

Regional Strategic Transportation Infrastructure Investment Plan

Planning Principles and Policies of the Extension of Proposition 400 Investment Plan

Originally approved by MAG Regional Council June 23, 2021

Conforming changes approved by MAG Regional Council September 27, 2023

MAG's Transportation Policy Committee has developed the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) to serve as the basis for the extension of Proposition 400. The investment plan is based on these planning principles and comprises specific high-capacity projects and programs detailed herein. The RSTIIP was originally approved by MAG Regional Council on June 23, 2021, with project phasing approved July 28, 2021. The RSTIIP was subsequently modified to reflect conforming changes following the passage of SB1102, enabling legislation for the extension of Proposition 400.

General

- The RSTIIP assumes the continuation of the half-cent sales tax for a term of 20 years (2026 – 2045).
- All revenues available to the region were taken into consideration when developing the Regional Transportation Plan (RTP) and extension of Proposition 400.
- The allocation of sales tax between modes and programs is "reset" as a result of the planning and development process; MAG policymakers determine the desired program allocations for the region as part of the new RSTIIP.
- There is a methodical approach to the allocation of sales tax and federal funding available to the region. Sales tax is used to fund certain programs, particularly those programs or projects smaller in size; federal funding is used to fund larger projects that are already federalized. This results in more efficient use of funding.
- Revenues available to the region, including sales tax allocations between modes and programs, will be documented and managed by Transportation Policy Committee and MAG Regional Council through the RSTIIP.
- Investments in the plan are balanced across the region's geography (east, central and west).
- Revenues and cost estimates were developed in 2020 dollars. Inflation will be applied to both as part of the RTP and RSTIIP.
- All RSTIIP funding decisions and program management will occur at MAG while program implementation will occur with our partners:
 - ADOT will implement the freeway program.
 - Local agencies will implement the arterial program.
 - Valley Metro, City of Phoenix, and other operators will implement the transit program.

Freeway/Highway

- Maintenance of the freeway/highway system is the responsibility of ADOT/State of Arizona.
- An allocation of funding is set aside for litter, landscape, and sweeping of the regional freeway/highway system. The allocation does not change over time except for standard inflationary increases.
- Funding is set aside for the administration of the regional freeway program.

Arterials

- The regional contribution is capped at the lesser of 70 percent of the project's estimated cost or the programmed regional amount; the local agency is responsible for a minimum 30 percent match.
- Only major arterial roadways are eligible to receive funding. Major arterials include, a) roadway facilities on the regional arterial or mile grid system; b) roadway facilities that connect freeways, highways, or other controlled access facilities; and c) other key arterial corridors.
- Only arterial projects with construction initiated on or after the tax will be eligible for reimbursement (i.e., on or after January 1, 2026).
- Funding is set aside for three arterial programs: arterial intersection improvement, arterial rehabilitation, and arterial widening. Specific projects for these programs will be chosen through a competitive process that will occur over the life of the sales tax.

High Capacity Transit

- No sales tax can be used for light rail, commuter rail, streetcar or trolley extensions.
- Regional match using funding sources available to the region for high capacity transit is as follows:
 - Light rail: Sales tax cannot be used for light rail extensions. Additionally, no more than 30 percent of total capital project costs can come from federal formula funds allocated to the region. The balance is assumed to come from federal discretionary funds (40 to 50 percent) and local funds.
 - Light rail system improvements: No more than 70 percent of total capital project costs can come from federal formula funds allocated to the region. The balance is assumed to come from local funds (30 percent).
 - Streetcar: Sales tax cannot be used for streetcar extensions. Additionally, no more than 30 percent of total capital project costs can come from federal formula funds allocated to the region. The balance is assumed to come from federal discretionary funds (40 to 50 percent) and local funds (20 to 30 percent).

- Bus rapid transit: No more than 70 percent of total capital project costs. The balance is assumed to come from local funds (30 percent).
- Rail Transit Asset Management, which represents capital replacement costs needed to keep the system in a state of good repair, is funded at 100 percent.
- The costs to operate the regional rail system (light rail and streetcar) are the responsibility of local agencies.
- Bus Rapid Transit service is eligible for bus transit operating assistance formula allocations.

Bus Transit

- The region funds all bus purchases, regardless of whether the route is regionally funded.
- The region will continue to fund preventative maintenance (PM); 25 percent of the region's \$5307 funds will be allocated to PM.
- Dedicated funding for park and rides/transit centers will be set aside and programmed by MAG through a formal discretionary funding program based on regional planning efforts undertaken in coordination with Valley Metro, and coordinated planning with freeway program investments, such as direct High Occupancy Vehicle (DHOV) ramps. Park and rides/transit centers have a 20 percent local match requirement.
- Dedicated funding will be set aside for bus transit asset management items and projects programmed through a periodic, regional planning process. The region is assumed to fund 100 percent of bus transit asset management items through a combination of federal formula funds and sales tax revenues.
- The cost of ADA service will be reimbursed by the region:
 - The regional ADA funding will be limited to the strict, federal definition of ADA service, although jurisdictions may use local funds for trips served beyond the federal ADA definition.
 - To further incentivize cost-containment, reimbursement for ADA eligible trips on services like RideChoice will be eligible, with the region's commitment to also explore and pursue new innovative solutions in the future.
- The cost of regional commuter bus services (e.g., Express) will be reimbursed by the region directly through a dedicated funding set-aside.
 - The regional commuter bus funding set-aside will be informed by iterative planning efforts led by MAG to identify potential improvements recommended to meet current and future market conditions.
 - Only regional commuter bus routes originating outside the City of Phoenix will be eligible for funding. The RAPID commuter bus routes operated by the City of Phoenix are not eligible for regional commuter services funding and will continue to be funded and managed by the city.

- Regional transit operation support items will be funded by the region through a set-aside allocation. These include expenses for regional safety and security, the regional call center, and activities to support regional transit operations.
- Regional bus operating assistance will be provided through a performance-based, formulaic approach intended to ensure contiguous and consistent service across jurisdictions. The bus transit operating assistance program is built on the principal that bus transit will be funded through a combination of sources with a continued heavy reliance on local funding to enable transit service.
 - Regional transit operating assistance is allocated through a combination of a base allocation and a formula-based allocation. The base allocation (or "floor") is established to ensure existing regional commitments remain funded.
 - The formula is calculated based on two, equally weighted allocation variables: (1) actual vehicle revenue miles, and (2) annual boardings.
 - Regional funding would be decoupled from specific routes and instead, regional funding allocations would be provided to jurisdictions based on the pool of eligible routes that operate within their boundaries.
 - Consistent with Proposition 400 policy, regional funding is allocated based on the Proposition 400 Supergrid eligibility guidelines with provisions made to contribute funding to circulators, detailed below. The intent of regional funding is to support routes that comprise the backbone of the regional fixed route transit network. Regional funding ensures contiguous and consistent (and in some cases higher) service levels across jurisdictions. Bus Rapid Transit routes would also be formula eligible.
 - City of Phoenix fixed and BRT routes are not eligible for formula funding. City of Phoenix will receive 5.780 percent of the sales tax proceeds for use on regional bus transit service.
 - Seed funding is provided to test viability of new or emerging market transit routes; funding is awarded on a competitive and iterative basis with the regional contribution declining over a four-year period.
- Circulators have limited eligibility for regional bus operating assistance.
 - All Maricopa County jurisdictions are eligible for circulator funding; jurisdictions must indicate whether they would like their circulator(s) to be considered for regional funding support.
 - Up to 10 percent of the total formula funding allocation is available for circulators.
 - No more than 30 percent of a jurisdiction's circulator costs can be funded by the region.
 - If funding requests for circulators across the county exceeds the 10 percent limit, a prorated share will be distributed to jurisdictions based on formula inputs (i.e., revenue miles, boardings).
 - A 50-percent multiplier will be applied to the formula service variables for circulator routes.
 - Circulator costs cannot be funded through an agency's base allocation.

- Beginning in Fiscal Year 2027, Valley Metro and MAG will perform an audit to document transit farebox recovery by system and jurisdiction. If specified targets are not met per §28-6353, the audit must document that revenue sources other than the sales tax make up the difference.

Regional Transportation Infrastructure and Competitive Programs

- Regional transportation infrastructure and competitive programs will be funded through a combination of federal formula funds as well as sales tax funding. Funding certain programs and projects with sales tax funding will decrease costs, accelerate project delivery time, and reduce administrative burden as demonstrated by MAG’s 2020 study, *Assessment of Federalizing Transportation Projects*.
- An allocation of funding is set aside and projects will be selected and programmed through a periodic call for projects process that originates with MAG’s technical committees to review and score applications and culminates with MAG Regional Council approval. Program policy guidance is determined by the Transportation Policy Committee and MAG Regional Council.
- Specific match requirements will be established as part of the implementation efforts that will follow voter approval of the extension of the sales tax. However, for purposes of the RSTIIP development, a 10 percent minimum local match is assumed.

Funding and Programs

Regional Transportation Infrastructure and Competitive Programs Assumptions

Program	Funding Source(s)	Pinal County Eligibility	20 years	
			Total	Annual
Air Quality	Sales Tax/Federal	Yes	\$160.0 m	\$8.0 m
TDM Expansion	Federal	Yes	250.5 m	12.5 m
Arterial Rehabilitation/Reconstruction	Federal	Yes	500.0 m	25.0 m
Arterial Widening	Federal	Yes	300.0 m	15.0 m
Arterial Intersection	Sales Tax	No	400.0 m	20.0 m
Safety	Sales Tax*	Yes	200.0 m	10.0 m
Active Transportation	Sales Tax/Federal	Yes	800.0 m	40.0 m
ITS	Sales Tax*	Yes	600.0 m	30.0 m
Emerging Tech	Sales Tax	No	250.0 m	12.5 m

*Projects programmed in Pinal County would be funded with Federal Highway Administration (FHWA) formula funds.
 Note: A portion of the funding allocated for programs may be managed through the Life Cycle Programs.

Bus Transit

Bus Transit Component	20 years	
	Total	Annual
(A) Operating Assistance - Base Allocation	\$1,044.0 m	\$52.2 m
(B) Operating Assistance Formula (Supergrid Fixed Route)	949.3 m	47.5 m
(C) Express (Commuter) Bus	135.4 m	6.8 m
(D) ADA	798.8 m	39.9 m
(E) Regional Services	254.5 m	12.7 m
(F) Preventative Maintenance	438.8 m	21.9 m
(G) Bus Purchases	1,738 m	--
(H) TAM Bus Facilities	73.0 m	--
(I) Park & Rides/Transit Centers/Etc.	258.8 m	--
(J) Vulnerable Persons Transportation (FTA\$5310)	96.8 m	4.8 m

Funding Sources

	20 Year Program					
	Sales Tax	MAG STBGP	MAG CMAQ	FTA Formula Funds	ADOT HURF	ADOT Fed
Freeways	40.5%				100.0%	100.0%
Arterial	11.2%	6.0%				
High Capacity Transit	8.1%	33.6%	41.8%	15.2%		
Bus Transit	28.9%		28.9%	80.7%		
Program: Air Quality	0.3%		10.0%			
Program: TDM Expansion			3.3%			
Program: Arterial Rehabilitation		29.8%				
Program: Arterial widening		17.9%				
Program: Arterial Intersection	2.7%					
Program: Safety	1.3%					
Program: Active Transportation	2.4%	12.8%	15.9%			
Program: ITS	3.0%					
Program: Emerging Tech	1.7%					
Program: Enhanced Mobility				4.1%		
Projected Revenues (Millions)	\$14,946.6	\$1,680.2	\$1,195.3	\$2,341.3	\$1,991.2	\$6,061.8

Phasing

Phasing reflects the period in which construction of the facility is programmed to begin. Non-sales tax revenues are assumed to continue following the end of the sales tax funding horizon.

Phase	Financial Commitment for Start of Construction
Phase I	FY 2026 – FY 2030
Phase II	FY 2031 – FY 2035
Phase III	FY 2036 – FY 2040
Phase IV	FY 2041 – FY 2046
Phase V	Beyond sales tax horizon

Identification Code	Project Name	Project Type	Phase	Cost Estimate
Interstate 10				
PHX-20-RTP-148G	I-10 at 27th Ave	Freeway: TI (improve)	Phase II	\$11,000,000
PHX-20-RTP-148F	I-10 at 35th Ave	Freeway: TI (improve)	Phase II	\$20,000,000
PHX-20-RTP-148E	I-10 at 43rd Ave	Freeway: TI (improve)	Phase II	\$20,000,000
PHX-20-RTP-148D	I-10 at 51st Ave	Freeway: TI (improve)	Phase II	\$21,000,000
PHX-20-RTP-148C	I-10 at 67th Ave	Freeway: TI (improve)	Phase II	\$21,000,000
PHX-20-RTP-148B	I-10 at 75th Ave	Freeway: TI (improve)	Phase II	\$21,000,000
MAG-20-RTP-109	I-10 at 83rd Ave	Freeway: TI (improve)	Phase I	\$21,000,000
PHX-20-RTP-148A	I-10 at 91st Ave	Freeway: TI (improve)	Phase I	\$21,000,000
TOL-20-RTP-006	I-10 at 99th Ave	Freeway: TI (improve)	Phase I	\$5,000,000
MAG-20-RTP-014	I-10 at Baseline Rd	Freeway: TI (improve)	Phase I	\$26,090,000
MAG-20-RTP-010	I-10 at Chandler Blvd	Freeway: TI (improve)	Phase IV	\$14,000,000
MAG-20-RTP-013	I-10 at Galveston St DHOV	Freeway: TI (DHOV)	Phase V	\$64,924,000
MAG-20-RTP-102	I-10 at Jackrabbit Trail	Freeway: TI (improve)	Phase I	\$33,000,000
MAG-20-RTP-012	I-10 at Warner Rd	Freeway: TI (improve)	Phase IV	\$9,970,000
GRC-20-RTP-010	I-10 at Wild Horse Blvd	Freeway: TI (improve)	Phase I	\$25,000,000
MAG-20-RTP-118	I-10 Papago Hance Park Tunnel Reconstruction	Freeway: Other	Phase V	\$195,000,000
PHX-20-RTP-151	I-10/I-17 Split DHOV	Freeway: System Interchange	Phase IV	\$169,960,000
MAG-20-RTP-117	I-10/I-17 Stack Improvements	Freeway: System Interchange	Phase V	\$240,000,000
PHX-20-RTP-150	I-10/SR 202L/SR 51 Mini Stack	Freeway: System Interchange	Phase II	\$258,000,000
PHX-20-RTP-152	I-10: Baseline Rd to Elliot Rd Collector-Distributor	Freeway: Other	Phase IV	\$144,708,000
PHX-20-RTP-149	I-10: I-10 Tunnel to I-17 Split	Freeway: GPL (widen)	Phase II	\$182,000,000
PHX-20-RTP-147	I-10: SR 101L to I-17	Freeway: GPL (widen)	Phase I	\$50,000,000
BKY-20-RTP-036	I-10: SR 85 to SR 303 (HOV)	Freeway: HOV (new lane)	Phase V	\$66,660,000
Interstate 17				
PHX-20-RTP-156	I-17 at Bell Rd	Freeway: TI (improve)	Phase IV	\$133,730,000
PHX-20-RTP-158	I-17 at Glendale Ave	Freeway: TI (improve)	Phase IV	\$65,630,000
PHX-20-RTP-165	I-17 at Peoria Ave	Freeway: TI (improve)	Phase IV	\$39,399,000
PHX-20-RTP-157	I-17 at Thunderbird Rd	Freeway: TI (improve)	Phase IV	\$103,790,000
MAG-20-RTP-061A	I-17: 19th Avenue to McDowell	Freeway: Reconstruction	Phase III	\$346,510,620
MAG-20-RTP-062	I-17: Dunlap to SR 101L	Freeway: Reconstruction	Phase III	\$541,090,000
MAG-20-RTP-801	I-10/I-17 Traffic Interchange West Connection	Freeway: TI (new)	Phase II	\$65,866,947

Identification Code	Project Name	Project Type	Phase	Cost Estimate
MAG-20-RTP-060	I-17: I-10 Papago (Split) to 19th Ave	Freeway: HOV (new lane)	Phase II	\$490,830,000
MAG-20-RTP-061B	I-17: McDowell to Dunlap	Freeway: Reconstruction	Phase III	\$1,032,799,380
PHX-20-RTP-154	I-17: SR 74 to Anthem Way HOV	Freeway: HOV (new lane)	Phase IV	\$73,530,000
Loop 101 (Agua Fria)				
GLN-20-RTP-014	SR 101L (Agua Fria) at 59th Avenue	Freeway: TI (improve)	Phase II	\$42,000,000
MAG-20-RTP-104	SR 101L (Agua Fria) at 67th Ave	Freeway: TI (improve)	Phase I	\$42,000,000
GLN-20-RTP-017	SR 101L (Agua Fria) at 83rd Avenue DHOV	Freeway: TI (DHOV)	Phase IV	\$48,750,000
MAG-20-RTP-105	SR 101L (Agua Fria) at Bell Rd	Freeway: TI (improve)	Phase III	\$40,000,000
GLN-20-RTP-018	SR 101L (Agua Fria) at Glendale Ave	Freeway: TI (improve)	Phase II	\$35,000,000
TOL-20-RTP-001	SR 101L (Agua Fria) at I-10/91st Avenue Connector	Freeway: TI (improve)	Phase I	\$65,758,000
PHX-20-RTP-161	SR 101L (Agua Fria) at I-17 DHOV	Freeway: TI (DHOV)	Phase III	\$189,010,000
PEO-20-RTP-046	SR 101L (Agua Fria) at Peoria Ave	Freeway: TI (improve)	Phase II	\$40,000,000
PEO-20-RTP-039	SR 101L (Agua Fria) at Thunderbird Road	Freeway: TI (improve)	Phase III	\$35,000,000
MAG-20-RTP-064	SR 101L (Agua Fria): I-10 to US 60 Grand Ave	Freeway: GPL (widen)	Phase II	\$192,400,000
MAG-20-RTP-065	SR 101L (Agua Fria): US 60 Grand Ave to 75th Ave	Freeway: GPL (widen)	Phase III	\$94,070,000
Loop 101 (Pima)				
SCT-20-RTP-024	SR 101L (Pima) at Pima Rd	Freeway: TI (improve)	Phase I	\$27,900,000
Loop 101 (Price)				
CHN-20-RTP-075	SR 101L (Price) at Frye Road (Northbound Ramp)	Freeway: TI (improve)	Phase II	\$6,900,000
MAG-20-RTP-315	SR 101L (Price) at SR 202L (Red Mountain) DHOV	Freeway: TI (DHOV)	Phase II	\$152,140,000
MAG-20-RTP-111	SR 101L: SR 202L to US 60 Superstition Bottleneck Improvements	Freeway: Other	Phase II	\$311,940,000
Loop 202 (Red Mountain)				
MAG-20-RTP-050	SR 202L (Red Mountain): Gilbert Rd to Higley	Freeway: GPL (widen)	Phase V	\$82,210,000
MAG-20-RTP-057	SR 202L (Red Mountain): Higley Rd to US-60	Freeway: GPL (widen)	Phase V	\$131,368,000
MAG-20-RTP-413	SR 202L (Red Mountain): Priest to SR 101L System Improvements	Freeway: Other	Phase III	\$300,000,000
Loop 202 (Santan)				
CHN-20-RTP-057	SR 202L (Santan) at Hamilton Street DHOV	Freeway: TI (DHOV)	Phase III	\$45,000,000
GLB-20-RTP-118	SR 202L (Santan) at Santan Village Parkway	Freeway: TI (improve)	Phase IV	\$25,000,000
MAG-20-RTP-041B	SR 202L (Santan): Main St / Apache Tr to Gilbert Road HOV	Freeway: HOV (new lane)	Phase V	\$85,000,000

MAG RSTIIP

Construction Phasing | Freeway

Extension of Proposition 400
Originally approved by MAG Regional Council July 28, 2021
Conforming changes approved September 27, 2023

Identification Code	Project Name	Project Type	Phase	Cost Estimate
CHN-20-RTP-079	SR 202L (Santan): SR 101L to I-10	Freeway: GPL (widen)	Phase I	\$64,370,000
MAG-20-RTP-053	SR 202L (Santan): Val Vista Rd to US 60	Freeway: GPL (widen)	Phase IV	\$162,350,000
SR 24				
MAG-20-RTP-106A	SR 24: SR 202L to Ironwood Drive	Freeway: New	Phase I	\$119,878,400
MAG-20-RTP-106B	SR 24: SR 202L to Ironwood Drive (4th GPL)	Freeway: GPL (widen)	Phase V	\$28,521,600
SR 30				
PHX-20-RTP-171	SR 30: SR 202L to I-17	Freeway: New	Phase IV	\$2,100,000,000
MAG-20-RTP-103	SR 30: SR 303L to SR 202L	Freeway: New	Phase I	\$2,129,211,000
MAG-20-RTP-043C	SR 30: SR 85 to SR 303L Interim Facility (Option 2) Project Development*	Freeway: New	Phase I	\$25,000,000
MAG-20-RTP-043C	SR 30: SR 85 to SR 303L Interim Facility (Option 2) Interim Improvements*	Freeway: New	Phase IV	\$561,000,000
MAG-20-RTP-043C	SR 30: SR 85 to SR 303L Interim Facility (Option 2)*	Freeway: New	Phase V	\$267,256,000
* Per SB1102, "The legislature intends that the development of State Route 30 between State Route 85 and Loop 303 will begin in the first phase of the plan as defined in section 28-6351, Arizona Revised Statutes, as amended by this act, to allow right-of-way acquisition and construction of the facility to advance as monies become available."				
Loop 303				
PEO-20-RTP-031	SR 303L at 96th Ave	Freeway: TI (new)	Phase V	\$31,000,000
MAG-20-RTP-108	SR 303L at I-17	Freeway: TI (new)	Phase I	\$221,390,000
SUR-20-RTP-119	SR 303L at Litchfield Road	Freeway: TI (new)	Phase II	\$31,000,000
MAG-20-RTP-007	SR 303L at Northern Ave	Freeway: TI (improve)	Phase III	\$20,000,000
GLN-20-RTP-009	SR 303L at Northern Parkway	Freeway: TI (improve)	Phase III	\$137,230,000
MAG-20-RTP-006	SR 303L at Olive Ave	Freeway: TI (improve)	Phase III	\$20,000,000
MAG-20-RTP-082	SR 303L at US 60 Grand Ave (Ultimate Interchange)	Freeway: TI (improve)	Phase IV	\$126,580,000
MAG-20-RTP-311	SR 303L/I-10 DHOV	Freeway: TI (DHOV)	Phase V	\$121,980,000
MAG-20-RTP-308	SR 303L: I-10 to Northern Ave HOV	Freeway: HOV (new lane)	Phase IV	\$24,590,000
MAG-20-RTP-107	SR 303L: Lake Pleasant Parkway to I-17	Freeway: New	Phase I	\$113,135,000
SR 347				
MAG-20-RTP-301	SR 347: I-10 to Riggs Road	Freeway: GPL (widen)	Phase II	\$90,000,000
SR 74				
PEO-20-RTP-035	SR 74 at Lake Pleasant Parkway	Freeway: TI (improve)	Phase II	\$1,800,000

Identification Code	Project Name	Project Type	Phase	Cost Estimate
SR 87				
SRP-20-RTP-012	SR 87 at McDowell Rd/Country Club Dr	Freeway: TI (new)	Phase II	\$31,000,000
US 60 (Grand Avenue)				
MAG-20-RTP-025	US 60 (Grand Ave) at 103rd Ave	Freeway: TI (improve)	Phase III	\$51,360,000
MAG-20-RTP-024	US 60 (Grand Ave) at 111th Ave	Freeway: TI (improve)	Phase III	\$26,700,000
SUR-20-RTP-102	US 60 (Grand Ave) at 163rd Ave	Freeway: Other Grade Separation	Phase IV	\$34,030,000
GLN-20-RTP-008	US 60 (Grand Ave) at 51st Avenue/Bethany Home	Freeway: Other Grade Separation	Phase II	\$108,560,000
MAG-20-RTP-026	US 60 (Grand Ave) at 99th Ave	Freeway: TI (improve)	Phase III	\$42,770,000
MAG-20-RTP-110	US 60 (Grand Ave) at BNSF Ennis Spur Grade Separation	Freeway: Other	Phase III	\$35,000,000
MAG-20-RTP-023	US 60 (Grand Ave) at Del Webb Blvd/107th Ave	Freeway: TI (improve)	Phase III	\$26,400,000
MAG-20-RTP-033	US 60 (Grand Ave) at Greenway Rd	Freeway: TI (improve)	Phase III	\$5,000,000
PHX-20-RTP-162	US 60 (Grand Ave) at I-17 DHOV	Freeway: TI (DHOV)	Phase IV	\$76,590,000
GLN-20-RTP-010	US 60 (Grand Ave) at Northern Avenue	Freeway: TI (improve)	Phase IV	\$159,530,000
PEO-20-RTP-047	US 60 (Grand Ave) at SR 101L/91st Avenue	Freeway: System Interchange	Phase III	\$67,800,000
MAG-20-RTP-414	US 60 (Grand Ave): SR 303L to I-10 Corridor Optimization	Freeway: Other	Phase II	\$200,000,000
US 60 (Superstition)				
TMP-20-RTP-045	US 60 (Superstition) at Mill Ave	Freeway: TI (improve)	Phase V	\$45,000,000
MAG-20-RTP-318	US 60 (Superstition) at SR 202L (Santan) DHOV	Freeway: TI (DHOV)	Phase V	\$156,030,000
MAG-20-RTP-415	US 60 (Superstition): Corridor Multimodal Optimization	Freeway: Other	Phase IV	\$250,000,000
MAG-20-RTP-044B	US 60 (Superstition): Ellsworth Rd to Meridian Rd (GPL)	Freeway: GPL (widen)	Phase III	\$40,340,000
MAG-20-RTP-045B	US 60 (Superstition): Ellsworth Rd to Meridian Rd (HOV)	Freeway: HOV (new lane)	Phase III	\$22,960,000
Freeway Program Elements				
MAG-20-RTP-305	Freeway Program Implementation			\$223,400,000
MAG-20-RTP-114	Freeway Capital Rehabilitation			\$600,000,000
MAG-20-RTP-304	Freeway Litter, Landscape and Sweep			\$350,000,000
MAG-20-RTP-113	ADOT Local Roadway Turnbacks			\$80,000,000
MAG-20-RTP-411	Freeway Program: Minor and Spot Safety Improvements			\$150,000,000
MAG-20-RTP-800	System Supporting Infrastructure			\$400,000,000

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional	Minimum
					Funding Cap	Local Match
Apache Junction						
APJ-20-RTP-011	Meridian Rd: Hwy60 to Superstition Blvd	Arterial: Widen Roadway	Phase III	\$19,990,000	\$13,993,000	\$5,997,000
Avondale						
AVN-20-RTP-003	107th Ave: Van Buren St to I-10	Arterial: Widen Roadway	Phase III	\$8,630,000	\$6,041,000	\$2,589,000
AVN-20-RTP-011	Thomas Road Bridge at Agua Fria River	Arterial: Bridge (New)	Phase V	\$41,990,000	\$29,393,000	\$12,597,000
AVN-20-RTP-010	Van Buren: Dysart to 99th Ave	Arterial: Widen Roadway	Phase II	\$31,000,000	\$21,700,000	\$9,300,000
Chandler						
CHN-20-RTP-061	Alma School Road: Germann to Ocotillo Roads	Arterial: Widen Roadway	Phase IV	\$17,130,000	\$11,991,000	\$5,139,000
CHN-20-RTP-062	Alma School Road: Pecos Road to Chandler Boulevard	Arterial: Widen Roadway	Phase IV	\$6,780,000	\$4,746,000	\$2,034,000
CHN-20-RTP-068	Chandler Boulevard: Arizona Avenue to McQueen Road	Arterial: Widen Roadway	Phase IV	\$13,100,000	\$9,170,000	\$3,930,000
CHN-20-RTP-058	Elliot Rd: Price Rd to Alma School Rd	Arterial: Widen Roadway	Phase IV	\$16,300,000	\$11,410,000	\$4,890,000
CHN-20-RTP-069	Germann Rd: West of Arizona Avenue to Cooper Road	Arterial: Widen Roadway	Phase III	\$27,430,000	\$19,201,000	\$8,229,000
CHN-20-RTP-060	Kyrene Rd: North of Chandler Blvd. to SR 202	Arterial: Widen Roadway	Phase I	\$15,880,000	\$11,116,000	\$4,764,000
CHN-20-RTP-064	McQueen Road: North of Warner Road to Pecos Road	Arterial: Widen Roadway	Phase II	\$32,330,000	\$22,631,000	\$9,699,000
CHN-20-RTP-067	Ray Rd: Alma School to McQueen Roads	Arterial: Widen Roadway	Phase V	\$21,520,000	\$15,064,000	\$6,456,000
CHN-20-RTP-066	Warner Rd: Arizona Avenue to McQueen Road	Arterial: Widen Roadway	Phase V	\$14,860,000	\$10,402,000	\$4,458,000
CHN-20-RTP-059	Warner Rd: Price Road to Arizona Avenue	Arterial: Widen Roadway	Phase I	\$31,120,000	\$21,784,000	\$9,336,000
El Mirage						
ELM-20-RTP-001	Dysart Rd: Northern Parkway to Grand Avenue	Arterial: Widen Roadway	Phase V	\$59,750,000	\$41,825,000	\$17,925,000
Fountain Hills						
FTH-20-RTP-002	Palisades Blvd from Shea Blvd to Saguaro Blvd	Arterial: Reconstruct Roadway	Phase IV	\$24,420,000	\$17,094,000	\$7,326,000
FTH-20-RTP-003	Saguaro Blvd: Shea Blvd to Fountain Hills Blvd	Arterial: Reconstruct Roadway	Phase V	\$9,500,000	\$6,650,000	\$2,850,000
FTH-20-RTP-001	Shea Blvd: Palisades Blvd to Technology Dr	Arterial: Widen Roadway	Phase II	\$46,370,000	\$32,459,000	\$13,911,000
Gilbert						
GLB-20-RTP-047	Hunt Highway: Higley Road to Recker Road (ST1150)	Arterial: Widen Roadway	Phase V	\$12,320,000	\$8,624,000	\$3,696,000
GLB-20-RTP-103	McQueen Road at Union Pacific Railroad Grade Separation	Arterial: Rail Crossing (grade separation)	Phase V	\$24,250,000	\$16,975,000	\$7,275,000
GLB-20-RTP-002	Ocotillo Road: Greenfield Road to Higley Road (ST0540)	Arterial: New Roadway	Phase I	\$66,600,000	\$46,620,000	\$19,980,000
GLB-20-RTP-006	Power Rd at Pecos Rd Grade Separation	Arterial: Rail Crossing (grade separation)	Phase IV	\$114,210,000	\$79,947,000	\$34,263,000
GLB-20-RTP-044	Recker Road: Ocotillo to Chandler Heights (ST0800)	Arterial: Widen Roadway	Phase II	\$10,270,000	\$7,189,000	\$3,081,000
GLB-20-RTP-049	Val Vista Drive: Riggs Road to Hunt Highway (ST1270)	Arterial: Widen Roadway	Phase III	\$10,310,000	\$7,217,000	\$3,093,000
GLB-20-RTP-102	Val Vista Road at Union Pacific Railroad Grade Separation	Arterial: Rail Crossing (grade separation)	Phase II	\$24,700,000	\$17,290,000	\$7,410,000

Phase I: FY 2026-2030

Phase II: FY 2031-2035

Phase III: FY 2036-2040

Phase IV: FY 2041-2046

Phase V: Beyond sales tax horizon

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional	Minimum
					Funding Cap	Local Match
Glendale						
GLN-20-RTP-001	59th Ave: Camelback to SR 101L	Arterial: Other	Phase I	\$24,660,000	\$17,262,000	\$7,398,000
GLN-20-RTP-034B	67th Ave: Olive Ave to Pinnacle Peak Rd	Arterial: Rehabilitation	Phase II	\$48,930,000	\$34,251,000	\$14,679,000
GLN-20-RTP-060B	83rd Ave: Bethany Home Road to Northern Ave	Arterial: Rehabilitation	Phase V	\$7,830,000	\$5,481,000	\$2,349,000
GLN-20-RTP-042	91st Ave: Orangewood Ave to Northern Ave	Arterial: Widen Roadway	Phase V	\$4,230,000	\$2,961,000	\$1,269,000
GLN-20-RTP-024	Ballpark Blvd: Bethany Home Rd to State Farm Stadium	Arterial: Widen Roadway	Phase V	\$6,400,000	\$4,480,000	\$1,920,000
GLN-20-RTP-038	Bell Rd: 59th Ave to 83rd Ave	Arterial: Bridge (Widen)	Phase IV	\$18,220,000	\$12,754,000	\$5,466,000
GLN-20-RTP-035	Camelback Rd: 99th Ave to 51st Ave	Arterial: Widen Roadway	Phase II	\$59,740,000	\$41,818,000	\$17,922,000
GLN-20-RTP-044	Cotton Ln: Camelback Rd to Bethany Home Rd	Arterial: Widen Roadway	Phase V	\$11,380,000	\$7,966,000	\$3,414,000
GLN-20-RTP-059	Glendale Ave: Litchfield Rd to 99th Ave	Arterial: Bridge (Widen)	Phase III	\$64,890,000	\$45,423,000	\$19,467,000
GLN-20-RTP-040	Sarival Ave: Camelback Rd to Peoria Ave	Arterial: Widen Roadway	Phase V	\$46,760,000	\$32,732,000	\$14,028,000
Goodyear						
GDY-20-RTP-027	Camelback Rd: Citrus Rd to Cotton Ln	Arterial: Widen Roadway	Phase III	\$14,840,000	\$10,388,000	\$4,452,000
GDY-20-RTP-032	Citrus Rd: McDowell Rd to Thomas Rd	Arterial: Widen Roadway	Phase IV	\$9,920,000	\$6,944,000	\$2,976,000
GDY-20-RTP-022	Yuma Road Bridge at Bullard Wash	Arterial: Bridge (New)	Phase II	\$9,340,000	\$6,538,000	\$2,802,000
GDY-20-RTP-020	Yuma Road: Estrella Pkwy to Litchfield Rd	Arterial: Widen Roadway	Phase II	\$26,060,000	\$18,242,000	\$7,818,000
Guadalupe						
GDL-20-RTP-001	Guadalupe Road: I-10 to Parkside Drive	Arterial: Reconstruct Roadway	Phase II	\$2,960,000	\$2,072,000	\$888,000
Maricopa County						
MMA-20-RTP-009	Jackrabbit Trail: Queen Creek Road to Southern Avenue	Arterial: Widen Roadway	Phase V	\$117,270,000	\$82,089,000	\$35,181,000
MMA-20-RTP-006	Jackrabbit Trail: Southern Avenue to Van Buren Street	Arterial: Widen Roadway	Phase III	\$41,030,000	\$28,721,000	\$12,309,000
MMA-20-RTP-003	Olive Ave: Litchfield Road to El Mirage Road	Arterial: Widen Roadway	Phase II	\$25,100,000	\$17,570,000	\$7,530,000
Mesa						
MES-20-RTP-165	Broadway Road: Country Club to Alma School	Arterial: Reconstruct Roadway	Phase III	\$12,230,000	\$8,561,000	\$3,669,000
MES-20-RTP-166	Broadway Road: Country Club to Mesa Drive	Arterial: Reconstruct Roadway	Phase II	\$13,490,000	\$9,443,000	\$4,047,000
MES-20-RTP-017	Crismon Rd: Williams Field Rd to Germann Rd	Arterial: New Roadway	Phase III	\$21,640,000	\$15,148,000	\$6,492,000
MES-20-RTP-016	Ellsworth Rd: 1/4 mile south of Guadalupe Rd to Elliot Rd	Arterial: Widen Roadway	Phase II	\$2,210,000	\$1,547,000	\$663,000
MES-20-RTP-019	Ellsworth Rd: US 60 to Baseline Rd	Arterial: Widen Roadway	Phase I	\$5,520,000	\$3,864,000	\$1,656,000
MES-20-RTP-007	Hawes Rd: Baseline Rd to Elliot Rd	Arterial: Widen Roadway	Phase II	\$9,570,000	\$6,699,000	\$2,871,000
MES-20-RTP-006	Hawes Rd: Broadway Rd to US60	Arterial: Widen Roadway	Phase II	\$9,790,000	\$6,853,000	\$2,937,000
MES-20-RTP-008	McKellips Rd: East of Sossaman to Meridian Rd	Arterial: Widen Roadway	Phase IV	\$48,260,000	\$33,782,000	\$14,478,000
MES-20-RTP-038	Meridian Rd: Baseline Rd to Elliot Rd	Arterial: New Roadway	Phase IV	\$32,390,000	\$22,673,000	\$9,717,000
MES-20-RTP-036	Meridian Rd: Ray Rd to SR 24	Arterial: New Roadway	Phase III	\$8,940,000	\$6,258,000	\$2,682,000

Phase I: FY 2026-2030

Phase II: FY 2031-2035

Phase III: FY 2036-2040

Phase IV: FY 2041-2046

Phase V: Beyond sales tax horizon

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional	
					Funding Cap	Minimum Local Match
MES-20-RTP-009	Mesa Dr: Main St to McKellips	Arterial: Widen Roadway	Phase I	\$35,610,000	\$24,927,000	\$10,683,000
MES-20-RTP-010	Signal Butte Rd: Germann to Broadway Rd	Arterial: Widen Roadway	Phase V	\$49,970,000	\$34,979,000	\$14,991,000
MES-20-RTP-020	Sossaman Rd: 1/2 south of Guadalupe Rd to Warner Rd	Arterial: Widen Roadway	Phase III	\$21,150,000	\$14,805,000	\$6,345,000
MES-20-RTP-011	Southern Ave: Sossaman Rd to Meridian Rd	Arterial: Widen Roadway	Phase II	\$19,360,000	\$13,552,000	\$5,808,000
MES-20-RTP-031	Warner Rd: Power Rd to Sossaman Rd	Arterial: Bridge (New)	Phase I	\$24,570,000	\$17,199,000	\$7,371,000
Peoria						
PEO-20-RTP-042	107th Ave: Union Hills to Beardsley	Arterial: Widen Roadway	Phase II	\$9,370,000	\$6,559,000	\$2,811,000
PEO-20-RTP-043	107th Ave: Williams to Hatfield	Arterial: Widen Roadway	Phase II	\$10,190,000	\$7,133,000	\$3,057,000
PEO-20-RTP-001	El Mirage Rd: SR 303L to Jomax Rd	Arterial: New Roadway	Phase I	\$24,190,000	\$16,933,000	\$7,257,000
PEO-20-RTP-021	Jomax Rd: Dysart Rd to Vistancia Blvd	Arterial: New Roadway	Phase III	\$23,550,000	\$16,485,000	\$7,065,000
PEO-20-RTP-023	Lake Pleasant Pkwy: SR 303L to SR 74	Arterial: Widen Roadway	Phase IV	\$34,690,000	\$24,283,000	\$10,407,000
PEO-20-RTP-029	Lone Mountain: Central Arizona Project to SR 303L	Arterial: New Roadway	Phase V	\$72,600,000	\$50,820,000	\$21,780,000
PEO-20-RTP-022	Lone Mountain: SR 303L to Lake Pleasant Parkway	Arterial: New Roadway	Phase IV	\$52,460,000	\$36,722,000	\$15,738,000
PEO-20-RTP-044	Thunderbird Rd: 83rd Avenue to 67th Avenue	Arterial: Widen Roadway	Phase I	\$18,780,000	\$13,146,000	\$5,634,000
Phoenix						
PHX-20-RTP-058B	7th Ave: McDowell Rd to Northern Ave	Arterial: Reconstruct Roadway	Phase I	\$24,250,000	\$16,975,000	\$7,275,000
PHX-20-RTP-058A	7th Street: McDowell Rd to Hatcher Rd	Arterial: Reconstruct Roadway	Phase III	\$24,580,000	\$17,206,000	\$7,374,000
PHX-20-RTP-100	91st Ave Bridge at the Salt River	Arterial: Bridge (New)	Phase V	\$59,110,000	\$41,377,000	\$17,733,000
PHX-20-RTP-129D	Baseline Rd: 71st Ave to 63rd Ave	Arterial: Widen Roadway	Phase II	\$8,275,000	\$5,792,500	\$2,482,500
PHX-20-RTP-108	Bell Rd: 51st Ave to Scottsdale Rd	Arterial: Reconstruct Roadway	Phase III	\$27,840,000	\$19,488,000	\$8,352,000
PHX-20-RTP-109	Dobbins Rd: SR 202L South Mountain to 27th Ave	Arterial: Widen Roadway	Phase II	\$44,030,000	\$30,821,000	\$13,209,000
PHX-20-RTP-064	Indian School Rd: 59th Ave to 27th Ave	Arterial: Reconstruct Roadway	Phase III	\$13,660,000	\$9,562,000	\$4,098,000
PHX-20-RTP-113	Sonoran Desert Dr: Dove Valley Rd to Cave Creek Rd	Arterial: Widen Roadway	Phase IV	\$144,350,000	\$101,045,000	\$43,305,000
PHX-20-RTP-129C	Southern Ave: 51st Ave to 37th Ave	Arterial: Widen Roadway	Phase I	\$13,979,000	\$9,785,300	\$4,193,700
Queen Creek						
QNC-20-RTP-024	Crismon Rd: Germann Rd to Queen Creek Rd	Arterial: Widen Roadway	Phase III	\$7,530,000	\$5,271,000	\$2,259,000
QNC-20-RTP-021	Empire Rd: Signal Butte to Gary Road	Arterial: Widen Roadway	Phase IV	\$9,510,000	\$6,657,000	\$2,853,000
QNC-20-RTP-036	Germann Rd: Sossaman Rd to Ellsworth Rd	Arterial: Widen Roadway	Phase III	\$18,810,000	\$13,167,000	\$5,643,000
QNC-20-RTP-035	Germann Road: Rittenhouse to 194th Way (Sossaman/UPRR)	Arterial: Reconfigure Roadway	Phase I	\$13,490,000	\$9,443,000	\$4,047,000
QNC-20-RTP-053	Hawes Road: Rittenhouse Rd to Chandler Heights	Arterial: Widen Roadway	Phase I	\$34,610,000	\$24,227,000	\$10,383,000
QNC-20-RTP-038	Hunt Highway: Power Rd to Ellsworth Rd	Arterial: Widen Roadway	Phase IV	\$32,670,000	\$22,869,000	\$9,801,000
QNC-20-RTP-032	Meridian Rd: Germann Rd to SR 24	Arterial: New Roadway	Phase II	\$24,210,000	\$16,947,000	\$7,263,000
QNC-20-RTP-004	Ocotillo Rd: Power Rd to Sossaman Rd	Arterial: Widen Roadway	Phase III	\$10,210,000	\$7,147,000	\$3,063,000
QNC-20-RTP-050	Power Rd: Riggs Road to Hunt Highway	Arterial: Widen Roadway	Phase III	\$12,960,000	\$9,072,000	\$3,888,000
QNC-20-RTP-017	Riggs Rd: Signal Butte Rd to Meridian	Arterial: Widen Roadway	Phase V	\$15,570,000	\$10,899,000	\$4,671,000

Phase I: FY 2026-2030

Phase II: FY 2031-2035

Phase III: FY 2036-2040

Phase IV: FY 2041-2046

Phase V: Beyond sales tax horizon

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional	
					Funding Cap	Minimum Local Match
QNC-20-RTP-025	Signal Butte Rd: Germann Rd to Ryan	Arterial: Widen Roadway	Phase III	\$8,210,000	\$5,747,000	\$2,463,000
QNC-20-RTP-054	Signal Butte Rd: Riggs Rd to Empire Rd	Arterial: Widen Roadway	Phase V	\$7,170,000	\$5,019,000	\$2,151,000
QNC-20-RTP-034	Sossaman Rd: Germann Rd to Rittenhouse Rd	Arterial: Widen Roadway	Phase III	\$7,420,000	\$5,194,000	\$2,226,000
QNC-20-RTP-052	Sossaman Rd: Ocotillo Road to Riggs Road	Arterial: Widen Roadway	Phase V	\$20,510,000	\$14,357,000	\$6,153,000
Salt River Pima-Maricopa Indian Community						
SRP-20-RTP-001	Dobson Rd Bridge at the Salt River	Arterial: Bridge (New)	Phase III	\$55,410,000	\$38,787,000	\$16,623,000
SRP-20-RTP-008	McKellips Rd Bridge at the Salt River	Arterial: Bridge (New)	Phase V	\$63,210,000	\$44,247,000	\$18,963,000
SRP-20-RTP-009	McKellips Rd: Hayden Rd to SR 202L	Arterial: Widen Roadway	Phase IV	\$47,110,000	\$32,977,000	\$14,133,000
Scottsdale						
SCT-20-RTP-026	56th Street : Jomax to Dynamite	Arterial: New Roadway	Phase V	\$16,870,000	\$11,809,000	\$5,061,000
SCT-20-RTP-069	92nd St/94th St: Shea to Thunderbird	Arterial: Reconstruct Roadway	Phase V	\$10,190,000	\$7,133,000	\$3,057,000
SCT-20-RTP-016	Dynamite Blvd: 56th St to Pima	Arterial: Widen Roadway	Phase I	\$52,070,000	\$36,449,000	\$15,621,000
SCT-20-RTP-001	Happy Valley Rd: Scottsdale Road to Pima Road	Arterial: Widen Roadway	Phase III	\$23,350,000	\$16,345,000	\$7,005,000
SCT-20-RTP-011	Hayden Road: McKellips Road to Indian School Road	Arterial: Reconstruct Roadway	Phase II	\$12,130,000	\$8,491,000	\$3,639,000
SCT-20-RTP-031	Jomax Rd: 56th Street to 94th Street	Arterial: Widen Roadway	Phase III	\$34,430,000	\$24,101,000	\$10,329,000
SCT-20-RTP-004	Legacy Blvd Bridge: 94th St to 98th St	Arterial: Bridge (New)	Phase I	\$3,680,000	\$2,576,000	\$1,104,000
SCT-20-RTP-041	Lone Mountain Rd: 68th Street to Pima	Arterial: Widen Roadway	Phase IV	\$16,380,000	\$11,466,000	\$4,914,000
MAG-20-RTP-079	Miller Rd: Princess Dr to Legacy Blvd	Arterial: New Roadway	Phase II	\$17,020,000	\$11,914,000	\$5,106,000
SCT-20-RTP-053	Mountain View Rd: 92nd to 96th	Arterial: Widen Roadway	Phase V	\$4,900,000	\$3,430,000	\$1,470,000
SCT-20-RTP-006	Pinnacle Peak Rd: Scottsdale Road to Pima Road	Arterial: Widen Roadway	Phase I	\$19,420,000	\$13,594,000	\$5,826,000
SCT-20-RTP-028	Scottsdale Road: Highland Ave to Frank Lloyd Wright Blvd	Arterial: Reconstruct Roadway	Phase III	\$50,710,000	\$35,497,000	\$15,213,000
SCT-20-RTP-029	Scottsdale Road: McKellips to Roosevelt	Arterial: Reconstruct Roadway	Phase V	\$1,980,000	\$1,386,000	\$594,000
SCT-20-RTP-023	Scottsdale Road: SR 101L to Jomax Road	Arterial: Widen Roadway	Phase II	\$33,350,000	\$23,345,000	\$10,005,000
SCT-20-RTP-068	Via Linda: 90th Street to Frank Lloyd Wright Blvd	Arterial: Reconstruct Roadway	Phase II	\$22,460,000	\$15,722,000	\$6,738,000
Surprise						
SUR-20-RTP-024	115th Avenue: Bell Road to Union Hills Drive	Arterial: Widen Roadway	Phase III	\$7,750,000	\$5,425,000	\$2,325,000
SUR-20-RTP-026	163rd Avenue: US 60 Grand Ave to Jomax Road	Arterial: Widen Roadway	Phase I	\$21,520,000	\$15,064,000	\$6,456,000
SUR-20-RTP-083	Bell Road Bridge at the Agua Fria River (Friendship Bridge)	Arterial: Bridge (Reconstruction)	Phase V	\$32,230,000	\$22,561,000	\$9,669,000
SUR-20-RTP-047	Cactus Road: Jackrabbit Trail to Cotton Lane	Arterial: Widen Roadway	Phase IV	\$41,090,000	\$28,763,000	\$12,327,000
SUR-20-RTP-082	Dysart Rd: Northern Avenue to Peoria Avenue	Arterial: Widen Roadway	Phase IV	\$20,920,000	\$14,644,000	\$6,276,000
SUR-20-RTP-099	Sarival Avenue: Greenway Road to Waddell Road	Arterial: Widen Roadway	Phase II	\$7,150,000	\$5,005,000	\$2,145,000
SUR-20-RTP-126	Waddell Road: 175th Ave to Cotton Lane	Arterial: Widen Roadway	Phase I	\$5,970,000	\$4,179,000	\$1,791,000
Tempe						
TMP-20-RTP-061	Rural Road Bridge at the Salt River	Arterial: Bridge (Widen)	Phase III	\$15,370,000	\$10,759,000	\$4,611,000

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional	Minimum
					Funding Cap	Local Match
Tolleson						
TOL-20-RTP-002	99th Ave: Van Buren St to Lower Buckeye Rd	Arterial: Widen Roadway	Phase III	\$15,010,000	\$10,507,000	\$4,503,000
TOL-20-RTP-008	McDowell Road: 99th Ave to 91st Ave	Arterial: Widen Roadway	Phase V	\$6,970,000	\$4,879,000	\$2,091,000

Identification Code	Project Name	Project Type	Phase	Cost Estimate	Regional Funding Cap	Local/Other Min Funding
Rail Improvement Projects						
MAG-20-RTP-501	LRT Efficiency Improvements	Improve light rail route	Multiple	\$206,000,000	\$144,200,000*	\$61,800,000
PHX-20-RTP-028	Light Rail Transit Overlay Service	Improve light rail route	Phase II	\$62,000,000	\$43,400,000*	\$18,600,000
TMP-20-RTP-027	University Drive at Rural Road: Light Rail Transit Grade Separation	Transit: Rail Crossing (grade separation)	Phase I	\$101,165,936	\$70,816,155*	\$30,349,781
Critical State of Good Repair						
MAG-20-RTP-468	Transit Asset Management: Rail	Transit Asset Management: Rail	Phase III/IV	\$1,100,000,000	\$1,100,000,000	-
Light Rail and Streetcar						
PHX-20-RTP-037	Light Rail Transit Capitol/I-10 West Phase II	Light rail extension	Phase II	\$2,699,302,711	\$100,000,000*	\$2,599,302,711
PHX-20-RTP-040	Light Rail Transit West Phoenix	Light rail extension	Phase IV	\$900,049,487	\$50,000,000*	\$850,049,487
MAG-20-RTP-408B	Rio Salado East/Dobson Streetcar Extension	Streetcar extension	Phase II	\$402,960,000	\$120,888,000*	\$282,072,000
MAG-20-RTP-700	Fiesta Streetcar Extension	Streetcar extension	Phase V	\$230,000,000	\$69,000,000*	\$161,000,000
Bus Rapid Transit						
MAG-20-RTP-401	35th Avenue/Van Buren Street (COP)	New BRT	Phase III	\$817,359,288	\$572,151,501	\$245,207,786
MAG-20-RTP-403	Scottsdale Road/Rural Road	New BRT	Phase I	\$972,986,520	\$681,090,564	\$291,895,956
MAG-20-RTP-405	Arizona Avenue/Country Club BRT	New BRT	Phase V	\$540,899,529	\$378,629,670	\$162,269,859

*sales tax revenues prohibited; only federal formula funds allocated to the region