Regional Bus
Scottsdale	SCT-20-RTP-055	Route 186 (Mayo Boulevard) Extension	Transit	Improve Local Bus Route	"Extend Route 186 (Mayo Boulevard) from its current eastern terminus near Scottsdale Road to the intersection of Hayden Road/Legacy Boulevard, a distance of 1.8 miles. "	Program	Regional Bus
Scottsdale	SCT-20-RTP-066	Scottsdale Road BRT/Enhanced Bus	Transit	New Enhanced Bus Route	"Develop a faster, higher-volume bus service connecting to Downtown Tempe on the south and the Loop 101 interchange vicinity on the north. The improvements would include traffic signal priority and queue jump lanes, where feasible, and limited stops. Dedicated lanes may be included in some areas (most likely in the southern portion of the route)."	Yes	
Scottsdale	SCT-20-RTP-071	Express Bus Service to Downtown Phoenix (1)	Transit	New Express/Rapid Bus Route	"Acquire vehicles and provide new express/rapid bus service from the vicinity of Loop 101/Bell Road to Downtown Phoenix using either Loop 101/Loop 202/I-10 or Loop 101/SR 51/I-10, depending on operational cost/benefits."	Program	Regional Commuter Bus
Scottsdale	SCT-20-RTP-072	Express Bus Service to Downtown Phoenix (2)	Transit	New Express/Rapid Bus Route	Acquire vehicles and provide new express/rapid bus service from the vicinity of Loop 101/Shea Boulevard to Downtown Phoenix using Loop 101/Loop 202/I-10.	Program	Regional Commuter Bus

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Scottsdale	SCT-20-RTP-070	Loop 101 Park and Rides	Transit	New Park and Ride	"Acquire property rights and construct park and rides near the Loop 101 Pima Freeway in two locations. Currently, the locations considered most feasible are in the vicinity of Bell Road and near Shea Boulevard/Mustang Transit Center. Due to the value of land along the freeway corridor, it is anticipated that both facilities will be 2-3 level structures."	Yes	
Surprise	SUR-20-RTP-013	Kingswood - bike lanes	Active Transportation	Bicycle Lane	"Construction - Install designated bike lane pavement markings and signs on Mondell Dr, Parkview Pl, Honeysuckle Ln, and Silverleaf Way to clarify where bike lanes exist and where the paved shoulders are for parking"	Program	Safety
Surprise	SUR-20-RTP-005	Ashton Ranch Elementary School - Relocate school crosswalk	Active Transportation	Marked Crosswalk	Construction - Relocate school crosswalk to the south side of Acoma Drive. At the new Traffic Signal at Acoma Drive and Bullard Avenue	Program	Safety
Surprise	SUR-20-RTP-009	Cimarron Springs - school crossings	Active Transportation	Marked Crosswalk	Construction - Install RRFB and variable feed back sign at 15 MPH school crossing on Surprise Farms Loop South north of Ocotillo Street. - Add four new marked crosswalks across the school driveways.	Program	Safety
Surprise	SUR-20-RTP-018	Sunset - Signing and Striping	Active Transportation	Marked Crosswalk	"Construction - Stripe new white crosswalks across Acoma Drive, Spring Lane, and Sierra Montana Loop along Verde Vista Drive.- Provide crosswalk across Spring Lane at 178th Avenue. - Install signage (W11-15 with W11- 15P or W11-15a) at paved path crossings throughout the school's service area. "	Program	Safety
Surprise	SUR-20-RTP-004	Ashton Ranch Elementary School - Sidewalk	Active Transportation	Other	"Construction - Move fence and widen sidewalk, add pedestrian gate, relocate some of the pedestrians/bicycles to the northeast portion of the school at Kona Blvd, reducing pedestrian traffic. "	Program	Safety
Surprise	SUR-20-RTP-012	Kingswood - pedestrian infrastructure	Active Transportation	Other	"Construction - Provide accessible pedestrian infrastructure along the east side of Parkview Pl, add crosswalk where the shared use path intersects with Honeysuckle Ln just west of Woodrose Ave where students use the shared use paths to access the back of the school "	Program	Safety
Surprise	SUR-20-RTP-014	Marley Park Elementary School - modal separation	Active Transportation	Other	"Construction - Add no Uturn signs in intersection at Whisperwood Drive and Sweetwater Avenue, new median break on Sweetwater Avenue or Whisperwood Drive to address the vehicle/pedestrian conflict at the intersection of Sweetwater Avenue and Whisperwood Drive. "	Program	Safety
Surprise	SUR-20-RTP-015	Countryside Elementary School - Signing and Striping	Active Transportation	Other	"Add in new crosswalks and Replace ""No Parking"" sign with ""No Parking Stopping Standing Any Time"" sign. "	Program	Safety

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Surprise	SUR-20-RTP-017	Sonoran Heights Elementary - Pedestrian and Bicycle Improvements	Active Transportation	Other	Construct new northbound right turn lane on Greer Ranch Parkway into Sonoran Heights Elementary School's driveway; upgrade existing crosswalk on Mescal Street on the east-side of Greer Ranch Parkway to a white ladder-style crosswalk; install ADA compliant curb ramp and striped crosswalk connecting the park's sidewalk to the sidewalk in front of the Sonoran Heights Elementary School.	Program	Safety
Surprise	SUR-20-RTP-019	Sunset - sidewalks	Active Transportation	Other	Construction - Construct new sidewalks.	Program	Safety
Surprise	SUR-20-RTP-021	West Point Elementary - Crosswalk and Pedestrian staging area	Active Transportation	Other	Construction - Install advanced 'Pedestrian Crossing Ahead' signs along Greenway Rd in both directions; convert crosswalk on Greenway Rd to a high visibility crosswalk to make it more conspicuous;- Increase the size of the staging area on the north and south side of Greenway Rd; consider installing a vertical barrier between the road and the sidewalk or painting a stripe on the sidewalk for students to stay behind when waiting at intersection.	Program	Safety
Surprise	SUR-20-RTP-023	Western Peaks - ADA Improvements	Active Transportation	Other	Construction - Install detectable warnings (truncated domes) at all ramps mentioned.- Install railing and/ or construct new paths that meet ADA regulations for slope per Surprise Engineering Development Standards 2016 (3.1.11.a).	Program	Safety
Surprise	SUR-20-RTP-027	"ACA, Imagine Prep, and Imagine Rosefield Schools - Variable Message and Radar Speed Signs"	Active Transportation	Other	"Design - Variable Message Signs and Radar Speed Signs on adjacent roadways, ADA?compliant curb ramps and sidewalks, white ladder?style crosswalks, and a raised crosswalk/ pedestrian refuge island. "	Program	Safety
Surprise	SUR-20-RTP-028	City Center Corridor Enhancement	Active Transportation	Other	"Design - Raised landscaped median, two 11?ft vehicle travel lane, a 3' bicycle buffer zone, a 5?ft bicycle lane, landscape strip, and an 8' sidewalks on each side of the roadway, for Tierra Buena and Paradise Lanes. "	Program	Active Transportation
Surprise	SUR-20-RTP-029	Countryside Elementary School - Design Modal Split	Active Transportation	Other	"Design - Modify existing ramps, widening driveway, or add a roundabout. Temporary solution could be to add striping to help vehicles navigate turn. Physical geometry of the school driveway near the covered parking lot creates a bottleneck."	Program	Safety
Surprise	SUR-20-RTP-030	Kingswood - Design Sidewalks and ADA Ramps	Active Transportation	Other	"Design - ADA accessible pedestrian infrastructure along the east side of Parkview Pl, add crosswalk where the shared use path intersects with Honeysuckle Ln just west of Woodrose Ave where students use the shared use paths to access the back of the school "	Program	Safety
Surprise	SUR-20-RTP-031	Marley Park Elementary School - Design Multi-modal	Active Transportation	Other	Design - Evaluate potential locations for additional crosswalks and add warranted marked crosswalks particularly in conjunction with the new development proposed for the southwest corner of Old Oak Road and Whisperwood Drive.	Program	Safety

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Surprise	SUR-20-RTP-032	West Point Elementary School - Design Pedestrian Facilities	Active Transportation	Other	"Design - Based on the recommendations of a Safe Routes to School Study completed in April 2018, this project would design a total of four (4) recommended Engineering strategies for West Point Elementary School. They include: Enlarging the pedestrian waiting area and installing vertical barriers at two corners at the intersection of Greenway Road and West Point Parkway, construct a 125?ft long concrete pedestrian path to connect the adjacent cul?de?sac to a gate at the campus and construct a 430?ft long pathway from the gate to a currently pave area, and construct a sidewalk or shared use path along the west side of West Point Parkway of approximately 0.85 miles (4,500 feet). "	Program	Safety
Surprise	SUR-20-RTP-033	Western Peaks - Design Path	Active Transportation	Other	Design - Consider widen existing paved path to 5 feet and extend to boundary of Maricopa County land.	Program	Safety
Surprise	SUR-20-RTP-034	Countryside Elementary School - Speed Study	Active Transportation	Other	Countryside Elementary School is located near the intersection of Reems Road and Greenway. Planning - Conduct speed studies to determine if vehicles are obeying posted speeds during school hours. The school provides adult crossing guards to help students cross Southeast at Reems and Acoma. Traffic in that neighborhood and in the communities to the west of the school has become especially heavy at the afternoon bell times. Intersection control improvements would assist pedestrians and motorists to maneuver in an orderly way during times of heavy conflict. Currently students must walk or bike south along Reems cross and walk north to get to their destination.	Program	Safety
Surprise	SUR-20-RTP-035	Countryside Elementary - Pedestrian Crossing	Active Transportation	Other	"Planning - Conduct signal warrant analysis. Determine feasibility of pedestrian overpass or pedestrian underpass. If necessary, conduct initial project assessment (PA)."	Program	Safety
Surprise	SUR-20-RTP-036	Marley Park Elementary School - Risk Assessment	Active Transportation	Other	"Planning - Conduct Risk Assessment. Consider adding removeable/portable barricades and cones for delineation. This option is favored by City of Surprise staff, since it is not in a public street. Consider reconstructing median to allow eastbound ingress. "	Program	Safety
Surprise	SUR-20-RTP-041	West Point Elementary - risk assessment	Active Transportation	Other	Planning - Conduct risk assessment; consider restriping West Point Pkwy to provide bike lanes and reduced vehicle lane widths; consider mitigation measures to reduce the distance required to cross the street at a crosswalk Planning - Conduct risk assessment; consider restriping Statler Blvd to provide bike lanes and reduced vehicle lane widths; consider mitigation measures to reduce the distance required to cross the street at the crosswalk	Program	Safety
Surprise	SUR-20-RTP-042	West Point Elementary - risk assessment; consider re-striping Statler Blvd	Active Transportation	Other	Planning - Conduct risk assessment; consider restriping Statler Blvd to provide bike lanes and reduced vehicle lane widths; consider mitigation measures to reduce the distance required to cross the street at the crosswalk	Program	Safety

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Surprise	SUR-20-RTP-116	Rancho Gabriela Elementary - Design Multi Use Path	Active Transportation	Other	Design - City of Surprise should evaluate neighborhood connections to the multi?use path for possible accessibility improvements.	Program	Safety
Surprise	SUR-20-RTP-016	Rancho Gabriela Elementary - Pedestrian Crossing	Active Transportation	Pedestrian Signalization	Construction - Add additional School Zone Ahead signs on Bullard and add a variable message sign (VMS) speed feedback sign in advance of crosswalk in both directions.	Program	Safety
Surprise	SUR-20-RTP-011	Countryside Elementary School - Multi-use Path	Active Transportation	Shared Use Path	"Construction - Add crosswalk and shared use path from 154th Ave to southern school gate, where students have created a goat trail through landscaping to access the back of the school. A high number of students are walking through landscaped area parallel to 154th Drive near Custer Lane instead of using existing sidewalk to access the rear entrance of school from the surrounding community."	Program	Safety
Surprise	SUR-20-RTP-022	Western Peaks - Multi Use Path	Active Transportation	Shared Use Path	Construction - Construct ADA compliant path connections to sidewalks and through greenways.	Program	Safety
Surprise	SUR-20-RTP-101	US60 (Grand Avenue) Pedestrian Plaza Improvements	Active Transportation	Shared Use Path	The Grand Avenue Pedestrian Plaza project will provide a 5,945?linear foot long, 10 foot wide, concrete shared use pathway, beginning at an existing sidewalk ramp located at the northwest corner of Greenway Road and US 60 Grand Avenue, tying into an existing 5foot attached sidewalk just south of Bell Grande Rd. This shared use path will connect with existing sidewalks within the OTS neighborhood along Market Street, Dysart Road, Sunny Lane, and Greenway Road.	Program	Active Transportation
Surprise	SUR-20-RTP-136	Maricopa Trail	Active Transportation	Shared Use Path	"The Maricopa Trail is designed to accommodate all nonvehicular users, including walkers, joggers, strollers, bicyclists and equestrians. The current length is 13.5 miles from US60 to White Tanks Region Park. Provide a shared use, nonmotorized trail system to connect Surprise to Maricopa County Regional Parks ."	Program	Active Transportation
Surprise	SUR-20-RTP-141	Pichaco Greenway Multi-modal Trail	Active Transportation	Shared Use Path	Multi-modal non-motorized improved pathways within the Five East Wash tributaries R/W.	Program	Active Transportation
Surprise	SUR-20-RTP-142	Surprise Greenway Multi-modal Trail	Active Transportation	Shared Use Path	Multi-modal non-motorized improved pathways within the Pichaco Wash tributaries R/W.	Program	Active Transportation
Surprise	SUR-20-RTP-143	Trilby Greenway Multi-modal Trail	Active Transportation	Shared Use Path	Multi-modal non-motorized improved pathways within the Trilby Wash tributaries R/W.	Program	Active Transportation
Surprise	SUR-20-RTP-144	Central Arizona Trail	Active Transportation	Shared Use Path	15 mile Multi-modal non-motorized improved pathways following the CAP.	Program	Active Transportation
Surprise	SUR-20-RTP-010	Countryside Elementary School - sidewalk	Active Transportation	Sidewalk Repair	Remove and replace cracked and heaved sidewalk to and around school.	Program	Safety
Surprise	SUR-20-RTP-020	Sunset - ADA	Active Transportation	System-Wide Improvement	"Construct ADA compliant path connections , improvements, and transitions"	Program	Safety
Surprise	SUR-20-RTP-051	Surprise Citywide Traffic Management Network Upgrades	Program Set Aside	"City-Wide network upgrades to provide increased redundancy, capacity and speeds. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan."		Program	ITS

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Surprise	SUR-20-RTP-062	Surprise Citywide ITS Infrastructure Expansion	Program Set Aside	"Expansion of ITS infrastructure to connect City assets, i.e., well sites, fire stations, etc. This project will leverage the use of the ITS infrastructure to allow for improved connectivity to various City assets as identified in the Council approved ITS Strategic Plan."		Program	ITS
Surprise	SUR-20-RTP-063	Surprise Citywide Multi-modal Detection Technology	Program Set Aside	"Multi-modal detection technology on signals, i.e., bicycle detection. This project will deploy equipment at traffic signals to increase the safety and efficiency of multi-modal traffic."		Program	ITS
Surprise	SUR-20-RTP-052	Surprise Citywide Pavement and Preservation Program	Program Set Aside	"The Pavement Preservation Program is an annual program in which identified city streets receive appropriate applications to lengthen the life of the street surface. The street treatments include tire rubber modified surface sealer (TRMSS), Master Seal, polymer modified master (PMM), Rubberized Chip Seal, Mill & Overlay, Rubberized Micro Surfacing Type II, and Slurry Seal Type II. Surface treatment types are driven by the overall condition assessment index (OCI) which is calculated by the city's pavement condition software. Developing and implementing a pavement preservation program reinforces the City Council's strategic plan to maintain city streets and roads. "		Program	Pavement Preservation
Surprise	SUR-20-RTP-054	Surprise Citywide Utility Corridor Preparation Program	Program Set Aside	"The Utility Corridor Preparation Program strategically identifies utilities that will need to be relocated to accommodate economic development initiatives and roadway corridors. In partnership with the utility providers, the city will work to facilitate the relocation of these utilities in advance of the improvements. In many locations, the city does not have prior rights making the costs associated with the utility relocations the City's responsibility. Identifying utilities that need to be relocated ahead of roadway and economic development initiatives will save the City a tremendous amount of resources. "		Program	Utility Relocation
Surprise	SUR-20-RTP-068	Surprise Citywide Safety Technology for Vulnerable Road Users (VRUs)	Program Set Aside	"This project includes safety technology for Vulnerable Road Users (VRUs). The project will deploy equipment to increase the level of safety at traffic signals for bike, scooter and users of alternative transportation."		Program	ITS
Surprise	SUR-20-RTP-055	Surprise Citywide Traffic Optimization Modeling	Program Set Aside	City-wide traffic modeling for events and incidents. This project would provide a model and plan to optimize traffic patterns for both planned and unplanned events.		Program	Transportation Planning
Surprise	SUR-20-RTP-057	Surprise Citywide Traffic Signal Infrastructure Installation	Program Set Aside	City-wide traffic signal construction. This project would add signals at various locations within the city for safety enhancements.		Program	ITS

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Surprise	SUR-20-RTP-056	Surprise Citywide Traffic Signal Infrastructure Upgrades	Program Set Aside	City-wide traffic signal enhancements (update to the latest technology). This project would update the traffic signal infrastructure to the most advanced technology as indicated in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-053	Surprise Citywide Concrete Preservation & Accessibility Improvements	Program Set Aside	Concrete Preservation & Accessibility Improvements will allow the city to improve and preserve the hundreds of miles of concrete while ensuring compliance with the latest Americans with Disabilities Act requirements. Developing and implementing a concrete preservation program reinforces the City Council's strategic plan to maintain sidewalks and ramps throughout the city while ensuring ADA compliance.		Program	Pavement Preservation
Surprise	SUR-20-RTP-060	West Valley Center-to-Center Traffic Flow Connectivity Management	Program Set Aside	Direct center-to-center connectivity to adjacent West Valley agencies to provide seamless trips across jurisdictional borders. This project would allow for the direct coordination with adjacent agencies to improve the efficiency of traffic flow across jurisdictional boundaries.		Program	ITS
Surprise	SUR-20-RTP-061	Surprise Citywide Enhanced Emergency Management Vehicle Preemption	Program Set Aside	Enhanced emergency vehicle preemption: This project will expand and enhance the method of traffic signal preemption for emergency vehicles to improve efficiency and reduce response times.		Program	ITS
Surprise	SUR-20-RTP-076	US60 (Grand Avenue) Integrated Corridor Management (ICM)	Program Set Aside	Integrated corridor management (ICM) along US60 (Grand Avenue).		Program	ITS
Surprise	SUR-20-RTP-065	Surprise Citywide Traffic Signal Solar Uninterrupted Power Supplies	Program Set Aside	Solar uninterrupted power supplies for traffic signals: This project would enhance traffic signal equipment to allow the installation of solar powered battery back up systems at traffic signals to mitigate the effect of power grid outages.		Program	ITS
Surprise	SUR-20-RTP-044	163rd Avenue - US60 (Grand Avenue) to Jomax Road Fiber Optic Infrastructure	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for 163rd Avenue. Project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved Surprise ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-069	Cotton Lane - Peoria Avenue to Bell Road Fiber Infrastructure	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Deer Valley Road. Various fiber projects are needed to connect missing fiber corridors within the City of Surprise. This project will complete the fiber corridor along Cotton Lane. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-072	Happy Valley Road - Pat Tillman Boulevard to eastern city limits Fiber Optic Infrastructure	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Happy Valley Road.		Program	ITS

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-073	Jomax Road - US60 (Grand Avenue) to eastern city limits Fiber Optic Infrastructure	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Jomax Road. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-074	Litchfield Road - SR303 to Jomax Road Fiber Optic Infrastructure	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Litchfield Road. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-075	SR303 Integrated Corridor Management (ICM)	Program Set Aside	Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Litchfield Road. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-049	Surprise Citywide ITS Connectivity	Program Set Aside	This Citywide ITS connectivity project will connect ITS gaps along major arterials. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-058	Surprise Citywide Connected Vehicle Infrastructure	Program Set Aside	This project includes infrastructure for connected vehicles along city-wide roadways. Project will provide the required infrastructure to communicate and adjust traffic operations as identified in the Council approved ITS Strategic Plan.		Program	Emerging Technology
Surprise	SUR-20-RTP-059	Surprise Citywide Traffic Data Collection Devices	Program Set Aside	This project includes infrastructure for connected vehicles along city-wide roadways. Project will provide the required infrastructure to communicate and adjust traffic operations as identified in the Council approved ITS Strategic Plan.		Program	Emerging Technology
Surprise	SUR-20-RTP-064	Surprise Citywide Smart Parking Management	Program Set Aside	This project includes Smart parking management and access technology to city-wide roadways. The project would deploy a technology-based solution to better accommodate parking for events at the Surprise Recreation Campus and Civic Center.		Program	Emerging Technology
Surprise	SUR-20-RTP-067	Surprise Citywide Traffic Signal Prioritization for Transit Systems	Program Set Aside	This project includes traffic signal prioritization for transit systems. This project would deploy advanced preemption detection system for the use on public transit vehicles.		Program	ITS
Surprise	SUR-20-RTP-066	Surprise Traffic Management Center (TMC) Enhancements	Program Set Aside	This project is for TMC enhancements. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-050	Surprise Citywide Signal Active Pedestrian Detection	Program Set Aside	This project will provide active pedestrian detection at signals within the city of Surprise. The project will deploy advanced detection equipment to enhance pedestrian safety.		Program	ITS

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-046	Bullard Avenue - Peoria Avenue to Bell Road Fiber Installation	Program Set Aside	Various fiber projects are needed to connect missing fiber corridors within the City of Surprise. This project will complete the fiber corridor along Bullard Avenue. The project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-071	Dysart Road - Peoria Avenue to Bell Road Fiber Infrastructure	Program Set Aside	Various fiber projects are needed to connect missing fiber corridors within the City of Surprise. This project will complete the fiber corridor along Dysart Road. Project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-070	Deer Valley Road - 258th Avenue to US60 (Grand Avenue) Fiber Optic Infrastructure	Program Set Aside	Various fiber projects are needed to connect missing fiber corridors within the City of Surprise. This project will complete the fiber corridor along Dysart Road. Spa 2 Fiber Optic Infrastructure along key corridors within Surprise. This project includes fiber optic infrastructure for Deer Valley Road. Project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-100	Sarival Avenue - Peoria Avenue to Greenway Road Fiber Installation	Program Set Aside	Various fiber projects are needed to connect missing fiber corridors within the City of Surprise. This project will complete the fiber corridor along Sarival Avenue. Project will provide the required infrastructure to monitor and manage traffic as identified in the Council approved ITS Strategic Plan.		Program	ITS
Surprise	SUR-20-RTP-083	Friendship Bridge - Bell Road at Agua Fria River Reconstruction and Renovation	Roadway and Intersection	Bridge Repair/Rehab	"Reconstruction/renovation Friendship Bridge on Bell Road, over the Agua Fria River. "	Yes	
Surprise	SUR-20-RTP-102	US60 (Grand Avenue) and 163rd Avenue Freeway Interchange	Roadway and Intersection	Interchange Modifications	Freeway interchange at 163rd Avenue along US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-104	US60 (Grand Avenue) and 243rd Avenue Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at 243rd Avenue along US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-106	US60 (Grand Avenue) and Jackrabbit Trail Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at Jackrabbit Trail along US60 (Grand Avenue)	Yes	
Surprise	SUR-20-RTP-108	US60 (Grand Avenue) and Jomax Road Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at Jomax Road along US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-119	SR303 and Litchfield Road Freeway Interchange	Roadway and Intersection	New Interchange	"Freeway interchange at Litchfield Road along SR303. Improvements will include construction of a grade separated traffic interchange, including ramps and frontage roads. "	Yes	
Surprise	SUR-20-RTP-120	SR74 and 167th Avenue Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at 167th Avenue along SR74.	Yes	
Surprise	SUR-20-RTP-121	SR74 and 243rd Avenue Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at 243rd Avenue along SR74.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-122	US60 (Grand Avenue) and Lone Mountain Road Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at Lone Mountain Road along US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-124	US60 (Grand Avenue) and SR74 Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at SR74 along US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-129	White Tank Freeway and 243rd Avenue Freeway Interchange Improvements	Roadway and Intersection	New Interchange	Freeway interchange at 243rd Avenue along the White Tank Freeway	Yes	
Surprise	SUR-20-RTP-130	White Tank Freeway and Jackrabbit Trail Freeway Interchange Improvements	Roadway and Intersection	New Interchange	Freeway interchange at Jackrabbit Trail along the White Tank Freeway	Yes	
Surprise	SUR-20-RTP-131	White Tank Freeway and Turner Parkway Freeway Interchange Improvements	Roadway and Intersection	New Interchange	Freeway interchange at Turner Parkway and the White Tank Freeway	Yes	
Surprise	SUR-20-RTP-133	Turner Parkway and Deer Valley Road Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at Deer Valley Road along Turner Parkway.	Yes	
Surprise	SUR-20-RTP-134	Turner Parkway and Lone Mountain Road Freeway Interchange	Roadway and Intersection	New Interchange	Freeway interchange at Lone Mountain Road along Turner Parkway.	Yes	
Surprise	SUR-20-RTP-092	Litchfield Road - L303 to Happy Valley Road Roadway Improvements	Roadway and Intersection	New Roadway	Design and construction of a major arterial roadway that connects from the Litchfield Rd. L303 traffic interchange to Happy Valley Road.	Yes	
Surprise	SUR-20-RTP-095	Patton Road - 163rd Avenue to 171st Avenue Roadway Improvements	Roadway and Intersection	New Roadway	"Design and construction of one mile of roadway improvement from 163rd Avenue to 171st Avenue along Patton Road. The project will pave one 12 foot lane in each direction. The project includes low water crossings at current wash locations. The City has received Federal funding for the construction phase of this project, therefore ADOT will be administering the construction phase. The City will be funding the design and right?of?way acquisition. "	Yes	
Surprise	SUR-20-RTP-128	White Tank Freeway - Turner Parkway to US60 (Grand Avenue) Roadway Improvements	Roadway and Intersection	New Roadway	"This new freeway's (White Tank Freeway) limits will extend from Turner Parkway to US60 (Grand Avenue). The project will include right-of-way, design and permitting for 2 westbound and two eastbound freeway travel lanes, approximately 20 miles in length. "	Yes	
Surprise	SUR-20-RTP-135	Turner Parkway: I-10/SR85 to SR74 Freeway Improvements	Roadway and Intersection	New Roadway	"This new freeway's (Turner Parkway) limits will extend from I-10/SR85 to SR74. The project will include right-of-way, design and permitting for 2 northbound and two southbound freeway travel lanes, approximately 30 miles in length. "	Yes	
Surprise	SUR-20-RTP-025	163rd Avenue - Dove Valley/Lone Mountain Road to SR74 Corridor Preservation	Roadway and Intersection	Other	This corridor preservation project will preserve right-of-way for future roadway improvements along 163rd Avenue.	Yes	
Surprise	SUR-20-RTP-045	243rd Avenue - Sun Valley Parkway to US60 (Grand Avenue) Corridor Preservation	Roadway and Intersection	Other	This corridor preservation project will preserve right-of-way for future roadway improvements along 243rd Avenue.	Yes	
Surprise	SUR-20-RTP-081	Dove Valley Road - Turner Parkway to US60 (Grand Avenue) Corridor Preservation	Roadway and Intersection	Other	This corridor preservation project will preserve right-of-way for future roadway improvements along Dove Valley Road.	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-089	Jackrabbit Trail - Olive Road to US60 (Grand Avenue) Corridor Preservation	Roadway and Intersection	Other	This corridor preservation project will preserve right-of-way for future roadway improvements along Jackrabbit Trail	Yes	
Surprise	SUR-20-RTP-103	US60 (Grand Avenue) and 163rd Avenue Intersection Improvements	Roadway and Intersection	Other	Intersection improvements at US60 (Grand Avenue) and 163rd Avenue	Yes	
Surprise	SUR-20-RTP-105	US60 (Grand Avenue) and 243rd Avenue Intersection Improvements	Roadway and Intersection	Other	Intersection improvements at US60 (Grand Avenue) and 243rd Avenue	Yes	
Surprise	SUR-20-RTP-107	US60 (Grand Avenue) and Jackrabbit Trail Intersection Improvements	Roadway and Intersection	Other	Intersection improvements at US60 (Grand Avenue) and Jackrabbit Trail	Yes	
Surprise	SUR-20-RTP-109	US60 and Jomax Road Intersection Improvements	Roadway and Intersection	Other	Intersection improvements at US60 (Grand Avenue) and Jomax Road	Yes	
Surprise	SUR-20-RTP-123	US60 (Grand Avenue) and Lone Mountain Road Intersection Improvements	Roadway and Intersection	Other	Intersection improvements at US60 (Grand Avenue) and Lone Mountain	Yes	
Surprise	SUR-20-RTP-125	Lone Mountain Road Corridor Preservation	Roadway and Intersection	Other	This corridor preservation project will preserve right-of-way for future roadway improvements along Lone Mountain Road.	Yes	
Surprise	SUR-20-RTP-001	Civic Center Parkway - Paradise Lane to Bell Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"The phase 2 improvements will include an additional one travel lane in the north and south direction making the entire cross section four lanes with a 40' median, 10' sidewalks setback from the curb 5'. This project will also incorporate the streetlights, landscaping, on-street parking, Intelligent Transportation System (ITS) conduits, signage and roadway striping."	Yes	
Surprise	SUR-20-RTP-002	Civic Center Parkway- Tierra Buena Lane to Greenway Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Design and construction of new pavement, sidewalk, bike lane, curb, gutter, streetlights, turn lanes, Intelligent Transportation System (ITS) conduits, and landscaping. This project will complete Civic Center Parkway as a three lane road in each direction between Tierra Buena and Greenway (a distance of approximately 2,100 feet). Additional improvements include drainage, signals at Greenway Road, and Tierra Buena. "	Yes	
Surprise	SUR-20-RTP-024	115th Avenue - Bell Road to Union Hills Drive Roadway Improvements	Roadway and Intersection	Roadway Widening	Improvements include construction of the Minor Arterial Section by construction a landscaped median and widening 115th Avenue to the east. Construct the sidewalk on the west side adjacent to the curb. The project will also include intersection geometric improvements and signalization.	Yes	
Surprise	SUR-20-RTP-026	163rd Avenue - US60 (Grand Avenue) to Jomax Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construct corridor improvement per MCDOT DCR add 2 lanes, 4 lanes to 6 lanes, drainage, r/w, bike lanes and utility relocation."	Yes	
Surprise	SUR-20-RTP-047	Cactus Road - Jackrabbit Trail to Cotton Lane Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construction of up to two travel lanes eastbound and two travel lanes westbound, and bike and pedestrian multi-use improvements. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-048	Cactus Road - Cotton Lane to Reems Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"This project will complete the north and south half of Cactus Road between Cotton and Reems. These improvements will provide matched lane configurations on Cactus all the way to the State Route 303 (SR303) / Cactus Road interchange to accommodate the intended traffic volume and improve traffic flow and reduce congestion along Cactus Road. The specific improvements within this segment of Cactus Road will include three additional travel lanes (for a total of six), provisions for drainage, sidewalks, bicycle lane, street lighting, landscaping, and turn lanes. This project will also include the relocation of existing Maricopa Water District infrastructure and right?of way acquisition. This project may be eligible for developer reimbursement due to the Municipal Code that requires private property developers to build the roadway fronting their property. "	Yes	
Surprise	SUR-20-RTP-077	Citrus Road - Cactus Road to Waddell Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construction of up to two travel lanes northbound and two travel lanes southbound, bike and pedestrian multi-use improvements. "	Yes	
Surprise	SUR-20-RTP-078	Cotton Lane - Cactus Road to Greenway Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Design and construction of the west half of Cotton Lane (a distance of one mile). To include new pavement, sidewalk, bike lane, curb, gutter, street lighting, turn lanes, and landscaping. The east half of the arterial section will be constructed as part of Prasada. The land west of Cotton Lane and south of the intersection of Acoma Drive is within a designated flood plain that will involve the Flood Control District of Maricopa County. The land adjacent to the west side of the roadway south of Acoma Drive is also within Maricopa County (outside the Surprise city limits). The development of this project will need to be coordinated with the construction of the Prasada development. "	Yes	
Surprise	SUR-20-RTP-079	Cotton Lane - Olive Avenue to Cactus Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construction of up to two travel lanes northbound and two travel lanes southbound, bike and pedestrian multi-use improvements. "	Yes	
Surprise	SUR-20-RTP-080	Deer Valley Road - Turner Parkway to US60 (Grand Avenue) Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construction of up to two travel lanes eastbound and two travel lanes westbound, 3 low water crossing, and bike and pedestrian multi-use improvements. "	Yes	
Surprise	SUR-20-RTP-082	Dysart Road - Northern Avenue to Peoria Avenue Roadway Improvements	Roadway and Intersection	Roadway Widening	"Construction of one travel lane northbound and one travel lane southbound, bike and pedestrian multi-use improvements. "	Yes	
Surprise	SUR-20-RTP-084	Greenway Road - 179th Avenue to Perryville Road Roadway Improvements	Roadway and Intersection	Roadway Widening	"Design and construction of new pavement, sidewalk, bike lane, curb, gutter, streetlights, turn lanes, Intelligent Transportation System (ITS) conduits, and landscaping. The project will also involve relocating well site and irrigation diversion gate structure over the Beardsley Canal. This project will complete Greenway Road between 179th and Perryville Road. "	Yes	
Surprise	SUR-20-RTP-085	Greenway Road - Jackrabbit Trail to Perryville Road Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a minor arterial roadway.	Yes	

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Surprise	SUR-20-RTP-086	Greenway Road - US60 (Grand Avenue) to Sunny Lane Roadway Improvements	Roadway and Intersection	Roadway Widening	"Design and construction of additional pavement on Greenway R oad (a distance of 1,500 feet). This project will widen Greenway Ro ad on the north side to provide a 60?foot roadway section with c urb, gutter, bike lane, and sidewalk. "	Yes	
Surprise	SUR-20-RTP-088	Happy Valley Road- 163rd Avenue to Eastern City Limits Roadway Improvements	Roadway and Intersection	Roadway Widening	"Design and construct Happy Valley Road from 163rd Avenue to Eastern City limit. This stretch of constructed roadway will be a distance of 3 miles with 2 lanes in each direction. The project will complete the roadway with pavement, drainage improvements, traffic signal at 163rd Avenue and Happy Valley Road, Intelligent Transportation System (ITS) conduits, right of way acquisitions, streetlights, landscaping medians, and crossing at Central Arizona Project (CAP) canal. "	Yes	
Surprise	SUR-20-RTP-090	Jackrabbit Trail - Olive Road to US60 (Grand Avenue) Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a major arterial roadway that connects from Olive Avenue to US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-091	Jomax Road - Litchfield Road to US60 (Grand Avenue) Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a minor arterial roadway from Litchfield Road to US60 (Grand Avenue).	Yes	
Surprise	SUR-20-RTP-093	Lone Mountain Road - US60 (Grand Avenue) to SR303 Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a major arterial roadway	Yes	
Surprise	SUR-20-RTP-094	Pat Tillman Boulevard - Jomax Road to Happy Valley Road Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a major arterial roadway.	Yes	
Surprise	SUR-20-RTP-096	Peoria Avenue - Cotton Lane to Sarival Avenue Roadway Improvements	Roadway and Intersection	Roadway Widening	Construction of Peoria Avenue from Cotton Lane to Sarival Avenue excluding the Loop 303 improvements, 0.8 mile roadway with three lanes in each direction including curb, gutter, sidewalk, Intelligent Transportation System (ITS) conduits, turn lanes, landscape and lighting.	Yes	
Surprise	SUR-20-RTP-097	Peoria Avenue - Jackrabbit Trail to Cotton Lane Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a minor arterial roadway.	Yes	
Surprise	SUR-20-RTP-098	Reems Road - Northern Parkway to Peoria Avenue Roadway Improvements	Roadway and Intersection	Roadway Widening	These improvements will include an additional one travel lane in the north and south direction making the entire cross section four lanes with a median and sidewalks. This project will also incorporate the streetlights, landscaping, Intelligent Transportation System (ITS) conduits, signage and roadway striping.	Yes	
Surprise	SUR-20-RTP-099	Sarival Avenue - Greenway Road to Waddell Road Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of new pavement, sidewalk, bike lane, curb, gutter, streetlights, and landscaping. This project will complete Sarival Road between Greenway Road and Waddell Road with two travel lanes in each north and south direction (a distance of one mile).	Yes	
Surprise	SUR-20-RTP-118	SR 74 - US60 (Grand Avenue) to 163rd Avenue Freeway Improvements	Roadway and Intersection	Roadway Widening	"Freeway improvements (widening) of SR74, from US60 (Grand Avenue) to 163rd Avenue. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Surprise	SUR-20-RTP-126	Waddell Road - 175th Avenue to Cotton Lane Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a minor collector roadway. This project includes widening of Waddell Road and includes build-out of the Cotton lane intersection. This project also includes the relocation of an existing wellsite.	Yes	
Surprise	SUR-20-RTP-127	Waddell Road - Jackrabbit Trail to Citrus Road Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a minor collector roadway improvements	Yes	
Surprise	SUR-20-RTP-132	Sun Valley Parkway - Turner Parkway to Jackrabbit Trail Roadway Improvements	Roadway and Intersection	Roadway Widening	Design and construction of a scenic corridor parkway.	Yes	
Surprise	SUR-20-RTP-037	Transit - Route 571 Express All Trips	Transit	Improve Express/Rapid Bus Route	Route 571 - Surprise Express All Trips	Program	Regional Commuter Bus
Surprise	SUR-20-RTP-007	Transit - Route 138 Thunderbird/Waddell Extension	Transit	Improve Local Bus Route	Extend Route 138 into Surprise from Boswell Hospital to Surprise Civic Center.	Program	Regional Bus
Surprise	SUR-20-RTP-008	Transit - Greenway Road/Original Town Site Neighborhood Line Route	Transit	New Circulator Service	Transit - Greenway Road/Original Town Site Neighborhood Line Route	Program	Circulator
Surprise	SUR-20-RTP-039	Transit - Bullard Avenue Neighborhood Line Route	Transit	New Circulator Service	Transit - Bullard Avenue Neighborhood Line Route	Program	Circulator
Surprise	SUR-20-RTP-115	Transit - City Center Circulator	Transit	New Circulator Service	Transit - City Center Circulator	Program	Circulator
Surprise	SUR-20-RTP-137	Transit - Sub-Regional Circulator with Peoria	Transit	New Circulator Service	Transit - Sub-Regional Circulator with Peoria	Program	Circulator
Surprise	SUR-20-RTP-138	Transit - Sub-Regional Circulator with El Mirage	Transit	New Circulator Service	Transit - Sub-regional circulator with El Mirage	Program	Circulator
Surprise	SUR-20-RTP-139	Transit - Sub-Regional Circulator with Buckeye	Transit	New Circulator Service	Transit - Sub-Regional Circulator with Buckeye	Program	Circulator
Surprise	SUR-20-RTP-140	Transit - Sub-Regional Circulator with Glendale	Transit	New Circulator Service	Transit - Sub-Regional Circulator with Glendale	Program	Circulator
Surprise	SUR-20-RTP-040	Transit - Loop 303 Express	Transit	New Express/Rapid Bus Route	Loop 303 Express Service to downtown Phoenix	Program	Regional Commuter Bus
Surprise	SUR-20-RTP-087	Transit - Grand Avenue Limited Stop Commuter Bus/BRT	Transit	New Express/Rapid Bus Route	Grand Avenue Limited Stop Commuter Bus/BRT	Program	Regional Commuter Bus
Surprise	SUR-20-RTP-111	Transit - Route 572 Express	Transit	New Express/Rapid Bus Route	Transit - 572 Express Route	Program	Regional Commuter Bus
Surprise	SUR-20-RTP-003	Transit - Route 170 - Bell Road Extension	Transit	New Local Bus Route	Route 170 - Bell Road Extension	Program	Regional Bus
Surprise	SUR-20-RTP-038	Transit - Litchfield Road Local Route	Transit	New Local Bus Route	Litchfield Road - 17.8 mile local bus route on Litchfield Road from Banner Del Webb to Lower Buckeye Road in Goodyear	Program	Regional Bus
Surprise	SUR-20-RTP-043	Transit - Loop 303 Park and Ride	Transit	New Park and Ride	Transit - Loop 303 Park and Ride	Yes	
Surprise	SUR-20-RTP-110	Transit - Commuter Rail	Transit	New Rail Route/Extension	Commuter Rail from Surprise to Downtown Phoenix	Program	Commuter Rail
Surprise	SUR-20-RTP-112	Transit - Bus Stop Improvements Citywide	Transit	System-Wide Improvement	Transit - Bus Stop Improvements Citywide	Program	Bus Stop Improvements
Surprise	SUR-20-RTP-113	Transit - Bus Stop Improvements Citywide	Transit	System-Wide Improvement	Transit - Bus Stop Improvements Citywide	Program	Bus Stop Improvements
Surprise	SUR-20-RTP-114	Transit - Bus Stop Improvements Citywide	Transit	System-Wide Improvement	Transit - Bus Stop Improvements Citywide	Program	Bus Stop Improvements

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-002	Broadway Road (Priest to Mill; Rural to Tempe Canal)	Active Transportation	Other	"The Broadway Road corridor project is split into two segments totaling 3.4 miles: Priest Drive to Mill Avenue, and Rural Road to Tempe Canal. The corridor is home to Bus Route 45 and considerable pedestrian and bicycle traffic. The corridor received a "Very High" ranking as a future high capacity transit corridor in the MAG Regional Transit Framework Study. Additionally, the City identified the need for 10 bus bays along this corridor including: one at Hardy Drive, one at Rural Road, one at 48th Street, one at Price Road, and two each at Mill Avenue, McClintock Drive, and Priest Drive, covering both directions of traffic. The Priest Drive to Mill Avenue segment is 1.2 miles long. Between 2012 and 2018 there were 28 high severity or fatal crashes. This segment consists of primarily employment land uses, including the Broadway Industrial Hub – Tempe Maker District. The Tempe Transportation Master Plan calls for the elimination of one east bound lane, adding bicycle lanes, and adding streetscaping. This segment is one of the "highest scoring" corridors in the MAG Active Transportation Plan. The Rural Road to Tempe Canal segment is 2.2 miles long. Between 2012 and 2018 there were 29 high severity or fatal crashes. This segment consists of a mix of employment and residential land uses. The Tempe Transportation Master Plan calls for the elimination of one east bound and one west bound lane, adding separated bicycle lanes, and adding streetscape. "	Program	Active Transportation
Tempe	TMP-20-RTP-003	Alameda Drive (Rural to Tempe Canal)	Active Transportation	Other	"This project will include the design of bicycle and pedestrian facility improvements on three miles of a collector street that will include improved street crossings, traffic calming improvements, buffered or protected bike lanes, landscaping, lighting, enhanced sidewalks and pedestrian amenities and upgrades to meet all Americans with Disabilities Act design requirements including repairs identified in the Tempe Transition Master Plan. The project will complete the "Wheel" Bike It route and will refresh an aging corridor and create a more multi-modal street for all users. The project will transform an automobile-oriented corridor into a premier walking and bicycling facility in accordance with Tempe's Transportation Master Plan and Bicycle Boulevard Plan. Additionally, the "Wheel" route is identified as one of the "Highest Scoring" corridors in the MAG Active Transportation Plan. The project links to the Mesa border on a street with bike lanes and to a bicycle route on Alameda Drive west of Rural Road. The project will connect to a new bicycle/pedestrian bridge over the SR-101 which is included in a separate RTP call for projects request. The project is a critical bicycle and pedestrian linkage for major residential and employment areas, ultimately connecting a bicycle corridor across three cities (Phoenix, Tempe and Mesa). "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-004	University Drive (Rural to Tempe Canal)	Active Transportation	Other	"The University Drive project encompasses a 2.8-mile distance from Rural Road to the Tempe Canal. This segment of University Drive will include enhanced bicycle lanes, streetscaping, an enhanced sidewalk environment, and safety improvements along the corridor. Bus route 30 is a high demand transit route and the City identifies two bus bays to install within this corridor segment at McClintock Drive and Price Road. There is a high rate of crashes at Arterial intersections and there is a concentration of pedestrian-involved and bicycle-involved crashes which will be addressed in the future corridor design. These recommendations for future corridor improvements are supported by the Tempe Transportation Master Plan, MAG Active Transportation Plan and the MAG Regional Transit Framework Study. "	Program	Active Transportation
Tempe	TMP-20-RTP-005	Baseline Road (Kyrene to SR 101)	Active Transportation	Other	"The Baseline Road project encompasses a 3.14-mile-long corridor on Baseline Road running from Kyrene Road on the west to SR-101 on the east. The future Baseline Road is envisioned as a complete street with the ability to safely accommodate all modes of transportation. The corridor design will include pedestrian and bicycle safety enhancements as well as protection for bicyclists with the creation of a separated bike lane. The Tempe Transportation Master Plan and Tempe Vision Zero Action Plan identified a high concentration of bicycle and pedestrian involved crashes on this corridor that will be addressed in the new corridor design. The City identified seven bus bay locations along this segment of Baseline Road including one at Kyrene Road, one at McClintock Drive, one at Price Road, and two at Rural Road and Mill Avenue, covering both directions of traffic. The improved transit service supports regional assessments including the MAG Regional Transit Framework Study identifying Baseline Road as a "high demand" high capacity transit investment. "	Program	Active Transportation
Tempe	TMP-20-RTP-006	Mill Avenue (Apache to Baseline)	Active Transportation	Other	"The Mill Avenue project encompasses a 2.5-mile distance from Apache Boulevard to Baseline Road. This segment of Mill Avenue will include enhanced bicycle lanes, streetscaping, an enhanced sidewalk environment, and safety improvements along the corridor. Bus routes 65 and 66 operate on Mill Avenue. There is a high rate of crashes at Arterial intersections and there is a concentration of pedestrian-involved and bicycle-involved crashes along the corridor. These recommendations for future corridor improvements are included in the Tempe Transportation Master Plan and are consistent with recommendations from the MAG Active Transportation Plan and the MAG Regional Transit Framework Study. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-007	Southern Avenue (48th to Tempe Canal)	Active Transportation	Other	"The future Southern Avenue is envisioned as a complete street with the ability to safely accommodate all modes of transportation. The existing bus route 61 is a high demand transit route. The City plans for nine bus bays along the Southern Avenue corridor including one at Priest Drive, one at 48th Street, one at Mill Avenue, one at Price Road, one at Rural Road, and two at both Hardy Drive and McClintock Drive, covering both directions of traffic. In addition to transit improvements, the Tempe Transportation Master Plan and Tempe Vision Zero Action Plan identified a high concentration of bicycle and pedestrian-involved crashes on this corridor and a high crash intensity at the intersections of Southern and Mill and Southern and Rural. The corridor design will include overall safety enhancements as well as pedestrian and bicycle safety and comfort enhancements including adding separated bike lanes and enhancing the streetscape. "	Program	Active Transportation
Tempe	TMP-20-RTP-009	SR 101 and Balboa Bicycle/Pedestrian Bridge	Active Transportation	Other	"This project is a bicycle and pedestrian bridge along the Balboa Drive alignment over the SR-101 freeway and includes lighting, safety features and public art. The project will be an elevated crossing of the SR-101 providing a strategic connection along the "Wheel" BikeIt Route and providing a continuous bicycle route across three cities: Phoenix, Tempe and Mesa. The bridge will link several neighborhoods to major employment centers, the Diablo Stadium, and bicycle lanes on Roeser Road in Phoenix and 8th Avenue in Mesa. This project will facilitate a freeway crossing, similar to the College Avenue and Country Club Way bicycle/pedestrian bridges over the US 60. By providing this bridge, bicyclists and pedestrians would not have to cross the SR-101 at the busy freeway interchanges at Broadway Road or Southern Avenue. This project is identified in the adopted Tempe Transportation Master Plan and Bike Boulevard Plan. Additionally, the "Wheel" route is identified as one of the "Highest Scoring" corridors in the MAG Active Transportation Plan."	Program	Active Transportation Barrier Crossing

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-010	McClintock Drive (Town Lake to Apache)	Active Transportation	Other	"The McClintock Drive project encompasses a 1.8-mile distance from Town Lake to Apache Boulevard. This segment of McClintock Drive will include an enhanced sidewalk environment, safety improvements along the corridor, an enhanced intersection that continues the bike lane through the intersection. Bus route 81 operates on McClintock Drive. The corridor design will address the high rate of crashes at Arterial intersections and the concentration of pedestrian-involved and bicycle-involved crashes along the corridor. These recommendations for future corridor improvements are included in the Tempe Transportation Master Plan and are consistent with recommendations from the MAG Active Transportation Plan and the MAG Regional Transit Framework Study. "	Program	Active Transportation
Tempe	TMP-20-RTP-011	Scottsdale Road (Town Lake to Curry)	Active Transportation	Other	"The northern segment of the Scottsdale Road / Rural Road project encompasses a 0.5-mile distance from Curry Road to Town Lake. This segment of Scottsdale Road / Rural Road will include an enhanced sidewalk environment, safety improvements along the corridor, and enhanced intersections that continues the bike lane through the intersection. Bus route 72 operates on Scottsdale Road / Rural Road and is the highest ridership bus route in Tempe. Two bus bays are identified in this segment of the corridor at Curry Road. The corridor design will address the high rate of crashes at Arterial intersections and the concentration of pedestrian- and bicycle-involved crashes along the corridor. These recommendations for future corridor improvements are included in the Tempe Transportation Master Plan and are consistent with recommendations from the MAG Active Transportation Plan and the MAG Regional Transit Framework Study. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-012	Rural Road (Town Lake to Ray)	Active Transportation	Other	"The southern segment of the Rural Road project encompasses a 7.6-mile distance from Town Lake to Ray Road. This segment of Rural Road will include an enhanced sidewalk environment, safety improvements along the corridor, and enhanced intersections that continues the bike lane through the intersection. Bus route 72 operates on Rural Road and is the highest ridership bus route in Tempe. Eight bus bays are identified in this segment of the corridor, including at Apache Boulevard, Guadalupe Road, Baseline Road, and Elliot Road and two each at Warner Road and Broadway Road. Safety improvements will address the high rate of crashes at Arterial intersections and the concentration of pedestrian- and bicycle-involved crashes along the corridor. These recommendations for future corridor improvements are included in the Tempe Transportation Master Plan and are consistent with recommendations from the MAG Active Transportation Plan and the MAG Regional Transit Framework Study. "	Program	Active Transportation
Tempe	TMP-20-RTP-043	Priest Drive (University to Mill Avenue	Active Transportation	Other	"This project is a holistic streetscape project that will improve the bicycle and pedestrian environment along Priest Drive from Mill Avenue to Mill Ave. Specifically, this project will continue the buffered bicycle lanes that currently terminate at Washington, include ADA improvements to the sidewalks and directional ramps, ITS Signal Improvements, address sight visibility concerns at the 202 on/off ramps, improved lighting and landscaping, and the introduction of bus pullouts along the corridor. The above improvements will help reinforce the the role this arterial roadway plays in regional connectivity by supporting travel by using alternative modes of transportation. Bicyclists and pedestrians with this project will have a more comfortable environment for important first/last mile connections to the regional light rail or Rio Salado Multi-use paths with increased shade, dedicated bicycle facilities, increased ADA accessibility, and associated transit and sigh visibility improvements to help reduce the potential for vehicular/bike/ped conflicts. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-046	Country Club Way (U.S.60 to Town Lake)	Active Transportation	Other	"Specific improvements include traffic calming, dedicated bicycle facilities, wayfinding, rest nodes, pedestrian signalization, sidewalk/ramp improvements to ADA compliance, landscaping, and high visibility crosswalks. This phase of the Country Club Way project is the final 4.5 miles of a 7 mile active transportation corridor and bicycle boulevard; providing bicycle and pedestrian improvements to directly connect two major off-street regional multi-use paths, regional light-rail, proposed future street car, seven parks, seven schools, and one of Tempe's largest employment hubs at ASU Research Park and Discovery Center. The project corridor also connects to five identified local bicycle boulevards identified as BIKEiT (Bike in Tempe). "	Program	Active Transportation
Tempe	TMP-20-RTP-048	Western Canal at Baseline Road	Active Transportation	Other	"Currently, users of the regional Western Canal Multi-use Path have to navigate away from the off-street path, and share the sidewalk of the seven lane 45mph arterial Baseline Road. The above crossing method typically involves bicyclists riding in a wrong-way manner, crossing multiple commercial driveways and the Union Pacific Rail, and then waiting at the nearest arterial crosswalk; before reaching the other entrance and continuing along the Western Canal Multi-use Path. This project would provide for a dedicated pedestrian underpass that is ADA accessible, and includes lighting and public art; while designing within CPTED recommendations to provide for a more comfortable and direct connection between both termini of the Western Canal at Baseline Road. "	Program	Active Transportation
Tempe	TMP-20-RTP-049	Interstate 10 at Knox Road	Active Transportation	Other	The I-10/I-17 Spine Study identified bicycle/pedestrian bridge for non-motorized travel over I-10 at Knox Road; connecting Phoenix to the Highline Canal Multi-use Path. Improvements will also include extensive wayfinding identifying the surrounding landmarks and bicycle facilities and public art.	Program	Active Transportation Barrier Crossing
Tempe	TMP-20-RTP-050	Rio Salado Upstream at Dorsey: Pedestrian Bridge	Active Transportation	Other	"The Upstream Dam Pedestrian Bridge will connect the North and South banks of the regional Rio Salado Path System. The Bridge deck will be a minimum of 20-feet wide exclusively for bicyclist and pedestrians, and will include architectural lighting, wayfinding, rest nodes, riparian viewing areas, and ADA accessible approaches. "	Program	Active Transportation
Tempe	TMP-20-RTP-051	Grand Canal - Crosscut Canal Connection	Active Transportation	Other	"This project will directly connect the regional Crosscut Canal Path and Grand Canal Path. Improvements include a new 10-foot wide concrete multi-use path, lighting, landscaping, rest nodes, and new pedestrian signal across Mill Avenue. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-052	Grand Canal - Rio North Bank Connection	Active Transportation	Other	"This project will directly connect the Grand Canal Path with the Rio Salado Path System. The project consists of on-street improvements and off-street improvements. On-street improvements include a high visibility crosswalk, buffered bike lanes, and new ADA accessible sidewalks and ramps. The off-street improvements include a concrete multi-use path with lighting and landscaping, as well as rest nodes. "	Program	Active Transportation
Tempe	TMP-20-RTP-053	Tempe Canal (UPRR to U.S.60)	Active Transportation	Other	"This section of the Tempe Canal is the last Canal Path left to be improved within the City of Tempe. The project borders and continues into the City of Mesa; and connects to the regional light rail. Improving this canal would enable a comfortable and lower stress environment for bicyclists and pedestrians to commute off-street to regionally significant destinations. Specifically, this project would provide a 10-foot wide concrete multi-use path with lighting, landscaping, wayfinding, rest nodes, bike repair stations, and bike/ped counters."	Program	Active Transportation
Tempe	TMP-20-RTP-066	Fifth Street Streetscape: Farmer to College Avenue	Active Transportation	Other	"Fifth Street Streetscape Project- Improve pedestrian environment, encourage bicycle and transit access along one of the major downtown Tempe streets. The project will provide pedestrian amenities like shade and seating, drinking fountains, bike lanes, and trees and other shade structures."	Program	Active Transportation
Tempe	TMP-20-RTP-067	Pedestrian Separation at Key Intersections	Active Transportation	Other	"This project will provide for three grade separated crossings at College and University, Rural and 6th, and Rural and Terrace. These grade separated crossings will be exclusively for bike and pedestrians and the designs will satisfy the most current editions of the AASHTO LRFD Bridge Guide Specifications, and the Valley Metro Design Manual, as applicable. "	Program	Active Transportation

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-008	Transportation Demand Management Program	Program Set Aside	"Tempe requests funding for two tasks in the Transportation Demand Management (TDM) Program: The City recently began requiring TDM in the development review and approval process through TIS procedures. To effectively manage this part of the program, the City will need to staff a person in the role of reviewing the TIS deliverables, and surveying and monitoring sites to measure effectiveness of TDM strategies over time. Transportation Management Association (TMA): The City will establish and support a new TMA in Tempe. A TMA is an organized group that applies TDM strategies within their membership group or through public campaigns. The TMA will provide services, information and training resources regarding transportation safety and transportation offerings. To effectively manage the TMA, the City requests operations funds for staff labor, office space, demonstration projects, and ongoing communications and marketing efforts. "		Program	TDM
Tempe	TMP-20-RTP-065	"Repair, replace and maintain all bridges in Tempe"	Program Set Aside	"The focus of the program is to maintain infrastructure on all City bridges. Bridges provide important connections over obstacles that can't be traversed at grade level such as waterways and highways. As a result, bridges reduce trip lengths and improve accessibility to businesses, recreation, and residential areas. Bridge maintenance is important for ensuring the functional and structural integrity of the structures. The National Bridge Inspection program is a data-driven program that identifies the items to inspect and the levels of compliance which trigger repairs. The program is part of an overall asset management program. The inspection evaluates cracking, bridge deck conditions, slab joints, railings, protective coatings, vertical clearance, and parapet walls. Based on the evaluation, maintenance and repairs are defined for each of the City's 27 bridges. The repairs are prioritized based upon the bridge sufficiency rating. "		Program	Bridge Replacement/Rehab

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Tempe	TMP-20-RTP-044	ADA Improvements	Program Set Aside	"This project involves updating infrastructure to meet current ADA specifications. The need for this project has been well-documented in the City's ADA Self-Evaluation and Transition Plan. The Plan follows the American with Disabilities Act, a civil rights law that is aimed at ensuring that people with disabilities have the same rights and opportunities as everyone else. The ADA Improvements are part of the City Council priorities addressing Quality of Life and Safe and Secure Communities. The improvements include slopes, landing area, push buttons and detectable warning surfaces at sidewalk ramps; clear area for push button access and installation of push buttons at signalized intersections; cross slope and grades on trails; boarding areas and clear floor space at transit stops; slopes and curb heights at on-street parking; detectable surfaces at rail crossings; and slopes in median cuts. It is the City's intent to address barriers to accessibility by 2040. "		Program	ADA Improvements
Tempe	TMP-20-RTP-055	Spot Safety Improvements	Program Set Aside	"This project will construct spot safety improvements at various locations across the City. Tempe regularly analyzes crash data. The goal is to identify locations with higher than average crashes that will be focused on for improvements. The City's Transportation Master Plan identified spot improvements for bike and pedestrian facilities. In addition, the City has developed a Vision Zero Action Plan that focuses on reducing fatal and serious injury crashes to zero. Improvements to be accomplished with safety projects include improved crosswalks, signal timing changes (such as leading pedestrian intervals), additional/modified street lighting, install time of day speed limits and flashing lights adjacent to the high schools, develop guidelines for pavement markings and signing to enhance school crossings, modify pavement markings to provide positive guidance for bicyclists, reviewing and installing protected left tun phasing, and continue to provide neighborhood traffic calming options."		Program	Safety

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Tempe	TMP-20-RTP-054	Transportation System Management and Operations (TSMO)	Program Set Aside	"Transportation System Management and Operations (TSMO) provides a way for the City to maximize the performance of the existing transportation system using technology. There are 234 signals in the City. Communications to these signals is key to managing the changing travel demands across the City. The communications vary from fiber to wireless to leased lines to no communication. Fiber is the most reliable communication method and the City's goal is to continue its program of installing fiber to all signals. In addition, travel demand management is most effective when there is reliable and reactive traffic detection. The City is converting intersection detection to video detection. Video detection is not subject to being cut by construction activities and requires less maintenance. Video detection will provide complete intersection coverage which allows for implementation of congestion management tools such as active traffic management (ATM)."		Program	ITS
Tempe	TMP-20-RTP-068	Street and Pedestrian Safety Lights at Collector Streets	Program Set Aside	Street and Pedestrian Lights along Tempe collector streets.		Program	Streetlights
Tempe	TMP-20-RTP-045	US 60 & Mill Interchange	Roadway and Intersection	Interchange Modifications	"The US 60/Mill Avenue interchange was completed in 1971. It was the first interchange built on the Superstition freeway in Tempe. The interchange provides two through lanes in each direction, one northbound left turn lane and two southbound left turn lanes and four-foot sidewalks on each side of the bridge. The bridge is rated as fair in the State Highway Bridge Record with a sufficiency rating of 59. It was previously identified as functionally obsolete. This project is a reconstruction of the interchange to include two through lanes in each direction, two-left turn lanes both northbound and southbound, modified external storage for the southbound left turn, 5-foot bike lanes in each direction, 8'-foot sidewalks and separate right turn lanes for northbound and southbound. All signing and marking would be modified to match the new configuration. Traffic signals and lighting would be brought up to current standards. "	Yes	
Tempe	TMP-20-RTP-063	Tempe I-10 & Baseline Traffic Interchange Improvement and Modernization	Roadway and Intersection	Interchange Modifications	Reconfiguration and Modernization of I-10/Baseline Road Traffic Interchange	Yes	
Tempe	TMP-20-RTP-064	New Traffic Interchange at McClintock and Loop 202	Roadway and Intersection	New Interchange	New McClintock Drive at Loop 202	Yes	
Tempe	TMP-20-RTP-061	Rural Road Bridge Expansion for Bike/Ped Facilities	Roadway and Intersection	Other	Rural Road Bridge expansion to accommodate bicycle and pedestrian facilities.	Yes	

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Tempe	TMP-20-RTP-047	"Union Pacific at McAllister, Bonarden, Country Club Way, Tempe Canal, and Rural"	Roadway and Intersection	Rail Grade Separation	"This project will separate the grade at which pedestrians and bicyclists cross the Union Pacific Railroad in five important n/s active transportation corridors. Currently, the Union Pacific railroad bisects a majority of the city limits between Apache Blvd and Broadway Rd, with no available improved crossing beyond at arterial roads. As the City gains momentum providing lower-stress and comfortable bicycle boulevards located on lower traffic volume/ speed streets; the Union Pacific railroad still presents a significant physical barrier for continuous N/S travel. All improved crossings will be ADA accessible, and including lighting and public art; while designing within CPTED recommendations to provide for more comfortable and lower stress crossings of the railroad. "	Yes	
Tempe	TMP-20-RTP-057	Arterial and Major Collector Streets Maintenance 2045	Roadway and Intersection	Roadway Maintenance/Repair	Arterial and Major Collector Streets Maintenance – Slurry Seal/Mill and Overlay/Street Reconstruction	Program	Roadway Inspection and Maintenance
Tempe	TMP-20-RTP-058	Arterial and Major Collector Streets Maintenance 2025	Roadway and Intersection	Roadway Maintenance/Repair	Arterial and Major Collector Streets Maintenance – Slurry Seal/Mill and Overlay/Street Reconstruction	Program	Roadway Inspection and Maintenance
Tempe	TMP-20-RTP-056	Arterial and Major Collector Streets Maintenance 2035	Roadway and Intersection	Roadway Reconstruction	Arterial and Major Collector Streets Maintenance – Slurry Seal/Mill and Overlay/Street Reconstruction	Program	Roadway Inspection and Maintenance
Tempe	TMP-20-RTP-016	Orbit Earth All-Day 15-minute Frequency – Sunday/Holiday Enhancement	Transit	Improve Circulator Service	"Improve frequency of Orbit Earth to 15 minutes on Sundays, which would in turn provide for consistent, 15-minute headways 7 days/week. Currently, the Orbit Earth operates every 15 minutes Monday – Saturday and every 30 minutes on Sunday."	Program	Circulator
Tempe	TMP-20-RTP-018	Orbit Mars All-Day 15-minute Frequency – Sunday/Holiday Enhancement	Transit	Improve Circulator Service	"Improve frequency of Orbit Mars to 15 minutes on Sundays, which would in turn provide for consistent, 15-minute headways 7 days/week. Currently, the Orbit Mars operates every 15 minutes Monday – Saturday and every 30 minutes on Sunday."	Program	Circulator
Tempe	TMP-20-RTP-019	Orbit Mercury All-Day 15-minute Frequency – Sunday/Holiday Enhancement	Transit	Improve Circulator Service	"Improve frequency of Orbit Mercury to 15 minutes on Sundays, which would in turn provide service at least every 15-minutes 7 days/week. Currently, the Orbit Mercury operates every 10 minutes Monday – Friday daytime, every 15 minutes Monday – Friday evening, every 15 minutes on Saturdays and every 30 minutes on Sunday."	Program	Circulator
Tempe	TMP-20-RTP-021	"Orbit Saturn All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Circulator Service	"Improve frequency of Orbit Saturn to 15 minutes, 7 days/week. Currently, the Orbit Saturn runs on half-hourly frequency 7 days/week."	Program	Circulator
Tempe	TMP-20-RTP-022	Orbit Venus All-Day 15-minute Frequency – Sunday/Holiday Enhancement	Transit	Improve Circulator Service	"Improve frequency of Orbit Venus to 15 minutes on Sundays, which would in turn provide for consistent, 15-minute headways 7 days/week. Currently, the Orbit Venus operates every 15 minutes Monday – Saturday and every 30 minutes on Sunday."	Program	Circulator

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-028	"Route 30 University Drive Fixed Route All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 30 bus service to all-day 15-minute frequency, 7 days/week along University Drive in north central Tempe connecting to both neighboring cities Phoenix and Mesa. Currently Route 30 is only half hour frequency, all day Monday – Saturday and hourly on Sundays."	Program	Regional Bus
Tempe	TMP-20-RTP-029	"Route 32, 32nd Street Fixed Route All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 32 bus service to all-day 15-minute frequency, 7 days/week along Baseline Road in central Tempe connecting to the neighboring city of Phoenix. Currently Route 32 is only half hour frequency, all day 7 days/week."	Program	Regional Bus
Tempe	TMP-20-RTP-030	"Route 45 Broadway Road Fixed Route All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 45 bus service to all-day 15-minute frequency 7 days/week along Broadway Road in north central Tempe connecting to both neighboring cities Phoenix and Mesa. Currently Route 45 only runs every 15 minutes during weekday peak hours, and half-hour frequency during the off-peak and weekends."	Program	Regional Bus
Tempe	TMP-20-RTP-031	Route 48 Rio Salado Fixed Route All-Day 15 minute Frequency 7 days/week	Transit	Improve Local Bus Route	"Increase Route 48 bus service to all-day 15 minute frequency, 7 days/week along Rio Salado Parkway and along 48th Street in north Tempe. Currently Route 48 is all-day 30 minute frequency, 7 days/week."	Program	Regional Bus
Tempe	TMP-20-RTP-032	"Route 56 Priest Drive All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 56 bus service to all-day 15-minute frequency 7 days/week along Priest Drive. Currently Route 56 only runs every 15 minutes during weekday peak hours, and half-hour frequency during the off-peak and weekends. "	Program	Regional Bus
Tempe	TMP-20-RTP-033	"Route 61 Southern Avenue Fixed Route All-Day 15 minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 61 bus service to all-day 15 minute frequency 7 days/week along Southern Avenue connecting to both neighboring cities Phoenix and Mesa. Currently Route 61 only runs every 15 minutes during weekday peak hours, and half-hour frequency during the off-peak and weekends."	Program	Regional Bus
Tempe	TMP-20-RTP-035	Route 62 Hardy Drive Fixed Route All-Day 15 minute Frequency 7 days/week	Transit	Improve Local Bus Route	"Increase Route 62 bus service to all-day 15 minute frequency, 7 days/week along Hardy Drive and along Guadalupe Road in north and central Tempe. Currently Route 62 is all-day 30 minute frequency, 7 days/week."	Program	Regional Bus
Tempe	TMP-20-RTP-036	"Route 65 Mill Avenue Fixed Route All-Day, 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	Increase Route 65 bus service to all-day 15-minute frequency 7 days/week on Mill Avenue and Kyrene Road. Currently Route 65 is 30 minute frequency during the week and hourly frequency on weekends.	Program	Regional Bus
Tempe	TMP-20-RTP-037	"Route 66 Mill Avenue Fixed Route All-Day, 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	Increase Route 66 bus service to all-day 15-minute frequency 7 days/week on Mill Avenue and Kyrene Road. Currently Route 66 is 30 minute frequency during the week and hourly frequency on weekends.	Program	Regional Bus
Tempe	TMP-20-RTP-038	"Route 72 Scottsdale/Rural Road Fixed Route All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 72 bus service to all-day 15-minute frequency 7 days/week on Rural and Scottsdale Road. Currently Route 72 is 20 minute frequency daytime and half-hour frequency evening during the week, and half-hour frequency on weekends."	Program	Regional Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-039	"Route 77 Baseline Road All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 77 bus service to all-day 15-minute frequency, 7 days/week on Baseline Road. Currently Route 77 is 30 minute frequency all-day, 7 days/week."	Program	Regional Bus
Tempe	TMP-20-RTP-040	"Route 81 McClintock Drive All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 81 bus service to all-day 15-minute frequency on McClintock Drive. Currently Route 81 only runs every 15 minutes during weekday peak hours, and half-hour frequency during the off-peak and weekends."	Program	Regional Bus
Tempe	TMP-20-RTP-041	"Route 108 Elliot Road All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	"Increase Route 108 bus service to all-day 15-minute frequency 7 days/week along Elliot Road in south Tempe. Currently Route 108 is 30 minute frequency all day during the week, and hourly frequency on weekends."	Program	Regional Bus
Tempe	TMP-20-RTP-042	"Route 124 Warner Road All-Day 15-minute Frequency, 7 days/week"	Transit	Improve Local Bus Route	Implement new Route 124 bus service at all-day 15-minute frequency 7 days/week along Warner Road in south Tempe.	Program	Regional Bus
Tempe	TMP-20-RTP-014	Bus Rapid Transit with all day frequency (Baseline Road)	Transit	New BRT Route	"The project is to provide bus rapid transit east and west on Baseline Road in Tempe for five miles, connecting to adjacent cities of Mesa and Phoenix. The project would provide high frequency, signal prioritized and possible exclusive lane, limited stop, all day bus rapid transit service on Baseline Road. The project would include stop and shelter enhancements (up to 10 locations). "	Yes	
Tempe	TMP-20-RTP-015	Bus Rapid Transit with all day frequency (Scottsdale/Rural Road)	Transit	New BRT Route	"Provide high frequency, signal prioritized and possible exclusive lane, limited stop, all day bus rapid transit service on Scottsdale/Rural Road. Partner with Chandler and Scottsdale. "	Yes	
Tempe	TMP-20-RTP-017	Orbit Jupiter All-Day 15-minute Frequency – Sunday/Holiday Enhancement	Transit	New Circulator Service	"Improve frequency of Orbit Jupiter to 15 minutes on Sundays, which would in turn provide for consistent, 15-minute headways 7 days/week. Currently, the Orbit Jupiter operates every 15 minutes Monday – Saturday and every 30 minutes on Sunday."	Program	Circulator
Tempe	TMP-20-RTP-020	Orbit Neptune Implementation	Transit	New Circulator Service	"Implement a 7th and final Orbit Route, the Orbit Neptune, in South Tempe, at 15-minute frequency 7 days/week."	Program	Circulator
Tempe	TMP-20-RTP-023	Commuter Bus Service (East Valley to Tempe)	Transit	New Express/Rapid Bus Route	"Implement an East Valley to Tempe commuter express bus service for peak morning and evening service in response to the demand created by the rapid growth in employment and population densities in downtown Tempe and emerging travel patterns from the East Valley. This service would mimic and complement the Phoenix Rapid bus routes and regional Express routes by providing limited stop, reduced travel time service to downtown Tempe from the East Valley, utilizing park and rides in East Valley cities. Service would include approximately three morning and three evening trips."	Program	Regional Commuter Bus

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tempe	TMP-20-RTP-024	Commuter Bus Service (Northwest Phoenix/West Valley to Tempe)	Transit	New Express/Rapid Bus Route	"Implement a West Valley/Northwest Phoenix to Tempe commuter express bus service for peak morning and evening service in response to the demand created by the rapid growth in employment and population densities in downtown Tempe and emerging travel patterns from the East Valley. This service would mimic and complement the Phoenix Rapid bus routes and regional Express routes by providing limited stop, reduced travel time service to downtown Tempe from the West Valley/Northwest Phoenix, utilizing park and rides in Phoenix and West Valley cities. Service would include approximately three morning and three evening trips."	Program	Regional Commuter Bus
Tempe	TMP-20-RTP-062	Regional Commuter Rail	Transit	New Local Bus Route	Regional Commuter Rail that serves Tempe and Phoenix and other cities in the region.	Program	Commuter Rail
Tempe	TMP-20-RTP-025	Streetcar Extension Mill Avenue and Southern Avenue	Transit	New Rail Route/Extension	"Extend Streetcar rail service north and south along Mill Avenue from Apache Boulevard to Southern Avenue and from Southern and Mill east along Southern Avenue to the Mesa border at Price Road. This project would directly connect to the existing Streetcar, building approximately 4.5 additional miles of rail. This would include approximately 15 additional stops. The project would be in semi-exclusive or shared lanes of traffic on both Southern and Mill Avenues."	Yes	
Tempe	TMP-20-RTP-026	Streetcar Extension & EV Rail Yard / Rio Salado Parkway	Transit	New Rail Route/Extension	"Extend Streetcar rail service east and west along Rio Salado Parkway from Priest Drive to Evergreen Road at the Mesa / Tempe border and connecting to the existing Streetcar alignment. This project would build three additional miles of Streetcar service in Tempe, including approximately 10 additional stops, with direct connections to light rail and existing Streetcar service. The project would be in exclusive guideway on Rio Salado Parkway and would also include construction of an East Valley secondary regional rail operations and maintenance yard."	Yes	
Tempe	TMP-20-RTP-027	Valley Metro Light Rail Grade Separation over University and Rural	Transit	Other	"Construct an elevated light rail segment over the streets of University Drive and Rural Road to grade-separate the regional light rail from vehicular, pedestrian and bicycle traffic on both major arterial streets. The project includes an elevated light rail station platform to be re-constructed at the existing at-grade location on the southwest corner of University and Rural. "	Yes	
Tempe	TMP-20-RTP-013	Alternative Fuel/Electric Vehicle Charging Station at East Valley Bus Operations & Maintenance Facility	Transit	System-Wide Improvement	"Construct an electric charging station and infrastructure for electric bus fleet in the East Valley, at the East Valley Bus Operations & Maintenance facility. This infrastructure will serve the entire East Valley bus system as electric vehicles come on board in the region."	Program	Transit Asset Management
Tolleson	TOL-20-RTP-003	Tolleson 99th Avenue Sidewalk Additions	Active Transportation	Other	"From Van Buren to Lower Buckeye on 99th Avenue, there is a need to complete sidewalks. There are currently just short stretches of sidewalk on either side."	Program	Active Transportation

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Tolleson	TOL-20-RTP-004	Tolleson Van Buren Low Speed Corridor: 91st Ave to 83rd Ave	Active Transportation	System-Wide Improvement	"The MAG Southwest Freight Subarea Study identified a low speed/residential corridor as an effective means to alleviate freight congestion on freight designated routes. In short, having a safer residential, pedestrian, and bike encouraged route on Van Buren, so freight traffic can better utilize I-10 and MC-85. The 91st Ave to 83rd Ave improvement components include: Widen roadway to provide 2 lanes in each direction, realigning roadway where necessary to avoid residential impacts while still providing the desired cross-section Provide a 10′ and an 11′ travel lane in each direction Install a 10′ shared use path on the north side of Van Buren St except where 8′ sidewalk already exists Install new sidewalk ramps at intersection corners Install 6′ bike lanes Install new 10′ raised median Install bus bay for EB buses just east of 91st Ave·Install new PHB mid-block signalized crossing at 87th Dr Install reduced speed limit signs to either 35 mph or 40 mph"	Yes	
Tolleson	TOL-20-RTP-005	Tolleson Van Buren Low Speed Corridor: 83rd Ave to 75th Ave	Active Transportation	System-Wide Improvement	"The MAG Southwest Freight Subarea Study identified a low speed/residential corridor as an effective means to alleviate freight congestion on freight designated routes. In short, having a residential, pedestrian, and bike encouraged route on Van Buren, so freight traffic can better utilize I-10 and MC-85. The 83rd Ave to 75th Ave improvement components include: Widen and restripe roadway where necessary to provide 2 lanes in each direction Provide a 10′ and an 11′ travel lane in each direction Install a 10′ shared use path on the north side of Van Buren St Install new sidewalk ramps at intersection corners Install 6′ bike lanes·Install new 10′ raised median Install new irrigation pipe in place of canal on south side of Van Buren St Install exclusive NB and WB right-turn lanes at 83rd Ave Install exclusive WB right-turn lane at 79th Ave Install bus bay for WB buses just west of 75th Ave Install exclusive EB right-turn lane at 75th Ave Install reduced speed limit signs to either 35 mph or 40 mph"	Yes	
Tolleson	TOL-20-RTP-008	Tolleson McDowell Road Completion	Active Transportation	System-Wide Improvement	"From 99th Ave to 91st Ave, widen to include 2-3 lanes in each direction with a raised median or dual turning lane. Also, bike lanes, curb, gutter, and sidewalk for the entire stretch, and bus stop equipment in the EB direction, with access for the large residential population north of McDowell."	Program	Active Transportation
Tolleson	TOL-20-RTP-001	Tolleson 91st Avenue Connector	Roadway and Intersection	Interchange Modifications	"The request would be for the Thomas Road on-ramp to convert to two lanes rather than the one lane on SR-101L. SR-101L would have a five-lane section. Lane 4 would exit to 91st Avenue and Lane 5 would exit to McDowell Road, all inclusive of the larger project of the SR-101L and I-10 interchange improvements. "	Yes	

Agency	Identification Code	Project Name	Project Category	Project Type	Project Description	Regionally Significant Project (Program)	Potential Program
Tolleson	TOL-20-RTP-002	Tolleson 99th Avenue Widening	Roadway and Intersection	Roadway Widening	"From Van Buren to Lower Buckeye on 99th Avenue, there is a need to widen 99th avenue for the street to remain consistent with the lanes from the I-10 to Van Buren. 99th avenue is 6 lanes with a dual turning lane from McDowell to north of Van Buren then drastically reduces to 4 lanes with a dual turning a lane. South of Buckeye Road it reduces to 2 lanes and no dual turning lane. The reduction of lanes is a traffic and safety concern as there is a mixtures of residential and commercial traffic on this road that are compressed into 2 lanes."	Yes	
Tolleson	TOL-20-RTP-006	Tolleson 99th Ave/I-10 Turning Lane	Roadway and Intersection	Turn Lane	Add a exclusive NB turning lane to EB I-10 On-Ramp.	Yes	
Tolleson	TOL-20-RTP-007	Tolleson 83rd Avenue/I-10 Turning Lanes	Roadway and Intersection	Turn Lane	The MAG Southwest Freight Subarea identified the necessary improvements for this area to include the following improvement components: Install 2 NB left-turn lanes on bridge Install raised median south of EB ramps Modify median south of EB ramps and install 2 additional NBT inside lanes Install exclusive NB right-turn lane at EB ramps	Yes	
Wickenburg	WKN-20-RTP-001	Vulture Mine Road Improvements	Roadway and Intersection	Roadway Reconstruction	"This project is for Vulture Mine road between Highway 60 and Highway 93. Vulture Mine is an approximately 3 mile arterial road between these two Highways. Approximately one mile of the road is owned by Maricopa county while the remainder is maintained by the Town of Wickenburg. We are looking at a minimum widen the road and add dedicated left turn lanes, medians and curb and gutters. If budget allows we would possibly pursue converting the road to 4 lanes instead of two. Other improvements that will be needed include 2 bridges over existing washes located along this road. The town may also look into adding a multiuse path as well. "	Yes	