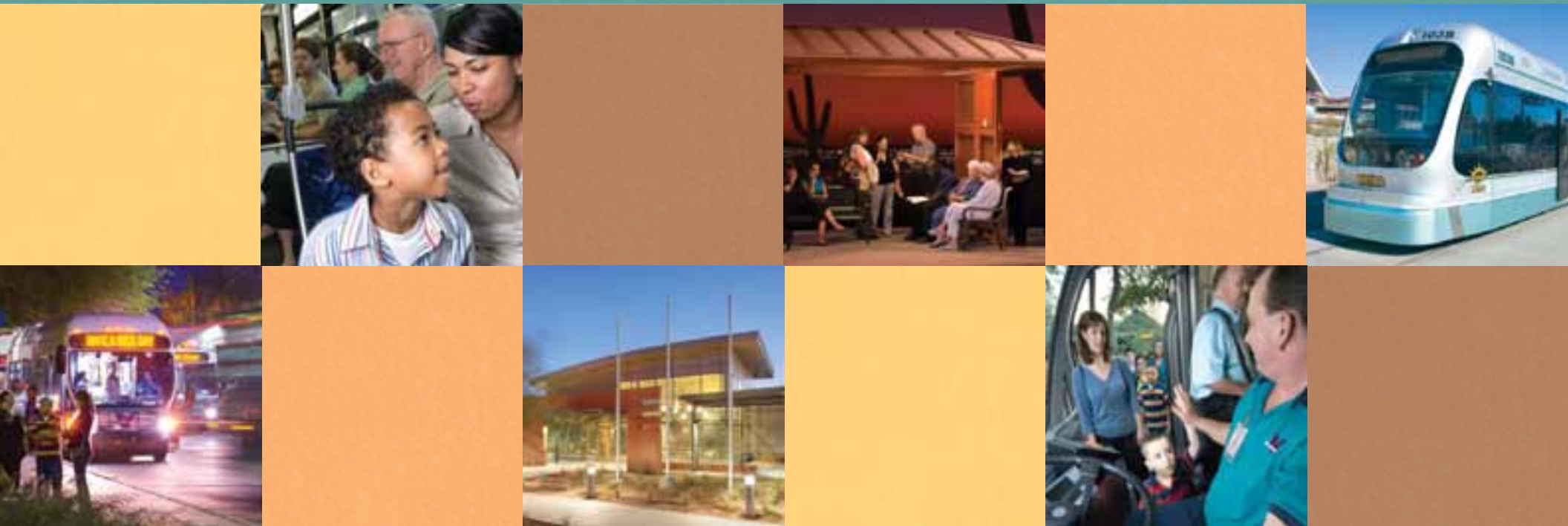
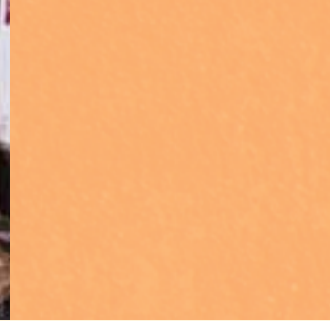
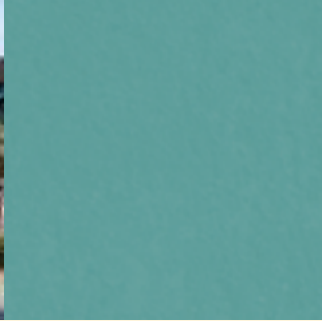


Regional Transportation Plan

Projects and services supported by regional public transportation funds—2006-2026





Valley Embraces Transit with the RTP

Facing skyrocketing growth, voters cast their ballots in 2004 in support of Proposition 400 funds, which is also known as regional public transportation funds. A portion of this half-cent sales tax goes to regional transit projects in the Regional Transportation Plan (RTP). This funding, plus revenue from local city sales taxes dedicated to transit, as well as some federal matching dollars, work together to provide \$8.6 billion in transit projects and services. Varied funding sources—from regional to local—direct dollars to dedicated projects and services. No single funding source currently provides for all of our needs, but they work together for a more comprehensive transit system.

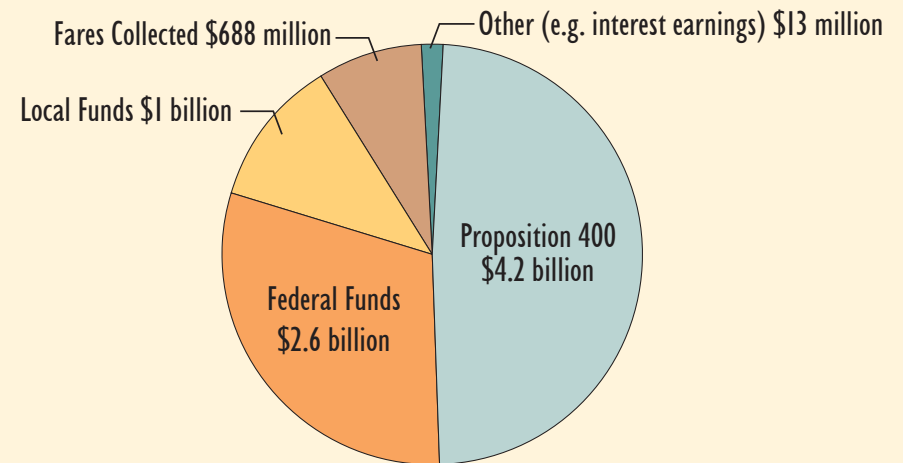
Combined with federal matching funds and other funding sources, revenues from the half-cent sales tax will help provide \$7.7 billion (2006 dollars) in public transportation improvements through 2026.

"Expanded and enhanced transit service was a primary goal as we developed the current Regional Transportation Plan. I am pleased to report that projects are being implemented to provide a comprehensive and practical multi-modal system that will benefit all residents in our region now and in the future."

*Glendale Mayor Elaine Scruggs
Chair, Valley Metro RPTA*

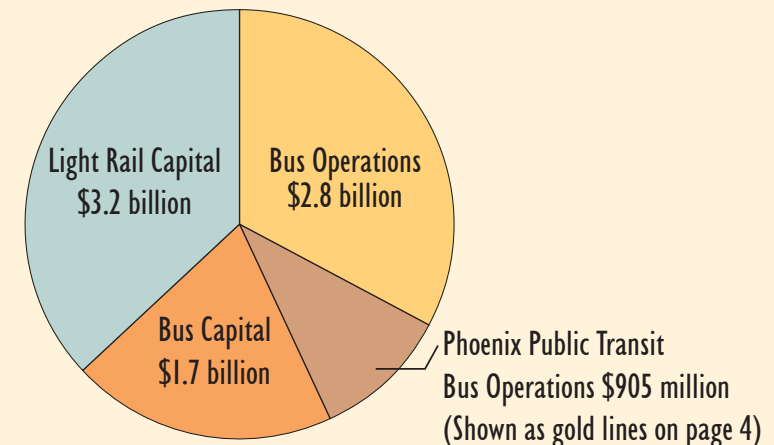
RTP Funding Sources for Transit

Total: \$8.6 billion in 2006 dollars



RTP Transit Uses

Total: \$8.6 billion in 2006 dollars



Local Input Shapes the RTP

- After years of study and teamwork, and receiving broad-based input from the public, the Transportation Policy Committee (TPC) of the Maricopa Association of Governments (MAG) developed the Regional Transportation Plan
- The 23-member committee TPC includes representatives from both private and public entities
- Success of the plan was accomplished through a mixture of hard work and a common goal: to build a sustainable and economically sound regional transportation system
- The big picture of the plan includes:
 - » New and improved freeways with better access and more capacity
 - » Improved streets and intersections to relieve congestion
 - » Twenty-eight miles of extensions to the planned 30-mile light rail system
 - » New or enhanced bus service on 28 routes, plus 12 new routes
 - » New regional transit capital projects including park-and-rides, transit centers, maintenance facilities, and improved transit technologies
 - » Safety planning, computerized freeway management, litter control and landscaping

Mission, Vision and Goals

Mission

At Valley Metro, we develop and deliver an integrated regional transit system with excellence, in collaboration with member agencies and through public and private partnerships. In doing so, we improve the quality of life and the environment, and support economic development.

Vision

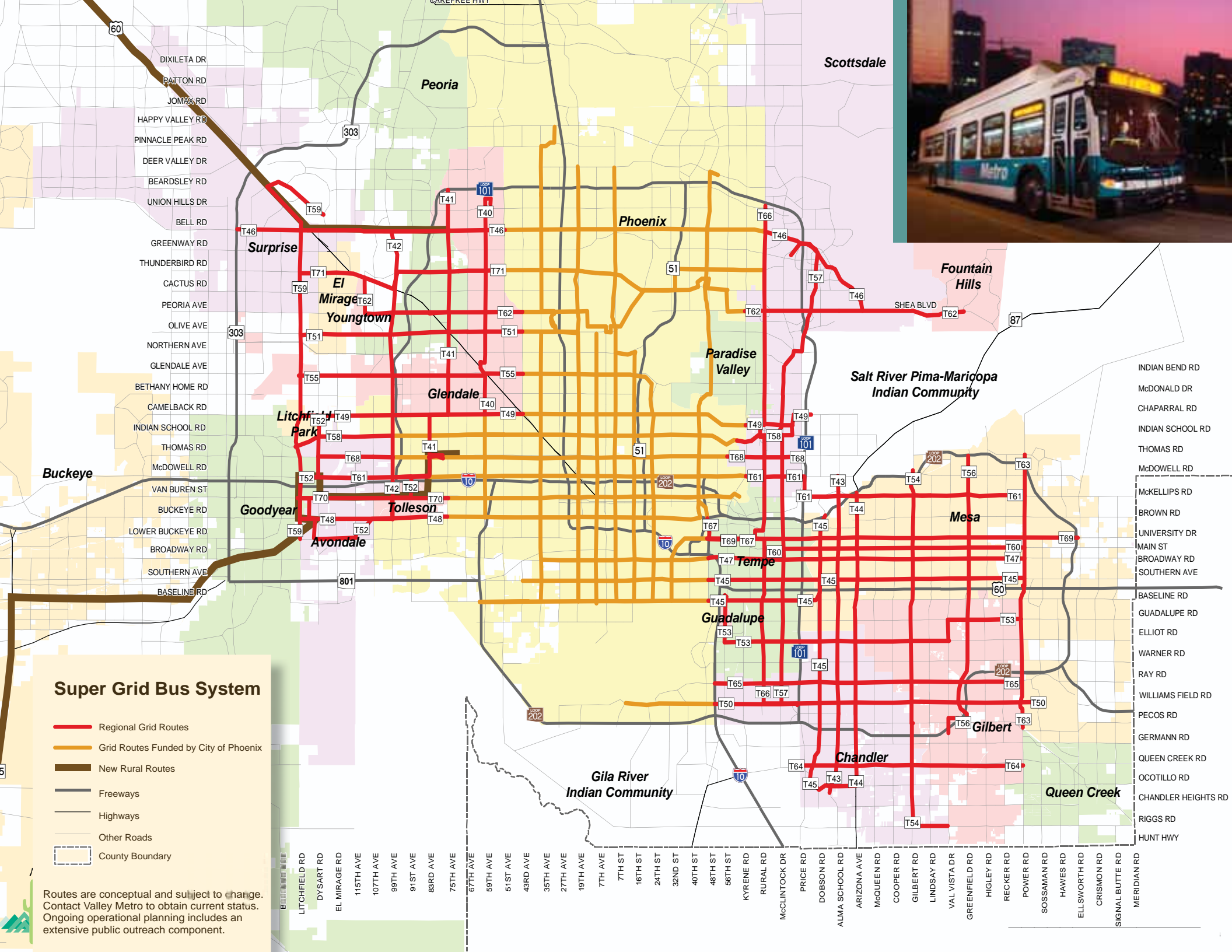
To enable people in Maricopa County to travel with ease using safe, accessible, efficient, dependable and integrated public transportation services.

Goals

- Deliver cost-effective transit services
- Deliver on Proposition 400 projects and assist with member agency transit projects as appropriate
- Integrate transit services across the region
- Increase transit visibility (marketing, customer satisfaction, public-private partnerships)
- Hire, retain and develop top talent at every level
- Contribute to an enhanced quality of life in the region

“The Regional Transportation Plan helps provide necessary transportation options for the entire region. Everyone benefits from this Plan, whether you use public transportation or not.”

*Scottsdale Councilmember Wayne Ecton
Vice Chair, Valley Metro RPTA*



Super Grid Bus System

- Regional Grid Routes
- Grid Routes Funded by City of Phoenix
- New Rural Routes
- Freeways
- Highways
- Other Roads
- County Boundary

Routes are conceptual and subject to change. Contact Valley Metro to obtain current status. Ongoing operational planning includes an extensive public outreach component.

- INDIAN BEND RD
- MCDONALD DR
- CHAPARRAL RD
- INDIAN SCHOOL RD
- THOMAS RD
- MCDOWELL RD
- MCKELLIPS RD
- BROWN RD
- UNIVERSITY DR
- MAIN ST
- BROADWAY RD
- SOUTHERN AVE
- BASILINE RD
- GUADALUPE RD
- ELLIOT RD
- WARNER RD
- RAY RD
- WILLIAMS FIELD RD
- PECOS RD
- GERMANN RD
- QUEEN CREEK RD
- OCOTILLO RD
- CHANDLER HEIGHTS RD
- RIGGS RD
- HUNT HWY

Super Grid Bus Service The Regional

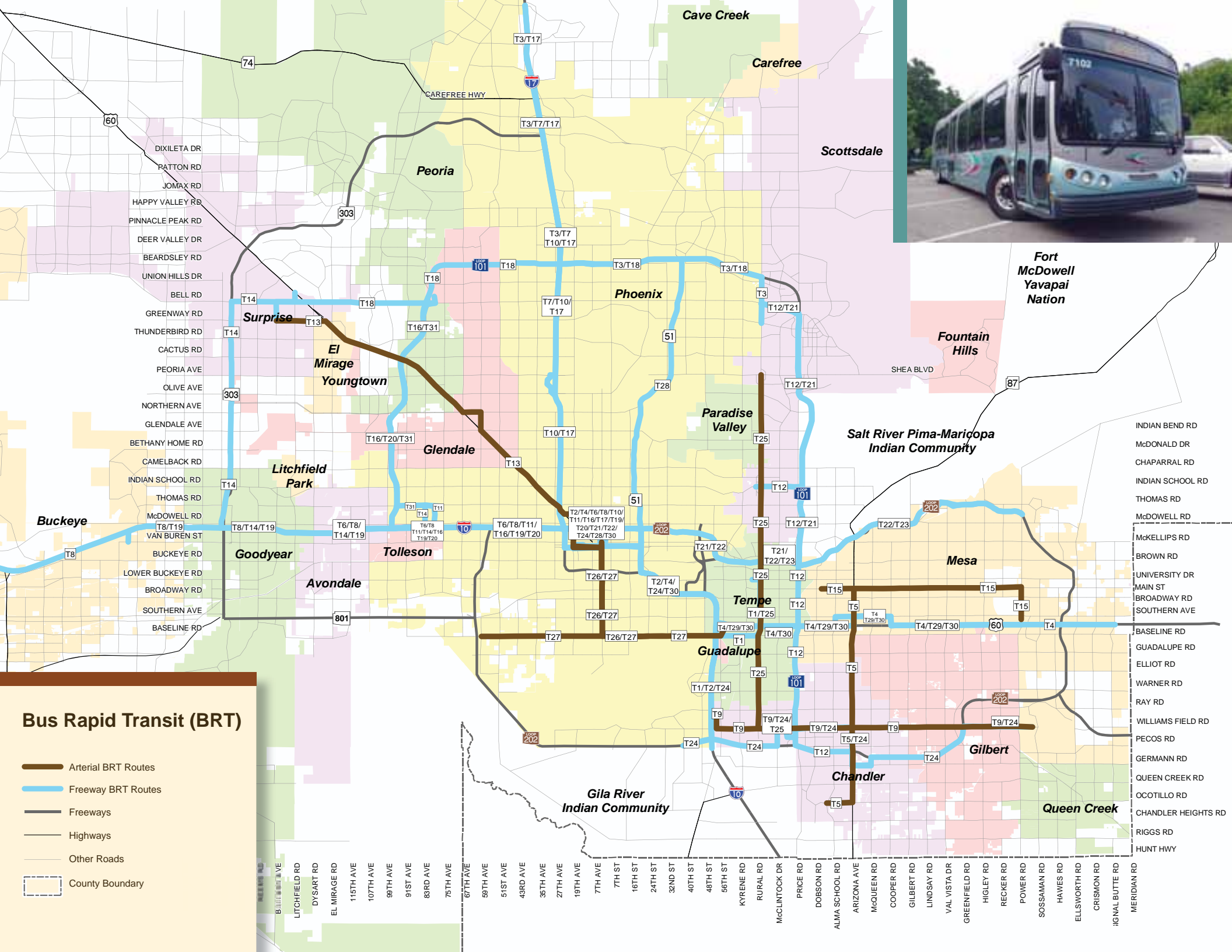
Transportation Plan includes a network of bus service that transition some existing local bus routes to routes of regional significance by offering more consistent levels of service across cities and towns.

YEAR FUNDED [†]	MAP KEY	ROUTE	ORIGIN/DESTINATION
2006	T66	Scottsdale Road/Rural Road	Scottsdale 101 Center to Chandler Fashion Mall Transit Center
2006	*	19th Avenue	Baseline Road to Lone Cactus Drive
2006	*	16th Street	Dobbins Road to Sunnyslope Transit Center
2007	*	24 th Street	South Mountain Avenue/24th Street to SR-51 and Glendale Avenue
2007	T50	Chandler Boulevard	Desert Foothills Parkway to Phoenix-Mesa Gateway Airport/ASU Polytechnic Campus
2007	T55	Glendale Avenue	Litchfield Road to SR-51
2008	T45	Dobson Road	Mesa Riverview to the Snedigar Transit Center
2008	T60	Main Street	Sky Harbor Airport to Superstition Springs Center
2008	T45	Southern Avenue	43 rd Avenue to Superstition Springs Center
2008	*	35th Avenue	Baseline Road to Beardsley Road
2008	*	7th Street	Dobbins Road to Deer Valley Road
2009	T54	Gilbert Road	Riggs Road and Val Vista Drive to McDowell Road
2009	T63	Power Road	Rittenhouse Road (Phoenix Mesa Gateway Airport/ASU Polytechnic Campus) to Power Road and Loop 202 (Red Mountain) Park-and-Ride
2010	T45	Baseline Road	59th Avenue to Dobson Road
2010	*	7th Avenue	Jesse Owens Parkway and 7th Street to SunnySlope Transit Center
2011	T44	Arizona Avenue/Country Club Dr.	Snedigar Transit Center to McKellips Road/Center Street
2011	T69	University Drive	South Mountain Community College to Ellsworth Road
2012	T47	Broadway Road	Manzanita Speedway to Superstition Springs Center
2012	T49	Camelback Road	Litchfield Road to Scottsdale Community College
2012	T53	Elliot Road	Arizona Mills Transit Center to Superstition Springs Center

YEAR FUNDED [†]	MAP KEY	ROUTE	ORIGIN/DESTINATION
2013	T43	Alma School Road	Snedigar Transit Center to McDowell/Alma School roads
2013	T61	McDowell Road/McKellips Road	Litchfield Road to future Loop 202 (Red Mountain) Park-and-Ride
2014	T52	Dysart Road	Desert Sky Transit Center to Camelback/Litchfield roads
2014	T57	Hayden Road/McClintock Drive	Hayden Road and Raintree Drive to Chandler Fashion Mall Transit Center
2014	T62	Peoria Avenue/Shea Boulevard	Thunderbird Boulevard/103 rd Avenue to Fountain Hills Boulevard
2015	T65	Ray Road	48 th Street to Phoenix Mesa Gateway Airport/ASU Polytechnic Campus
2018	T46	Bell Road	Loop 303 to Shea/Frank Lloyd Wright Boulevard
2018	T64	Queen Creek Road	Price Road to Power Road
2019	T40	59 th Avenue	Buckeye Road to Midwestern University
2019	T58	Indian School Road	Litchfield Road to Granite Reef/Camelback roads
2019	T67	Tatum Boulevard/44 th Street	Downtown Tempe/ASU Transit Center to Desert Ridge Market Place
2019	T68	Thomas Road	Dysart Road (Estrella Mountain Community College) to Pima Road
2019	T70	Van Buren Street	Litchfield Road to Curry Road
2019	T71	Waddell Road/Thunderbird Road	Litchfield Road to Scottsdale Airport
2020	T42	99 th Avenue	Buckeye Road to Bell Road
2020	T48	Buckeye Road	Litchfield Road to LRT station at 44 th /Washington streets
2020	T51	Dunlap Avenue / Olive Avenue	Litchfield Road to Metrocenter Transit Center
2021	T56	Greenfield Road	Val Vista Drive and Willis Road to Thomas Road
2022	T41	83 rd Avenue/75 th Avenue	Desert Sky Mall Transit Center to Arrowhead Towne Center
2023	T59	Litchfield Road	Lower Buckeye Road/Goodyear Airport to 128th Avenue and R.H. Johnson Boulevard

[†] Calendar year

* Routes funded entirely by city of Phoenix



Bus Rapid Transit (BRT)

- Arterial BRT Routes
- Freeway BRT Routes
- Freeways
- Highways
- Other Roads
- County Boundary



Express/Bus Rapid Transit Service

The plan funds a region wide expansion of commuter Express bus service on freeways that offer direct links to downtown Phoenix and major activity centers. Known as bus rapid transit (BRT), the Regional Transportation Plan includes a new type of bus service on arterial streets that will function as an extension of the METRO light rail line. The characteristics of BRT may include one or more of the following: faster boarding times, limited stops, streamlined buses, boarding from front and rear doors, enhanced bus stops with more shading, and real time passenger information.

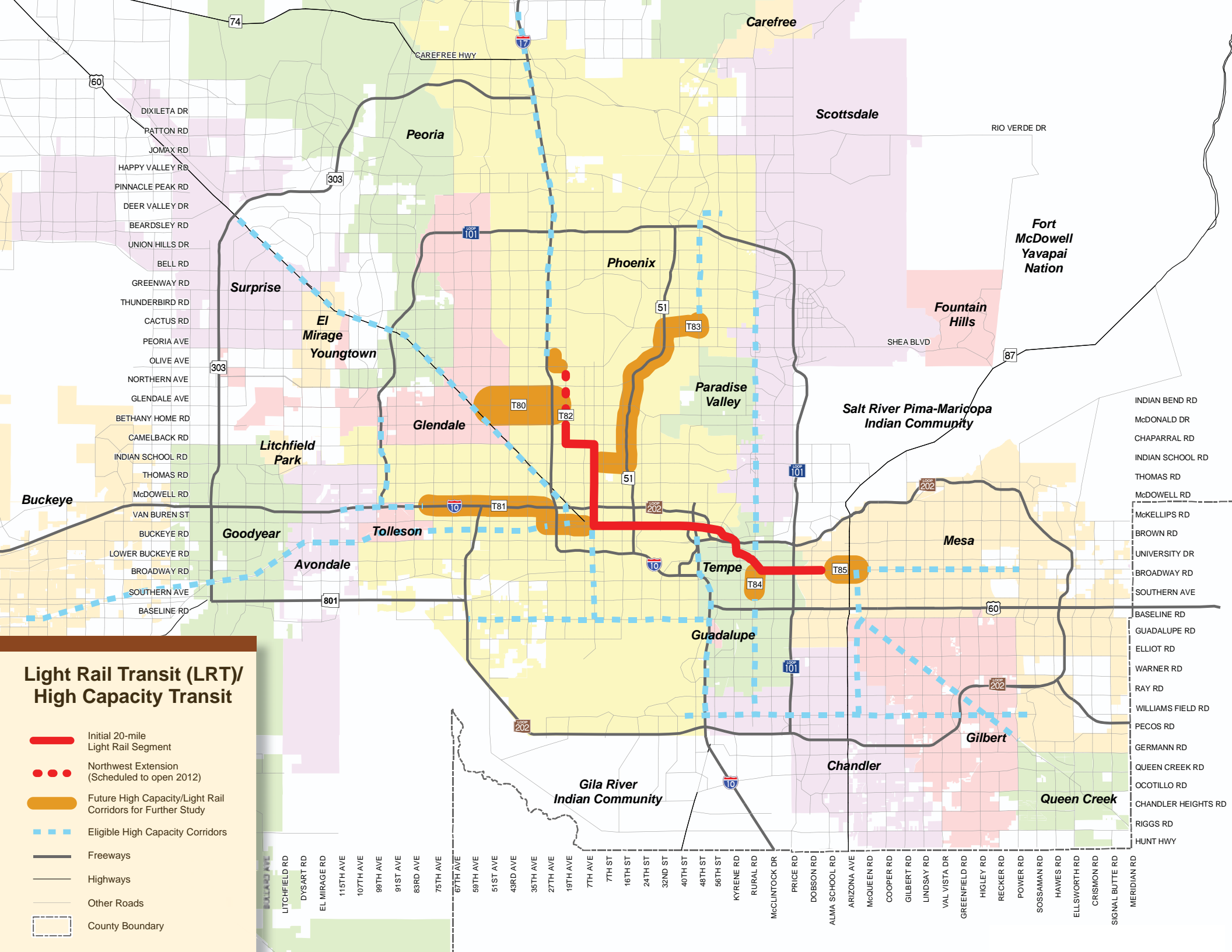
RAPID is a freeway-based BRT commuter service with limited stops that operate from Phoenix park-and-ride locations to downtown Phoenix. Express bus service from locations across the Valley may include more stops before reaching major activity centers, including downtown Phoenix.

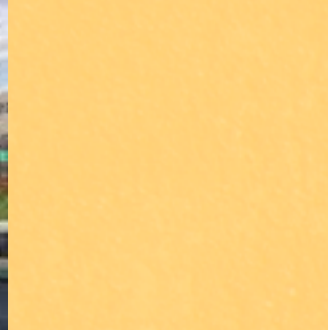
YEAR FUNDED [†]	MAP KEY	ROUTE	ORIGIN/DESTINATION
2006	T2	I-10 East RAPID*	40th Street/Pecos Park-and-Ride to State Capitol
2006	T10	I-17 RAPID*	Bell Road Park-and-Ride to State Capitol
2007	T16	Arrowhead/Down-town Express-573	Arrowhead Towne Center to State Capitol
2007	T18	Surprise/Scottsdale Express-572	Loop 101/Scottsdale Airpark to Surprise Park-and-Ride
2008	T15	Main Street Arterial BRT	Superstition Springs Center to Sycamore Street light rail station
2008	T12	Chandler/Scottsdale Airpark Express	Scottsdale Airpark to Chandler Park-and-Ride
2008	T19	Goodyear/Down-town Express	Goodyear Park-and-Ride to State Capitol
2009	T22	Red Mountain/ Downtown Express	A-Power Road Park-and-Ride to State Capitol B-Power Road to College Avenue Transit Center (Tempe)
2008	T31	Northwest Valley/ Downtown Express	A-Arrowhead Towne Center to State Capitol B-Arrowhead Towne Center to 19th Avenue/ Montebello
2009	T11	I-10 West RAPID*	Desert Sky Transit Center to State Capitol
2010	T4	Apache Junction Express	Signal Butte Road Park-and-Ride to State Capitol
2010	T5	Arizona Avenue Arterial Bus Rapid Transit	Snedigar Transit Center near Alma School Road and Ocotillo Road to Main Street (Main Street BRT connection)
2011	T29	Superstition Freeway Connector	Superstition Springs Park-and-Ride to Arizona Mills Transit Center
2012	T13	Grand Avenue Limited	Surprise Park-and-Ride to Central Station
2012	T21	Pima Express	Scottsdale Airpark to State Capitol

YEAR FUNDED [†]	MAP KEY	ROUTE	ORIGIN/DESTINATION
2013	T20	Peoria Express	Peoria Park-and-Ride to State Capitol
2013	T25	Scottsdale/Rural Arterial BRT	Scottsdale Road/Shea Boulevard to Chandler Mall Transit Center
2014	T8	Buckeye Express	West Buckeye Park-and-Ride to State Capitol
2014	T26	South Central Avenue	South Mountain Community College to State Capitol
2015	T7	Black Canyon Freeway Connector	Carefree Highway/I-17 Park-and-Ride to Metrocenter Transit Center
2015	T27	South Central Avenue Arterial BRT	A-59th Avenue/Baseline Road to Central Station B-Arizona Mills Transit Center to Central Station
2016	T1	Ahwatukee Connector	40th Street/Pecos Park-and-Ride to College Avenue Transit Center
2017	T3	Anthem Express	Anthem Park-and-Ride to Scottsdale Airpark
2017	T24	San Tan Express	Phoenix-Mesa Gateway Airport/ASU Polytechnic Campus to State Capitol
2018	T23	Red Mountain Freeway Connector	Power Road Park-and-Ride to College Avenue Transit Center (Tempe)
2018	T30	Superstition Springs Express	Superstition Springs Park-and-Ride to State Capitol
2019	T6	Avondale Express	Dysart Road Park-and-Ride to State Capitol
2021	T17	North I-17 Express	Anthem Park-and-Ride to State Capitol
2021	T28	SR-51 RAPID*	Desert Ridge Park-and-Ride to State Capitol
2022	T14	Loop 303 Express	Arrowhead Towne Center to Desert Sky Mall Transit Center
2023	T9	Chandler Boulevard Arterial Bus Rapid Transit	Phoenix-Mesa Gateway/ASU Polytechnic Campus to Galveston/54th Streets

[†] Calendar year

*Proposition 400 funds 93.4 % of RAPID service beginning in 2006





Light Rail / High-Capacity Transit

The cities of Phoenix, Tempe and Mesa have funded the construction and operations of the initial 20-mile Central Phoenix/East Valley light rail segment of METRO. The initial segment will be enhanced by a 5-mile, a 3.2-mile and a 1.4-mile extension, equaling nearly 30 miles of light rail/high-capacity transit funded with local and federal dollars.* Proposition 400 will fund the construction of 27.7 additional miles of light rail/high-capacity, as well as regional capital to support equipment and facilities (light rail vehicles, infrastructure and operations and maintenance facilities).

ESTIMATED OPENING [†]	MAP KEY	ROUTE	ORIGIN/DESTINATION
2008	See map	Central Phoenix/ East Valley*	19th Avenue and Bethany Home Road to Sycamore and Main Street (20 miles)
2012	T82	Northwest Extension I*	19th Avenue and Bethany Home Road to 19th Avenue and Dunlap Avenue (3.2 miles)
2015	T84	Tempe South	University Drive and Rural Road to Southern Avenue (2 miles)
2015	T85	Central Mesa	Main and Sycamore streets to Main Street and Mesa Drive (2.7 miles)
2017	T82	Northwest Extension II*	19th Avenue and Dunlap Avenue to 25th Avenue and Mountain View Road (1.4 miles)
2017	T80	Glendale*	19th Avenue to downtown Glendale (5 miles)
2019	T81	I-10 West	Downtown Phoenix to I-10/79th Avenue (11 miles)
2025	T83	Northeast Phoenix	Indian School Road and Central Avenue to Paradise Valley Mall (12 miles)

[†] Calendar year

* Proposition 400 funds only the purchase of METRO vehicles, regional infrastructure and operations and maintenance facilities in the first 30 miles.



Facilities

To support the expansion of transit service through 2026, the plan also funds new park-and-ride lots, transit centers, bus stops, shelters, operations and maintenance facilities and vehicles. These projects are dependent upon funding received by local and regional sales tax revenues, as well as available federal matching dollars. Bus routes listed below may not all begin with the opening of the park-and-ride. For start-up date of individual routes, refer to the super grid and express/BRT bus lists on pages 5 and 7.

Park-and-Rides

ESTIMATED OPENING [†]	CITY	TARGET AREAS	ROUTES PLANNED TO SERVE PARK-AND-RIDE
2008	Chandler	Germann Road and Hamilton Street	Express 540, Rt. 112, Arizona Avenue BRT, Rt. 511
2010	Phoenix	Happy Valley Road/I-17	1-17 RAPID, Black Canyon Freeway Connector, Anthem Express (see page 7)
2010	Surprise	Grand Avenue/Bell Road	Loop 303 Express, Rt. 571, Rt. 572, Grand Avenue Limited
2010	Scottsdale	Loop 101/Scottsdale Road	Rt. 572, Chandler/Scottsdale Express, Pima Express
2010	Mesa	Country Club Drive/US 60	Apache Junction Express, Superstition Springs Connector, Arizona Avenue Super Grid, Arizona Avenue BRT
2010	Buckeye	I-10/Watson	Papago Freeway Connector, Buckeye Express
2014	Peoria	Peoria/Grand Avenue	Grand Avenue Limited, Rt. 573
2014	Glendale	Grand/Glendale Avenue	Grand Avenue Limited, Peoria Express
2016	Phoenix	Loop 101/Indian School Road	Rt. 573, Camelback Super Grid
2017	Phoenix	51st Avenue/Baseline	Central Avenue/Baseline BRT, Baseline Super Grid
2018	Phoenix	Elliot Road/I-10	Ahwatukee Connector, I-10 East RAPID, Elliot Road Super Grid
2019	Gilbert	Val Vista Road/Loop 202	San Tan Express
2024	Glendale	Northern Avenue/Loop 303	Loop 303 Express

[†] Calendar year

Regional Transit Centers Thirteen new or expanded transit centers are included in the plan to help provide regional connections. These centers include a combination of local, regional and anticipated federal funds.

ESTIMATED OPENING†	LOCATION	CITY
2008	Montebello/19th Avenue	Phoenix
2009	Downtown	Chandler
2010	Alma School/Ocotillo	Chandler
2010	Rural/Guadalupe	Tempe
2011	Downtown	Mesa
2012	Metrocenter*	Phoenix
2014	Grand/Glendale Road	Glendale
2015	Central Station*	Phoenix
2016	Downtown	Peoria
2016	Airpark	Scottsdale
2016	Cactus/44th Street	Phoenix
2020	Bell/Loop 101	Glendale
2020	Downtown/ASU*	Tempe

† Calendar year
 * These facilities currently exist but will be funded for refurbishments with public transportation funds on the date shown.

Additional Facilities

- 1,200 improved bus stops, including pullouts and shelters
- 4 new and 2 expanded regional bus operations and maintenance facilities
- 2 paratransit and 1 rural transit operations and maintenance facilities
- 1 vanpool maintenance facility

New Vehicle Purchases

- 2,136 fixed-route buses to expand service and replace retired fleet
- 39 buses for rural transit
- 1,212 paratransit vehicles
- 1,498 vanpool vehicles

New Technologies The public transportation funds, or Proposition 400 funds, will provide for new Intelligent Transportation Systems projects to aid passengers in getting information in a timely manner and to aid in system management. Projects include automatic vehicle location, an upgraded radio system, real time and next bus information and new fare collection systems.

Rural and Other Transit Routes

Proposition 400 began funding a portion of the Valley Metro regional connector services in 2006: Route 685 Gila Bend connector and Route 660 Wickenburg connector. These services allow residents in rural communities to access shopping, education, doctors and employment. The Sun Cities Area Transit (SCAT) is also partially funded with RTP resources.

Paratransit Service Public transportation funds provide support for the complementary paratransit service required by the Americans with Disabilities Act (ADA) in areas that have local bus service. An allocation of seven percent of the transit funding in the plan is provided for paratransit or ADA service. Local cities and towns receive their annual allocations based upon operating costs of their individual paratransit programs. Funding is also provided for paratransit vehicles. Over the next twenty years, the fleet of paratransit vehicles will be replaced as well as expanded. The city of Phoenix funds ADA service that operates within the city.

Vanpool Program Proposition 400 also helps sustain the Valley Metro regional vanpool program with funding of new and replacement fleet each year. The vanpool program supports the entire transit system by providing a more customized commuter service to those outlying areas



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For more information
regarding the RTP plan, visit
www.LetsKeepMoving.com
The Regional Transportation
Plan partners' logo is used to
denote RTP projects*

*Arizona Department of Transportation, Maricopa Association of Governments, METRO Light Rail and Regional Public Transportation Authority