

# **Regional Transportation Plan**

**Final Draft Stage**

**Summary of Member Agency Comments**

Maricopa Association of Governments

September 15, 2003

## Table of Contents

		<u>Page</u>
ADOT	28-Aug-03	1
	10-Sep-03	3
Valley Metro	28-Aug-03	5
MCDOT	22-Aug-03	7
City of Chandler	26-Aug-03	9
Town of Gilbert	5-Aug-03	11
City of Glendale	15-Aug-03	12
City of Goodyear	20-Aug-03	14
City of Mesa	4-Aug-03	15
	25-Aug-03	16
City of Scottsdale	6-Aug-03	17
	21-Aug-03	18
City of Surprise	30-Jul-03	19
City of Tempe-Public Works Department	19-Aug-03	20
City of Tempe	19-Aug-03	21
Town of Wickenburg	13-Aug-03	22
Other Comments Received Subsequently to Letters from MAG Member Agencies		23

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		Location / Termini / Mode	Proposal (paraphrased for brevity where needed)				
<b>Arizona Department of Transportation (8/28/2003 letter)</b>							
1	I-10	Baseline to Chandler	Add a general-purpose lane	x			The DS further extends the added lane south to Loop 202 (Santan).
2	I-10	I-17 to Baseline Rd	Construct Collector-Distributor (CD) Roads			x	The DS includes CD roads from SR 51 to Baseline.
3	I-10	I-17 to SR 85	Add a general-purpose lane and a High Occupancy Vehicle (HOV) lane.			x	The DS includes 1 general-purpose lane from I-17 to SR 85; a second general-purpose lane from L101 to Dysart; HOV lanes from I-17 to L303; and High Capacity Transit to 83rd Avenue
4	I-10	I-17 to US 60 (Superstition)	Fund a second HOV lane			x	Assume this issue will be addressed in the CD road system design.
5	I-10	Santan to Riggs Road	Add a general-purpose lane and an HOV lane	x			
6	I-10 Reliever	SR 85 to Loop 202	Complete			x	The DS includes L303 to L202 segment as a freeway, and SR 85 to L303 as a 2-lane interim roadway with full R/W acquisition
7	I-17	I-10 Stack TI to I-10 East	Capacity Improvements (Addition of HOV lane)	x			
8	I-17	Loop 101 to I-10	Capacity Improvements (Widening)	x			The DS includes one lane in each direction from Loop 101 to Peoria Avenue/ACDC Canal. Long-term capacity improvements including possible double decking are planned from Peoria Avenue/ACDC Canal to I-10.
9	I-17	Loop 101 to New River Road	Capacity Improvements (Widening including HOV Lanes)			x	The DS includes added general purpose lane (L101 to New River Rd) as requested and HOV (L101 to Anthem Way)
10	L101; L202; & SR 51		Add general-purpose lanes, HOV lanes, auxiliary lanes, and freeway-to-freeway access ramps as proposed in the latest HOV Study.	x			
11	L202	South Mtn	Complete			x	
12	L303	I-17 to MC 85	Complete			x	
13	SR 74	US 60 to Loop 303	Construct a four lane divided roadway and initiate right of way (R/W) preservation for an ultimate controlled access corridor				Consistent with the recommendations of the Northwest Area Transportation Study.
14	SR 85	I-10 to I-18	Continued improvements to develop a controlled access corridor.	x			Ultimate concepts plan expected to include as a freeway.
15	SR 87	(Unspecified)	Safety improvements to shoulders and improved median crossovers			x	The DS includes funding for shoulder improvements from Forest Boundary to DOS Road.
16	US 60 (Grand Avenue)		Show Grand Avenue as a Major Arterial Street. Reduce funding for Grand Avenue by \$40 m (\$20 m for each segment)				L101-303 potential projects include widening to 6 lanes (\$30m) as well as adding turn lanes (\$9m), ITS (\$2.5m), and possible grade separations at El Mirage (\$35m) and the two hospitals (\$30m or \$6m underpass at Meeker/Reems, and \$24 m at 103rd Avenue). Total \$107-\$131m without contingency. (Grand Avenue NW Corridor Study estimates). A Major Investment Study (MIS) is being initiated to identify additional needs south of L101.
17	US 60 (Superstition)	Gilbert Road to the Pinal County line	Continued widening (including HOV lanes).			x	The DS includes 2 additional general-purpose lanes and an HOV lane from Val Vista to Power Road, and an additional general-purpose and an HOV lane from Crismon Road to Meridian Road at the Pinal County line.
18	Williams Gateway Freeway	L202 to Pinal County Line	Complete			x	

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19	Arterials		Fund major arterial improvements that provide regional connectivity and improve accessibility to freeways and transit.	x			
20	Freeways		ADOT does not support any reduction in the state discretionary funding, which covers pavement preservation, subprograms, minor projects and contingencies. The State Discretionary funding set aside has not been reduced in the Plan	x			The State Discretionary funding set aside has not been reduced in the Plan.
21	Freeways		Fund corridor preservation through planning, zoning, private participation and strategic right of way purchases. Fund R/W for SR 85, SR 74, Loop 303 extensions from MC 85 to Riggs Road and from Loop 303 to I-17 (New River Spur).				Consistent with the recommendations of the Northwest and Southwest Area Transportation Studies.
22	Freeways		Fund improvements of spot bottleneck locations or congested segments.	x			The DS provides \$480 million for ADOT projects to be specified later.
23	Freeways		Fund landscape maintenance, sweeping and litter control at current levels, and do not reduce funding for these activities to balance the budget.	x			
24	Freeways		Fund Traffic Management Technologies and Intelligent Transportation Systems (ITS)	x			
25	Freeways		Funding from the new sales tax for the highways category should be focused on the expansion of the existing RARF-funded system and new corridors, while State Discretionary funds should be focused on Interstate and Intrastate Highway System Improvements.	x			To the extent possible, given the revenue flows from each funding source.
26	Freeways		Support contingency funding of quality of life improvements such as quiet pavements, noise wall retrofits, and landscaping replacement projects not currently in the Plan (\$105m estimated).				The DS includes funding for contingencies and maintenance, which includes some landscaping/maintenance.
27	Region		More accurate cost estimates should help free up some \$400 to \$500 million in funds.	x			Cost estimates on Loop 303 and Loop 202 (South Mountain) have been reduced consistent with ADOT recommendations.
28	Region		Prioritize projects based on the performance-based measures.	x			
29	Traffic Interchanges		Additional funding of approximately \$100 m is needed for interchange improvements or major reconstruction.				
30	Traffic Interchanges		Support a shared funding strategy for new interchanges with local jurisdictions and developers. Suggest a 50/50 policy.	x			
31	Traffic Interchanges		Support funding of traffic interchange improvements. Traffic interchange funding in the draft RTP is limited to 6 interchange locations currently listed in the ADOT 5-Year Program.	x			ADOT advised 9/12/03 that the comment referred to five interchanges at a total cost of \$6 million as listed in Schedule C "Service Interchange Improvements" in the 7/22/03 DS (Green Book). The locations are I-10/Ray Road; I-10 /43rd Avenue; I-10 / 51st Ave; US60/Higley; and I-17/Buckeye.
32	Transit		Support funding of regional transit options to link jurisdictions. Limit sales tax funds to capital expenditures to the extent possible, and consider a minimum local match for funding for operations.			x	Regional transit service is funded.

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<b>Arizona Department of Transportation (9/10/2003 letter)</b>							
1	I-10	32nd Street to Baseline Rd (CD Road System)	(ADOT #9) I-10, Change limits to 40th Street from 32nd Street. Advance the I-17 to 40th Street section to Phase II.	x			
2	I-10	Loop 202 (Santan) to Riggs Rd	(ADOT #10) Advance to Phase I and construct both general purpose and HOV lanes at the same time. Update cost estimate to \$46 m.			x	Advanced to Phase II.
3	I-10	Loop 303 to Loop 101	(ADOT #13) Two projects: Loop 303 to Dysart, and Dysart to Loop 101. Advance both from Ph.III to Ph.II.	x			
4	I-10 Reliever		(ADOT #15) Construct an interim facility between Loop 202 and either Loop 101 or Loop 303 in Ph.III.				ROW protection is funded in an earlier phase of the plan.
5	I-17	Carefree Hwy to New River Road	(ADOT #20) Extend the HOV lanes to New River Road.				HOV lanes extend to Anthem in the FDS.
6	I-17	Loop 101 to 303	(ADOT #18) Extend project limit to Carefree Highway.	x			
7	Loop 101	Bethany Home Rd TI	(ADOT #21, part 1) Advance Loop 101/Bethany Home Road TI to Phase I.	x			
8	Loop 202	I-10/SR 51 to Loop 101	(ADOT #8) Move to Phase II with interim funding in Ph.I for minor widening & re-striping between Rural Road and L101.			x	Segment from Rural Road to Loop 101 moved to Phase II.
9	Loop 202	Loop 101 to Gilbert	(ADOT #19) Change limit to Country Club instead of Gilbert.				
10	Loop 202	S.Mtn West to 51st Avenue	(ADOT #11) Advance \$250,000 to Phase I for this project.	x			\$303 million allocated in Phase I.
11	Loop 202	Santan/I-10 TI	(ADOT #14) Advance HOV System Ramp from Phase III to be constructed with the HOV lanes between I-10 and Dobson Road in Phase II.				
12	Loop 202 (Red Mtn)	Mesa Drive TI	(ADOT #21, part 2) Delay the Mesa Drive TI to Ph.IV.	x			
13	Loop 303	I-10 to I-10 Reliever	(ADOT #16) Delay from Phase III to Phase IV.				
14	Loop 303	Lake Pleasant Rd to I-17	(ADOT #12) Change limit to Happy Valley Road from Lake Pleasant Road. Update the cost estimate to be \$250 million for the interim facility and add \$100 million to the ultimate facility, which should be delayed to Phase III.			x	This project is still in Phase II.
15	SR 51	Loop 101 to Shea Blvd	(ADOT #17) Construct HOV lanes in Phase I and general-purpose lanes in Phase III.			x	HOV lanes and ramps are in Phase I with general-purpose lanes in Phase IV.
16	Freeways		(ADOT #1) Review and correct as needed Exhibit 1 - Total Funding by Mode and Freeways Total with text (in 7/22/03 report).			x	This difference is due to over-programming pending decisions at the time on projects. The 9/10/03 DS is balanced.
17	Freeways		(ADOT #2) Exhibit 1 revenues for freeways dropped following reductions in cost estimates by ADOT (in 7/22/03 report).			x	This difference is due to over-programming pending decisions at the time on projects. The 9/10/03 DS is balanced.
18	Freeways		(ADOT #3) Notes maintenance funding of \$60,000 per mile includes sweeping as well as litter removal and landscaping.	x			
19	Freeways		(ADOT second #21) Studies and Right of Way Protection. Provide sufficient funding in Phase I for major projects that have not yet been scoped.	x			
20	Region		(ADOT #4) Asks whether the draft plan outperforms the alternative scenarios.			x	Note the alternatives scenarios are not directly comparable (to the FDS) as they had roughly \$1.8 billion (12%) additional funding.
21	Region		(ADOT #6) Prioritizing in four phases is a good method for planning.	x			

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		Location / Termini / Mode	Proposal (paraphrased for brevity where needed)				
22		Region	(ADOT #7) Support funding assumptions for firewalls, the use of bond proceeds for capital items only, and separate bonding by mode.			x	The concept of firewalls is included in the DS as a funding assumption.
23		Transit	(ADOT #5) It is difficult to review the evaluation without the transit data and related evaluation. Results could change when combined with the transit evaluation.			x	Preliminary transit modeling results were provided in the transit supplement working paper dated 9/1/03.

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<b>Valley Metro / RPTA (8/28/2003 Letter)</b>							
1	I-10 Reliever	(unspecified)	Consider transit options (unspecified) once the Reliever is defined in a future Major Investment Study (MIS).	x			Included as part of the DCR/Environmental Assessment.
2	I-17	(Unspecified)	Eliminate the need for additional general-purpose lanes with multi-modal response, including re-evaluation of LRT and/or consideration of HOV lanes only.				Not a recommendation of the High Capacity Transit Study.
3	Freeways/Transit		Support early construction of (unspecified) HOV / arterial connections as well as (unspecified) park and ride lots, direct access HOV lanes, and interchange HOV transition lanes.	x			MAG has attempted to phase these improvements as early as is possible with available resources.
4	Papago Inter-Modal Station		Construct				
5	Transit		Additional (unspecified) upgrades to the Supergrid service over and above what is already funded				
6	Transit		Capital improvements including generally park and ride lots, transit centers and intermodal stations	x			A range of transit facilities and services are funded in the DS.
7	Transit		Corridor Transit Improvements (unspecified)	x			A range of transit facilities and services are funded in the DS.
8	Transit		Requests "thorough" review of any model results prior to entering final evaluation stages.			x	As in the past, MAG will continue to review modeling results with Valley Metro staff.
9	Transit		Support new technologies to help reduce emissions from transit vehicles in the future and so help air quality.	x			The DS identifies funding for new transit vehicles within the planning period.
10	Transit		Valley Metro/RPTA Recommendation: Development of realistic accountability and performance measures to accurately gauge performance of all modes at conceptual and operational phases.	x			
11	Transit		Valley Metro/RPTA Recommendation: Funding emphasis on improvements to support infrastructure that promotes express/BRT services with coordinated freeway system improvements as identified in the draft plan.	x			
12	Transit		Valley Metro/RPTA Recommendation: HOV development with associated Park-n-ride facilities that can address multi-modal transit needs of bus and LRT services as identified in the draft plan.	x			
13	Transit		Valley Metro/RPTA Recommendation: Regional funding allocations methodology that supports all transit rolling stock, bus program capital investments, and identified current and future LRT capital expenditures, with a continuing local commitment for local bus service and LRT operations costs as identified in the draft plan.	x			
14	Transit		Valley Metro/RPTA Recommendation: Regional funding allocations methodology that supports regional bus operating costs on the urbanized areas' arterial and freeway network without local match, as identified in the draft plan.	x			
15	Transit		Valley Metro/RPTA Recommendation: Regionally funded support of the ADA components of the complementary paratransit services as identified in the draft plan.	x			

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16	Transit		Valley Metro/RPTA Recommendation: Support "firewall" allocations between bus, streets and highways based upon percentages of tax revenues collected in order to protect against funding depletion and to allow for efficient and effective planning of project funding.	x			The concept of firewalls is included in the DS as a funding assumption.
17	Transit		Valley Metro/RPTA Recommendation: Support of regional services and less-traditional programs through aggressive travel demand management programs, including van pooling, car pooling, and other innovative modes, as identified in the draft plan.	x			

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<b>Maricopa County Dept of Transportation (9/10/2003 letter)</b>				<b>Note: MCDOT will make a separate presentation covering the specific projects that they propose for addition, modification or deletion.</b>			
1	I-10 Reliever	Loop 303 to SR 85	The I-10 Reliever between SR303L and SR 85 cannot function safely at two lanes and should be constructed at a minimum of four lanes.				The DS identifies this segment as an interim 2-lane facility but R/W donations may results in additional funding becoming available.
2	I-17	Peoria Ave to McDowell Road	(MCDOT Freeway Recommendation #2 on Attachment) The \$1 billion project proposed for I-17 improvements from McDowell Road to Peoria Avenue does not appear to be as cost-effective as many other freeway projects. However, the project's high demand score suggests the problem should be addressed in some fashion. It is unclear from the hybrid scenario what the proposed specific solution might be. The complex situation will likely be best addressed through a multi-year environmental impact study (EIS) let by ADOT. If the cost of the eventual preferred alternative from the EIS does not reach the estimated \$1 billion level, the excess funds should be used on other high performing freeway projects to be determined through the MPO planning process.			x	If the cost is less than the \$1 billion allocated for the project, then the remaining funds will be part of the Life Cycle Program to be established for freeways and will be subject to reprioritization within the freeway category via the MAG process.
3	Loop 303	"South to Riggs Road"	R/W preservation will be critical to the future success of the transportation system.				
4	SR 74	(unspecified)	R/W preservation will be critical to the future success of the transportation system.				
5	SR 85	I-10 to I-8	(MCDOT Freeway Recommendation #3 on Attachment) The SR85 project (from I-8 to I-10) has the lowest demand score of all of the proposed freeway projects and has a relatively low cost effectiveness score. However, due to the significant safety considerations, this project should stay in the recommended Phase One.	x			
6	Bike/Ped		Many participants at the MAG public meetings expressed a desire for new and improved bicycle and pedestrian facilities in the county. MAG should keep the funding level for these improvements at the level provided in the current Hybrid Plan. The regional quality of life will greatly benefit from implementation of the regional trails system currently being planned at Maricopa County.	x			
7	Freeways		(MCDOT Freeway Recommendation #1 on Attachment) Maricopa County agrees with the MAG recommendations and phasing for both the existing and new capacity enhancing projects on the regional freeway system. The cost of the recommended improvements to these freeways is estimated at \$4.5 billion.			x	The funding for freeways is \$9.1 billion.
8	Freeways, Major Highways, Streets		Maricopa County recommends that all individual freeway, major highway projects and arterial streets be selected based on performance. Our attached analysis represents one acceptable approach.			x	Goals and objectives with associated performance measures as adopted by the TPC were applied in the development of the DS.
9	Freeways, Streets		The hybrid plan contains no clear evidence of performance criteria being used to select or prioritize individual freeway or major street projects.				

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		Location / Termini / Mode	Proposal (paraphrased for brevity where needed)				
10	Region		Implementation of the plan is every bit as important as the development of the plan. We look forward to working with you to decide how best to design, build, manage and maintain the regional transportation system.			x	All MAG member agencies are involved through the MAG decision making process.
11	Region		The funding allocation to modes in the hybrid plan approved by the TPC does not reflect the best performing of the modeling scenarios presented in April 2003.				
12	Region		We fully support the request that an auditing process or other accountability mechanism for the plan be created. This might be patterned after the ADOT and MAG regional freeway system life cycle costing and certification process that has proven to be very successful.			x	A Life Cycle Program process is anticipated.
13	Streets		Agree with the MAG performance factor analysis that shows that the Hybrid projects, as a whole, result in an improvement to the overall system. However, are these the best possible projects? Is the region getting the most efficient and cost effective projects for our financial investment?				
14	Streets		County Recommended Alternative: Include all the MAG Hybrid Plan projects with additional projects selected by the County based on performance factors. These are to be funded at \$1.733 billion. This funding includes \$500 million in savings from converting 23 miles of the northeast and west legs of the future light rail system to Bus Rapid Transit Routes.				See also Item 18.
15	Transit		Maricopa County is in substantial agreement with the recommended transit projects except the rationale of funding light rail over bus rapid transit. Given the limited funding available for the plan, and recognizing that bus rapid transit (BRT) can provide service equivalent to light rail transit (LRT) at substantially lower cost, the LRT should be converted to BRT where feasible, while preserving right of way for possible future LRT service if the cost of service becomes more competitive in the future.				
16	Transit		Maricopa County suggests that the local jurisdictions consider a minimum local match to transit operations funding.				[page 1 of letter, 2nd last bullet]. See also Item 17.
17	Transit		The County agrees that the MAG proposed Hybrid Plan should not require a local match for regional transit operations, but should fund it fully with the anticipated sales tax revenues.	x			[page 6 of attachment, last paragraph]
18	Transit		The County recommends substituting Bus Rapid Transit (BRT) for 23 miles of future Light Rail Transit (LRT) where feasible. Preserving the needed right of way for possible future LRT facilities is also a top priority.				Item 14 applies the funds made available from cuts proposed for the LRT by MCDOT to arterials.

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<b>City of Chandler</b> (Projects short-listed by the City after their 8/26/03 letter are at the top of the list, bolded and italicized.)							
<b>1</b>	<b><i>Kyrene Road</i></b>	<b><i>Ray Road</i></b>	<b><i>Intersection Improvement (\$3.2 million regional cost)</i></b>				
<b>2</b>	<b><i>SR 87 (Arizona Ave)</i></b>	<b><i>Chandler Blvd</i></b>	<b><i>Intersection Improvement (\$3.2 million regional cost)</i></b>				
<b>3</b>	<b><i>SR 87 (Arizona Ave)</i></b>	<b><i>Elliot Road</i></b>	<b><i>Intersection Improvement (\$3.2 million regional cost)</i></b>				
<b>4</b>	<b><i>SR 87 (Arizona Ave)</i></b>	<b><i>Ocotillo to Hunt Highway</i></b>	<b><i>Widen to six lanes (\$5.2 million regional cost)</i></b>				
<b>5</b>	<b><i>SR 87 (Arizona Ave)</i></b>	<b><i>Ray Road</i></b>	<b><i>Intersection Improvement (\$3.2 million regional cost)</i></b>				
6	Alma School Road	Transit - Route 104	Update cost estimate (increase regional cost by \$9.685 million)				
7	Alma School Road		Accelerate transit service				
8	Chandler Blvd	Transit - Route 156	Update cost estimate (increase regional cost by \$5.625 million)				
9	Chandler Blvd		Accelerate transit service				
10	Chandler Blvd		Explicitly show funding for BRT service in the plan.				
11	Chandler/Scottsdale Express	Transit - East Loop 101 Connector	Update cost estimate (increase regional cost by \$4.541 million)				
12	Dobson Road		Extend Regional Bus Service (Regional Cost \$12.075 million)				
13	I-10	Galveston Street	Add HOV ramps/traffic bridge near planned P&R lot.				
14	Kyrene Road		Extend Regional Bus Service (Regional Cost \$1.084 million)				
15	Loop 101 (Price)	Chandler to Scottsdale	Accelerate express bus service				
16	Loop 101 (Price)	Galveston Street	Construct a 12' wide ped.bridge w aesthetic enhancements (Regional Cost \$2.2 million)				
17	Loop 101 (Price)	Loop 202 (Santan) to I-10	Change designation to a freeway/highway project (from an arterial) and give 100% regional funding.				
18	Loop 101 (Price)	Seville Blvd	Construct a 12' wide ped.bridge w aesthetic enhancements (Regional Cost \$2.2 million)				
19	Loop 202	Emmett Drive	Add HOV ramps/traffic bridge near planned P&R lot.				
20	Loop 202 (Santan)	Ellis Street	Construct a 12' wide ped.bridge w aesthetic enhancements (Regional Cost \$1.65 million)				
21	Loop 202 (Santan)	Hamilton Street	Construct a 12' wide ped.bridge w aesthetic enhancements (Regional Cost \$1.65 million)				
22	Loop 202 (Santan)	Hanford Street	Construct a 12' wide ped.bridge w aesthetic enhancements (Regional Cost \$1.65 million)				
23	LRT	Chandler	Include planning, preliminary design, and start right of way preservation for LRT in Chandler (Regional cost \$10.35 million)				
24	McClintock Road	Transit - Route 81	Update cost estimate (increase regional cost by \$9.729 million)				
25	McClintock Road		Accelerate transit service				

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26	Rural Road		Explicitly show funding for BRT service in the plan.				
27	SR 87 (Arizona Ave)	Transit - Route 112	Update cost estimate (increase regional cost by \$4.517 million)				
28	SR 87 (Arizona Ave)		Accelerate transit service				
29		Bike-Ped	Use a portion of the funding set-a-side for bicycle/pedestrian projects to provide bridges across freeways.			x	The DS includes \$132 million for bicycle and pedestrian projects.
30		Region	Ensure there some ability to adjust the Plan to meet unforeseen conditions or new high performing projects.			x	A Life Cycle Program process is anticipated, along with periodic adjustments of the plan.
31		Region	Reduce the amount of local match if no other funding sources are available. A 30% local match is more difficult to meet in developed areas than developing where impact fees and contributions from adjacent property owners and developers are available.				
32		Region	Review the estimates provided in the Plan. Construction costs for arterials may be underestimated.			x	Costs have received a preliminary review. As engineering studies are conducted, new cost information will be taken into account.
33		Transit	Consider direct HOV connections near P&R lots region-wide.				
34		Transit	Explicitly show funding for express routes 540 and 541 (and future enhancements) in the plan.				
35		Transit	Make immediate transit improvements by extending hours of service on weekdays and adding weekend service				

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		Location / Termini / Mode	Proposal (paraphrased for brevity where needed)				
<b><i>Town of Gilbert (Projects short-listed by the Town after their 8/5/03 letter are at the top of the list, bolded and italicized.)</i></b>							
<b>1</b>	<b>Elliot</b>	<b>Greenfield</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>2</b>	<b>Elliot</b>	<b>Higley</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>3</b>	<b>Germann Road</b>	<b>Gilbert Road to Power Road</b>	<b>New 6 lane arterial (Regional cost \$19.3 million)</b>				
<b>4</b>	<b>Greenfield Road</b>	<b>Elliot Road to Warner Road</b>	<b>Construct new 4 lane road (Regional cost \$3.6 million)</b>				
<b>5</b>	<b>Guadalupe</b>	<b>Greenfield</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>6</b>	<b>Guadalupe</b>	<b>Power</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>7</b>	<b>Power Road</b>	<b>Williams Field to Chandler Heights</b>	<b>Construct new 4-6 lane road (Regional cost \$18.1 million)</b>				
<b>8</b>	<b>Ray Road</b>	<b>Val Vista Road to Power Road</b>	<b>Construct new 6 lane road (Regional cost \$14.5 million)</b>				
<b>9</b>	<b>Val Vista Road</b>	<b>Warner Road to Pecos Road</b>	<b>Construct new 6 lane road (Regional cost \$9.7 million)</b>				
<b>10</b>	<b>Warner</b>	<b>Cooper</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>11</b>	<b>Warner</b>	<b>Greenfield</b>	<b>Intersection Improvements (Regional cost \$3.2 million)</b>				
<b>12</b>	Elliot Rd	Higley to Power	Construct new 6 lane road (Regional cost \$7 million).				
<b>13</b>	Elliot Rd	Lindsay	Intersection Improvements (Regional cost \$3.22 million)				
<b>14</b>	Guadalupe	Higley	Intersection Improvements (Regional cost \$3.22 million)				
<b>15</b>	Guadalupe	Lindsay	Intersection Improvements (Regional cost \$3.22 million)				
<b>16</b>	Guadalupe	McQueen	Intersection Improvements (Regional cost \$3.22 million)				
<b>17</b>	Lindsay Rd	Ray to Queen Creek	Construct new 4 lane road (Regional cost \$14 million)				
<b>18</b>	Warner Rd	Val Vista to Power	Improvements (Regional cost \$13 million)				
<b>19</b>		Gilbert	Street improvements are a priority.				
<b>20</b>		Gilbert	Transit improvements are a priority.				
<b>21</b>		Region	Include firewalls for each mode of transportation as an assurance to voters that funds will be preserved and available for the duration of the plan.			x	The concept of firewalls is included in the DS as a funding assumption.
<b>22</b>		Transit	Maintain regional funding of both capital and operating costs for regional bus service.	x			

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				Proposal (paraphrased for brevity where needed)				
<b>City of Glendale (8/15/03 letter)</b>								
1	Beardsley	Loop 101 to Lake Pleasant Parkway		Glendale Priority #6 for Freeway, Highway Widening and Arterial Projects. Construct @ \$20 m.	x			Funded in Phase II.
2	Bethany Home Road	(unspecified)		Supergrid bus service shown on map but costs not listed in Schedule G.			x	Valley Metro/RPTA cost estimates will continue to be reviewed with staff.
3	I-10 Reliever			Corridor Preservation is a high priority.	x			
4	I-10 Reliever			The I-10 Reliever needs to be included in the Draft Plan.	x			
5	Loop 101	Bell to Northern		Glendale Priority #10 for Freeway, Highway Widening and Arterial Projects. Aux.lanes @ \$4 m .			x	Could be covered by the ADOT \$448 million in contingency included in Phase I.
6	Loop 101	Bethany Home Road TI		Glendale Priority #8 for Freeway, Highway Widening and Arterial Projects. Construction @ \$21 m .	x			
7	Loop 101	Bethany Home Road TI		Highest Priority for Glendale on Loop 101	x			
8	Loop 101	51st Ave to Camelback		Glendale Priority #16 for Freeway, Highway Widening and Arterial Projects. Construct general-purpose lanes @ \$137 m .			x	Included in Phases III & IV
9	Loop 101	51st Ave to Camelback		Glendale Priority #11 for Freeway, Highway Widening and Arterial Projects. HOV lanes @ \$85 m .			x	Included in Phases III & IV
10	Loop 101 & 10	I Interchange		Glendale Priority #12 for Freeway, Highway Widening and Arterial Projects. HOV ramp connection @ \$60 m .			x	Included in Phase IV.
11	Loop 101 & Loop 303	Lake Pleasant/Beardsley Connection		Construct as a high priority.	x			Funded in Phase II. The related Happy Valley Link to Loop 303 is in Phase IV.
12	Loop 202 (South Mountain)			Completion is a high priority given commitment to voters in 1985.	x			
13	Loop 303	Grand to 75th Ave (15 miles)		Glendale Priority #13 for Freeway, Highway Widening and Arterial Projects. Ultimate freeway @ \$470 m .			x	In Phase II, with an interim facility from Happy Valley to I-17 in Phase I.
14	Loop 303	Happy Valley to 75th Ave (9 miles)		Glendale Priority #1 for Freeway, Highway Widening and Arterial Projects. Interim Roadway @ \$200 m .			x	In Phase II, with an interim facility from Happy Valley to I-17 in Phase I.
15	Loop 303	I-10 to Grand Avenue (15 miles)		Glendale Priority #2 for Freeway, Highway Widening and Arterial Projects. Ultimate Freeway @ \$600 m .			x	In Phase II, with an interim facility from Happy Valley to I-17 in Phase I.
16	Loop 303			Highest Priority for the West Valley. Committed to voters in 1985. For completion by 2015.	x			
17	LRT	Glendale Line (two miles in Phoenix)		Exchange City of Phoenix funds for the two miles of the LRT at the beginning of the Glendale Line that are in Phoenix with 100% sales tax funds already allocated for an LRT corridor in Phoenix (such as the Paradise Valley line).				
18	Northern	Dysart to Loop 303		Construct interim facility early, and include as part of construction costs for Loop 303.			x	R/W protection and interim roadway from Loop 303 to Dysart is included in Phase I.
19	Northern	Dysart to Loop 303		Glendale Priority #17 for Freeway, Highway Widening and Arterial Projects. Ultimate construction @ \$32 m .			x	R/W protection and interim roadway from Loop 303 to Dysart is included in Phase I.
20	Northern	Dysart to Loop 303		Glendale Priority #5 for Freeway, Highway Widening and Arterial Projects. Interim Roadway @ \$10 m .			x	R/W protection and interim roadway from Loop 303 to Dysart is included in Phase I.
21	Northern	Grand to Loop 101		Glendale Priority #9 for Freeway, Highway Widening and Arterial Projects. Construction @ \$45 m .			x	\$75 million is in Phase III for Grand to Loop 101
22	Northern	Grand to Loop 303		Glendale Priority #3 for Freeway, Highway Widening and Arterial Projects. Full R/W Acquisition @ \$35 m .			x	\$75 million is in Phase IV for Loop 101 to Loop 303.

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		Location / Termini / Mode	Proposal (paraphrased for brevity where needed)				
23	Northern	Grand to Loop 303	Glendale Priority #4 for Freeway, Highway Widening and Arterial Projects. Median Construction @ \$2 m .			x	\$75 million is in Phase IV for Loop 101 to Loop 303.
24	Northern	Loop 101 to Dysart	Glendale Priority #14 for Freeway, Highway Widening and Arterial Projects. Construction @ \$58 m .			x	\$75 million is in Phase IV for Loop 101 to Loop 303.
25	Northern	Loop 303 to Grand Avenue	Highest Priority for Glendale. R/W protection is a high priority.			x	R/W protection and interim roadway from Loop 303 to Dysart is included in Phase I.
26	US 60 (Grand Avenue)	(unspecified)	BRT service on Grand Avenue is the highest priority for transit for the Northwest Valley	x			
27	US 60 (Grand Avenue)	(unspecified)	Highest Priority for Glendale	x			BRT / Express service on Grand Avenue and Loop 101 is funded in Phase I.
28	US 60 (Grand Avenue)	(unspecified)	Access control & beautification to improve Grand Avenue as the gateway to downtown Glendale.	x			\$30 million in Phase I and \$20 million in Phase I for Grand Avenue between Loop 101 and 19th Avenue.
29	US 60 (Grand Avenue)	43rd Ave to Loop 101	Glendale Priority #7 for Freeway, Highway Widening and Arterial Projects. Access control and Beautification @ \$45 m .			x	\$30 million in Phase I and \$20 million in Phase I for Grand Avenue between Loop 101 and 19th Avenue.
30	US 60 (Grand Avenue)	Bethany Home Road/51st Avenue	Construct grade separation.	x			
31	US 60 (Grand Avenue)	Bethany Home TI	Glendale Priority #15 for Freeway, Highway Widening and Arterial Projects. Construction @ \$21 m .			x	Included in \$101 m funding in Phase IV for Loop 101 to 19th Ave
32	US 60 (Grand Avenue)	Indian School Road/35th Avenue	Construct grade separation.	x			
33	US 60 (Grand Avenue)	McDowell/19th Avenue	Construct grade separation.	x			
34		Arterials	Corridor Preservation is a high priority for all new road projects.	x			
35		Freeways	Corridor Preservation is a high priority for all new road projects.	x			
36		Freeways	Do not cut funding for freeways or freeway contingencies, or reduce freeway cost estimates by eliminating interchanges, in order to balance funding.			x	No freeway features have been eliminated to reduce costs.
37		Freeways	Priorities for widening should be based on travel demand.			x	Demand is one consideration along with others such as LOS.
38		Phoenix/West Valley	Disagree with method used to estimate the share of project funding attributable to the West Valley. Projects in Phoenix should not be attributed to the West Valley.			x	There are a number of reasonable methods to attribute projects by area.
39		Region	Consider equity of distribution of funding over the entire 1985 to 2025 period.				
40		Region	Explore alternative funding to ensure a fiscally-balanced plan. Support bonding of MAG and ADOT revenues with post-2025 debt service.			x	Bonding of sales tax revenues is included but no post-2025 bonding is assumed.
41		Transit	Cost estimates in the RTP for transit in Glendale may be low. Costs for BRT on Grand Avenue appear to be for park and ride lots and transit centers rather than online stations (\$26m vs.\$79m).			x	Valley Metro/RPTA cost estimates will continue to be reviewed with staff.

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<b>City of Goodyear (8/20/03 letter)</b>							
1	I-10	(unspecified)	Widening (SOV & HOV additions) in first five years.			x	I-10 widening from I-17 to Loop 101 is in Phase I. Widening from Loop 101 to Loop 303 is in Phase III.
2	I-10	Bullard	Construct in first five years.	x			
3	I-10 Reliever	Loop 303 to Loop 202	Construct as a freeway within the last ten years of the tax.	x			
4	I-10 Reliever	SR 85 to Loop 202	Planning and ROW acquisition from South Mountain Freeway to SR 85 in first five years			x	Funded with \$10 million in Phase I for Loop 202 to SR 85, and \$60 million in Phase II for Loop 202 to Loop 303.
5	I-10 Reliever	SR 85 to Loop 303	Construct as an interim 2 lane roadway within the last ten years of the tax	x			
6	Loop 303	Thomas Road to MC 85	Complete in first ten years.				
7		Region	If geographic balance remains an issue, suggest a 40-year history including the 1985 sales tax be provided.				
8		Region	Previously agreed upon deadlines for submissions (for projects) should be maintained.				

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<b>City of Mesa</b> <i>(Projects short-listed by the City after their 8/4/03 and 8/25/03 letters are at the top of the list, bolded and italicized.)</i>							
<b>8/4/03 Letter:</b>							
1	<b>Baseline Road</b>	<b>Power Road to Meridian Road</b>	<b>widen to 6 lanes (Regional cost \$15.7 million)</b>				
2	<b>Country Club Drive</b>	<b>At Brown Road</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
3	<b>Country Club Drive</b>	<b>At University Drive</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
4	<b>Dobson Road</b>	<b>At Guadalupe Road</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
5	<b>Dobson Road</b>	<b>At University Drive</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
6	<b>Gilbert Road</b>	<b>At University Drive</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
7	<b>Greenfield Road</b>	<b>University Road to Baseline Road</b>	<b>widen to 6 lanes (Regional cost \$9.4 million)</b>				
8	<b>Guadalupe Road</b>	<b>Power Road to Meridian Road</b>	<b>widen to 6 lanes (Regional cost \$20.3 million)</b>				
9	<b>Hawes Road</b>	<b>Broadway Road to Ray Road</b>	<b>widen to 6 lanes (Regional cost \$18.1 million)</b>				
10	<b>Lindsay Road</b>	<b>At Brown Road</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
11	<b>Pecos Road</b>	<b>Ellsworth Road to Meridian Road</b>	<b>widen to 6 lanes (Regional cost \$10.9 million)</b>				
12	<b>Signal Butte Road</b>	<b>Broadway Road to Pecos Road</b>	<b>widen to 6 lanes (Regional cost \$29.0 million)</b>				
13	<b>Stapley Drive</b>	<b>At University Drive</b>	<b>Intersection improvements (Regional cost \$2.4 million)</b>				
14	Broadway	Higley to Sossaman	widen to 6 lanes (Regional cost \$11.7 million)				
15	Ellsworth Road	At University Drive	Intersection improvements (Regional cost \$2.4 million)				
16	Greenfield Road	At McKellips Road	Intersection improvements (Regional cost \$2.4 million)				
17	Lindsay Road	At Broadway Road	Intersection improvements (Regional cost \$2.4 million)				
18	Lindsay Road	At University Drive	Intersection improvements (Regional cost \$2.4 million)				
19	Mesa Drive	At Broadway Road	Intersection improvements (Regional cost \$2.4 million)				
20	Mesa Drive	At Brown Road	Intersection improvements (Regional cost \$2.4 million)				
21	Mesa Drive	At University Drive	Intersection improvements (Regional cost \$2.4 million)				
22	Stapley Drive	At Brown Road	Intersection improvements (Regional cost \$2.4 million)				
23	Val Vista Drive	At University Drive	Intersection improvements (Regional cost \$2.4 million)				
24		Freeways	Cap all new freeway projects that exceed \$300 million.				
25		Mesa	Include previously submitted projects in the RTP for priority ranking.				
26		Mesa	Support is contingent on an equitable distribution of available transportation funds.				
27		Region	Create firewalls to preserve the integrity of each transportation model within the Plan.			x	The concept of firewalls is included in the DS as a funding assumption.

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<b>City of Mesa (8/25/03 letter)</b>							
1		Freeways	All new freeway projects be capped in order to ensure that <u>remaining freeway projects can be completed.</u>				
2		Freeways	If justified to build to full freeway capacity, protect future right of way and, where traffic volumes warrant, build interim roadways.			x	R/W protection and interim roadway concepts are included in the DS.
3		Region	Firewalls will maintain the financial integrity of each modal priority and formal action is essential to ensure that in the future each transportation mode will not compete against another for limited funds.			x	The concept of firewalls is included in the DS as a funding assumption.
4		Region	Goal/Objective 4c "Develop a regionally balanced plan that provides geographic equity in the distribution of investments" is not met as East Valley Communities would receive approximately 29% of the total funds despite representing 35% of the region's population averaged over a 20-year period.				
5		Transit	Change the East Mesa Link shown as LRT to High Capacity Transit Corridor, and update the distance to 2.7 miles.	x			
6		Transit	If project costs for the specific technology are less than the funding allocated, request through firewalls that the remainder of funding be used to extend service within this High Capacity Transit Corridor.				

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<b>City of Scottsdale</b> <i>(Projects short-listed by the City after their 8/6/03 and 8/21/03 letters are at the top of the list, bolded and italicized.)</i>							
<b>8/6/03 Letter:</b>							
1	<b><i>L101/Miller Road Underpass</i></b>	<b><i>Princess to Center</i></b>	<b><i>Underpass (Regional cost \$12.1 million)</i></b>				
2	<b><i>Loop 101</i></b>	<b><i>Hayden to Princess</i></b>	<b><i>South Frontage Roads (Regional cost \$12.1 million)</i></b>				
3	<b><i>Runway Tunnel</i></b>		<b><i>Additional \$29 million in regional funds (original \$40 m total)</i></b>				
4	<b><i>Union Hills</i></b>	<b><i>Hayden to Pima</i></b>	<b><i>Construct a 4 lane arterial to connect Center Drive to Pima Road and provide a bypass to Loop 101. (Regional cost \$12.1 million)</i></b>				
5	Loop 101	Pima / Princess	Traffic Interchange (\$40 million total cost)				
6		Region	Supports a fiscally constrained, geographically balanced RTP that provides firewalls for a meaningful transit component.			x	The DS is fiscally constrained and the concept of firewalls is included as a funding assumption.

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<b>City of Scottsdale (8/21/03 letter)</b>							
1		Region	Consider developing a waiting list of projects by mode that would become eligible for RARF funding should sales tax revenues exceed projections. Divide the surplus equally into modal categories.				
2		Region	Supports a fiscally constrained, geographically balanced RTP that provides firewalls for a meaningful transit component.			x	The DS is fiscally constrained and the concept of firewalls is included as a funding assumption.
3		Region	Taxpayer and voter confidence can be reinforced by building the necessary policy firewall that will make sure funds are not transferred from mode to mode after voter approval. In other words...a transit dollar remains a transit dollar and the same goes for other modes.			x	The concept of firewalls is included in the DS as a funding assumption.
4		Region	The final plan presented to voters should be fiscally responsible and be able to be built within the voter-approved budget.	x			
5		Region	The plan should performance based within, not between, transportation modes. Move beyond trying to compare mass transit productivity against arterial street or freeway productivity. Let roadways compete with roadways and transit with transit.				
6		Region	The RTP should be modally balanced and provide for geographic fairness.			x	The DS is multi-modal.
7		Transit	A cohesive network of regional bus routes is important to the economic development of the valley. The RTP must include regional funding for operations and maintenance costs of a regional system, with no requirements for a local match.	x			

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<b>City of Surprise</b> <i>(Project identified by the City after their 7/30/03 letter)</i>							
1	Jomax	Loop 303 to Sun Valley Parkway	Right of Way Acquisition (Regional Cost \$17.9 million)				

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<b>City of Tempe Public Works Department (8/19/03 letter to Transportation / Light Rail and Development Services Committee)</b>							
1		Region	The Tempe Transportation/Light Rail and Development Services Committee were asked to consider the following position: Tempe conditionally approves the regional transportation plan with the caveat that the Tempe allocation of RARF funds remain at least consistent with the current proposal.				
2		Region	The Tempe Transportation/Light Rail and Development Services Committee were asked to consider the following position: the East Valley percentage allocation of RARF funds is upgraded for consistency with its current percentage of the regional population.				
3		Region	The Tempe Transportation/Light Rail and Development Services Committee were asked to consider the following position: while performing the upgrade (for the East Valley percentage allocation of RARF), Tempe's existing RARF funded projects (identified in the city's comprehensive Transportation Plan) are held harmless and additional unfunded Tempe requests are considered.				
4		Transit	The Tempe Transportation/Light Rail and Development Services Committee were asked to consider the following position: MAG TPC and RPTA consider including the Council Community / Schools/Higher Education Partnership Committee's proposal to provide gratis bus transit services to youth ages 18 and under, senior and disabled citizens.				

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<b>City of Tempe (8/19/03 letter)</b>							
1	I-10	Tempe	The Commission does not support extensive widening of the I-10 Corridor through Tempe, especially without consideration of a high capacity transit alternative in that corridor.			x	Transit is being considered as part of the corridor analysis process being conducted by ADOT for the CD System.
2		Freeways	The TPC should explore alternatives to freeway lane expansion as a method address congestion relief, particularly in more developed areas where such widening can be disruptive to existing residents and businesses.				
3		Region	Available funds should be prioritized to meet existing needs of existing residents (and taxpayers) and should not be unduly reserved for speculative needs. In a determination of geographic equity, although Tempe ranks approximately 5% in terms of total population, its estimated sales tax contribution to the RARF over the next 20 years will be approximately \$693 million, which reflects 8.5% of the region's sales tax generation. In addition, Tempe will have the third highest employment of all cities in the region in the future.				
4		Region	Ongoing funding for particular categories should allow for some local input (consistent with overall regional goals) about the nature of projects to be funded within the locality - each locality has different needs based on its unique circumstances.			x	The regional project development process includes community involvement.
5		Region	The total transportation funds should be allocated so that 50% of the funds are used for transit projects and 50% are used for freeway and surface street projects.				
6		Transit	Funds should be included for the development and operation of a north/south high-capacity transit corridor - specifically light rail that ties into the Central Phoenix/East Valley (CP/EV) light rail - that will serve extensive existing employment centers, from the Scottsdale Airpark south through Tempe to the Chandler high-tech campuses.				

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<b><i>Town of Wickenburg (8/13/03 Letter)</i></b>							
1	CANAMEX		No funding is identified for studies, right of way acquisition, or construction.				
2		Arterials	21% of funds should be allocated to arterials, as in Scenario B.				
3		Arterials	Include the list of Primary Roads as provided by MCDOT.				
4		Region	Support comments made by ADOT on 6/23/03 and MCDOT.			x	Comments from ADOT and MCDOT are addressed separately.
5		Transit	Reduce funding for transit, particularly operating costs, and reduce the added light rail mileage by 50%.				

## Modifications Proposed by Member Agencies to the MAG Regional Transportation Plan Final Draft Stage

*Items marked as "Approve" or "Further Modify" are included in the 9/10/2003 Final Draft Stage (Draft Summary). Items not marked are shaded and are not included unless further action is taken by the TPC.*

No.	Facility	Location / Termini / Mode	Proposed Modification <small>(paraphrased for brevity where needed)</small>	Approve	Disapprove	Further Modify	Comment <small>(Projects or funding included in the Final Draft Stage / Draft Summary or "DS" are noted.)</small>
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### OTHER COMMENTS RECEIVED SUBSEQUENTLY TO LETTERS FROM MAG MEMBER AGENCIES

***Town of Gilbert:***

1	Loop 202 (Santan)	Dobson to Higley	Advance HOV lanes from Phase IV to an earlier phase. The 8/26/03 draft had the lanes in Phase III.				Based on ADOT comments on costs for projects serving the same SE area, \$40 million is available in Phase II due to lower costs on general purpose and HOV lanes on I-10 from Loop 202 (Santan) to Riggs Road. These funds could be applied to construct HOV lanes on the Santan from Dobson to Val Vista in Phase II. The segment from Val Vista to Higley would remain in Phase IV. As a result of the cost decrease, an additional \$40 million would be available in Phase IV.
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***City of Peoria:***

1	Beardsley Road	Loop 101 (Agua Fria) to Lake Pleasant Road	Advance arterial improvement project to Phase I.				City of Peoria is reviewing options with other West Valley communities to shift phasing of arterial projects to allow the Beardsley projects to be advanced to Phase I.
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