

MARICOPA ASSOCIATION of GOVERNMENTS

# 2026 Annual Report Implementation Status of Proposition 479

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# 1.0 INTRODUCTION

# 1.0 INTRODUCTION

The 2026 Annual Report on the Implementation Status of Proposition 479 has been prepared by the Maricopa Association of Governments (MAG) in response to Arizona Revised Statute (ARS) 28-6352. This statute requires MAG to annually issue a report on the status of projects funded by Maricopa County's half-cent sales tax for transportation through Proposition 479. The report addresses project implementation status, project funding, and updates to the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP). To provide the greatest level of transparency and consistency in reporting, the report reviews all projects and programs funded through the RSTIIP, which served as the basis for the Proposition 479 ballot initiative, and guides implementation of the region's transportation investments through the end of the sales tax horizon. In addition, background information is provided on the overall transportation planning, programming and financing process. The key findings and issues from this 2026 Annual Report are summarized in Chapter 2.

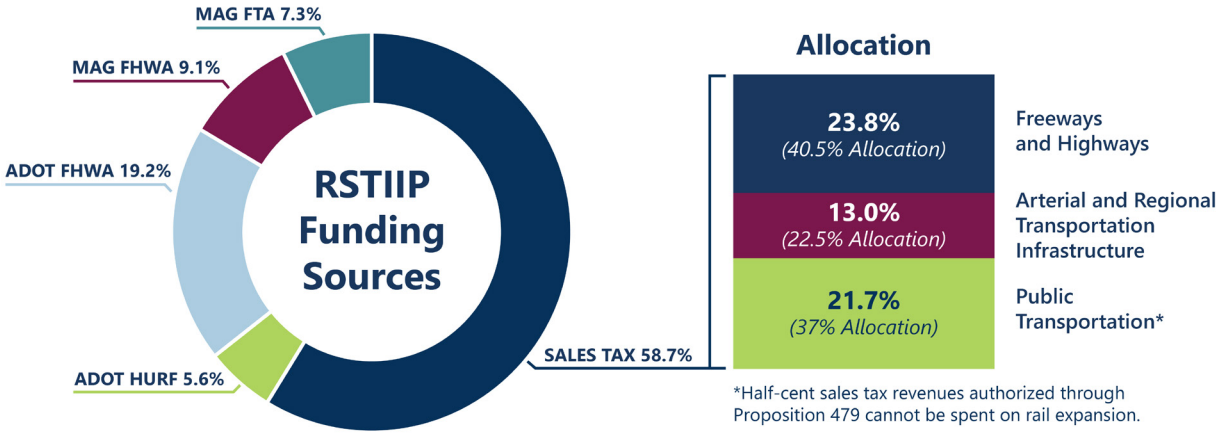


## 1.1 PROPOSITION 479

Proposition 479 is the continuation of an existing, dedicated half-cent sales tax in Maricopa County to fund transportation. The half-cent sales tax was first established by voters in 1985 with the approval of Proposition 300 and was subsequently renewed in 2004 with Proposition 400. Voters approved Proposition 479 on November 5, 2024, extending the tax until December 31, 2045, endorsing continued investment in the region's transportation system. The half-cent sales tax authorized through Proposition 479, as well as other revenues available to the region, makes possible investments in the region's freeways, highways, roads, and public transportation.

The RSTIIP is the region's financial plan that translates the investments made through Proposition 479 and other revenue sources administered by the region into tangible outcomes that benefit residents. The MOMENTUM 2050 Regional Transportation Plan (RTP), which was developed concurrent with the RSTIIP, found that the plan would add jobs, reduce commute times, and improve the region's economy and wellbeing.

***Figure 1.1: FY 2026 RSTIIP Funding Sources and Sales Tax Allocations (FY 2026-FY 2046)***





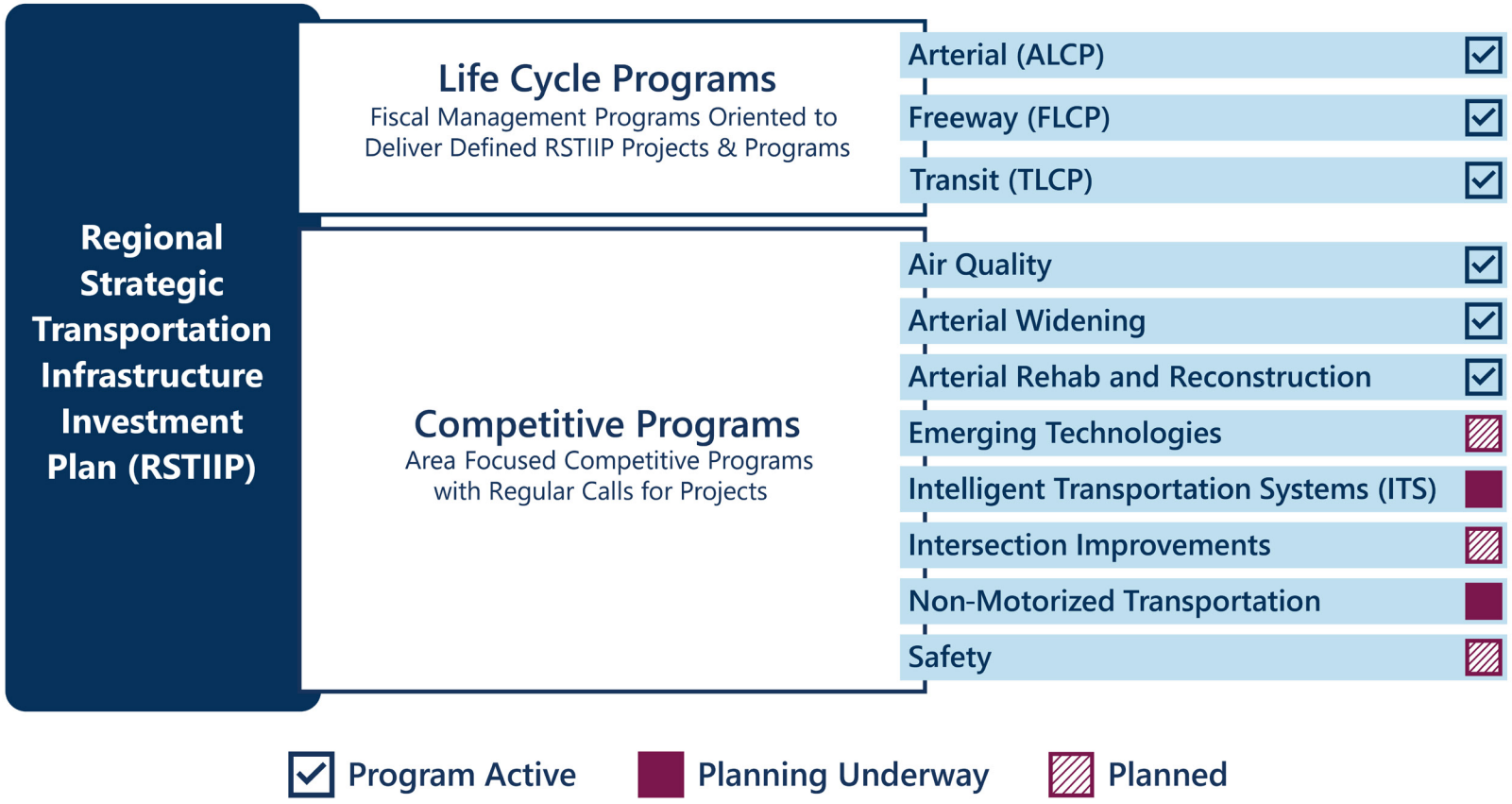


### REGIONAL TRANSPORTATION PLAN

Following adoption of the RSTIIP in 2021, the MAG RTP no longer served as the repository for the region's transportation funding policy. However, the RTP planning process continues to provide a framework for evaluating the performance of investments identified in the RTP and RSTIIP, while also supporting long-term transportation planning beyond the Proposition 479 funding horizon and outside Maricopa County.

## 1.2 RSTIIP OVERVIEW

The RSTIIP, first approved by MAG Regional Council on June 23, 2021, guides investments funded through Proposition 479 and other transportation funding available to the region. Conforming changes to the RSTIIP were approved by Regional Council on September 27, 2023, following the passage of Senate Bill 1102, enabling legislation for the Proposition 479. The RSTIIP establishes the policy principles as well as the list of funded projects and programs over the course of the Proposition 479 half-cent sales tax (2026-2046). The RSTIIP is implemented through life cycle programs and regional competitive programs, with specific policies and procedures adopted for each.





# 2.0 FY 2026 YEAR IN REVIEW

# 2.0 FY 2026 YEAR IN REVIEW

## 2.1 FINDINGS AND ISSUES

### Proposition 400 Ends

December 31, 2025, marked the conclusion of the half-cent sales tax authorized under Proposition 400, which supported significant transportation infrastructure investments and the operation of regional transit services throughout Maricopa County over its 20-year duration. Major infrastructure investments included the construction of Loop 202 (South Mountain Freeway), Loop 303 in the West Valley, and the interim State Route 24 (Gateway Freeway) in the Southeast Valley.

To date, the Proposition 400 tax revenue has helped fund more than 440 corridor miles of freeway and highway projects in the region, 315 corridor miles of street improvements, as well as the implementation of light rail and increased bus service throughout the region.

***Figure 2.2 High-Capacity Corridors under Proposition 479***

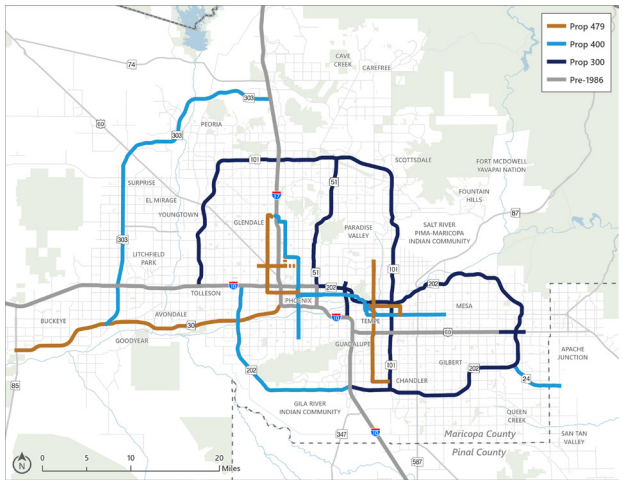
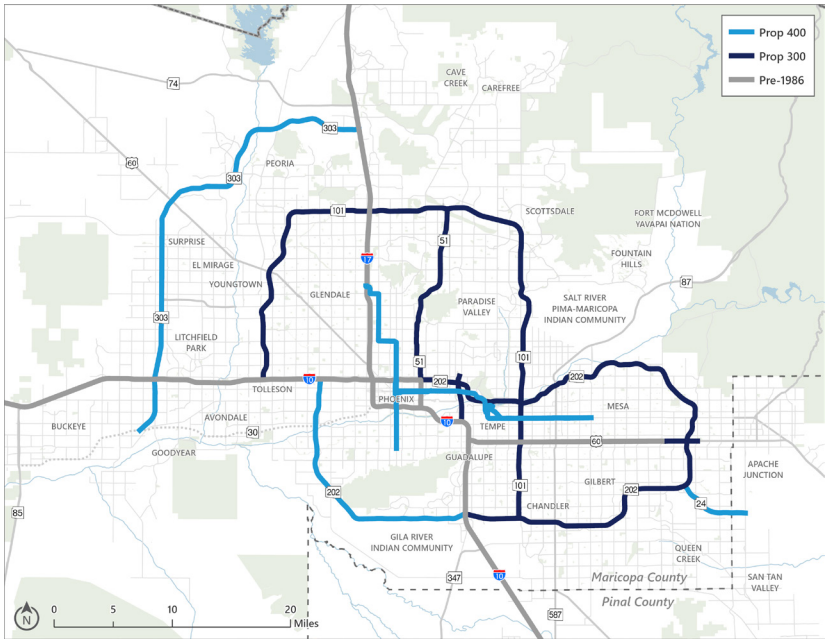



***Figure 2.1: Historical High-Capacity Corridors***




### Proposition 479 Begins

On January 1, 2026, Proposition 479 launched as a new 20-year program to improve freeways, arterial roads, transit, safety, technology and nonmotorized transportation across the region.

MAG has continued delivering remaining Proposition 400 commitments while advancing major Proposition 479 milestones, including the groundbreaking of the I-17 and Loop 303 interchange, long-range corridor studies, and Regional Council approval of diamond grinding as the standard regional freeway pavement treatment.

## 2.2 FREEWAY LIFE CYCLE PROGRAM

The Freeway Life Cycle Program (FLCP) serves as the financial management tool for implementing freeway and highway projects identified in the RSTIIP. ADOT is responsible for implementing the FLCP consistent with the program approved by the MAG Regional Council. The FLCP guides major freeway and highway investments throughout Maricopa County, including critical expansions and improvements programmed over the RSTIIP's 20-year planning horizon (FY 2026–2046).

State statutes require that the estimated costs of the program do not exceed forecasted revenues. On May 28, 2025, MAG Regional Council approved the fiscally-balanced FY 2026 Proposition 479 FLCP, which included $31.1 billion dollars of freeway investments over the next twenty years.

## AS OF FY 2026:

**4** Projects Under Construction

**15** Projects in Development

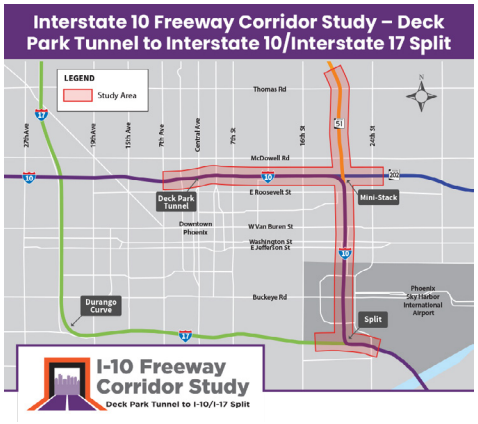
**64** Projects Planned

**$133.2 million** in sales tax funding was collected and allocated to the FLCP in FY 2026.



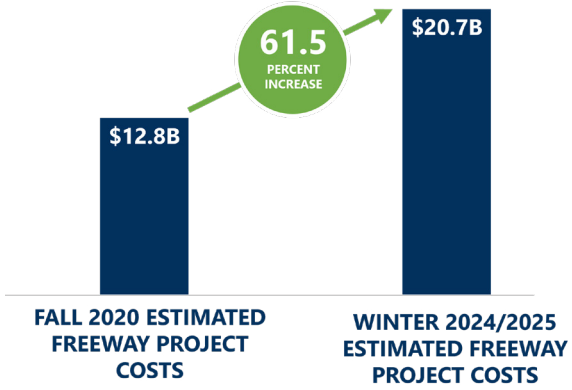
### Loop 303: I-17 System Interchange

Regional and state leaders broke ground on the first Proposition 479 project on March 6, 2026, signaling the region's continued commitment to transportation investment.




### I-10: Tunnel to Split

ADOT initiated scoping and environmental tasks to further develop improvements defined through the MAG Interstate 10 Corridor Study.




### Construction Costs

Between RSTIIP adoption & FY 2026 FLCP approval, estimated future construction costs escalated roughly 62 percent, prompting adjustments to program assumptions. All projects remain funded.

## 2.3 ARTERIAL LIFE CYCLE PROGRAM

The Arterial Life Cycle Program (ALCP) is the financial management tool for the implementation of arterial projects identified within the RSTIIP. MAG member agencies develop and construct projects included within the program and are reimbursed for a share of expenses incurred. The ALCP is a major source of funding for arterial streets investment within Maricopa County, funding arterial expansions and improvements over the course of the RSTIIP (FY 2026-2046).

State statutes require that the estimated costs of the program do not exceed forecasted revenues. On June 25, 2025, MAG Regional Council approved the fiscally-balanced FY 2026 Proposition 479 ALCP, which includes $2.0 billion dollars in regional investments for arterial improvements over the next twenty years.

## AS OF FY 2026:

**5** Projects in Development

**3** Projects added to ALCP per mid-year update

**6** Projects substituted out of program

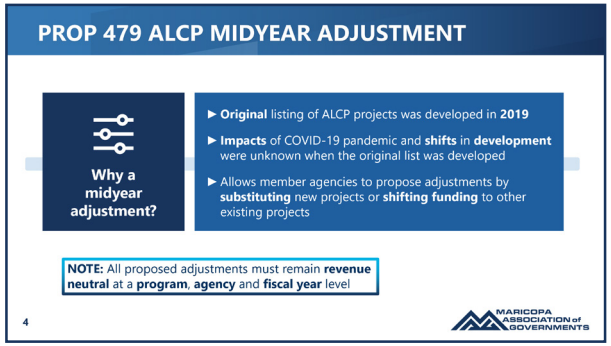
**$38.3 million** in sales tax funding was collected and allocated to the ALCP in FY 2026



*Image courtesy City of Goodyear*

### ALCP Project Agreements

In FY2026, ALCP implementation efforts focused on drafting Project Agreements to allow for program implementation. The first agreement was executed with the City of Goodyear in FY 2027.




### FY 2026 Mid-Year Update

Three agencies, Goodyear, Peoria, and Surprise, requested updates to substitute three new projects into the ALCP while removing six previously programmed projects.



### Program Implementation

No reimbursements were processed in FY 2026 as the ALCP was in an development stage with several projects moving through project development.

# 2.4 TRANSIT LIFE CYCLE PROGRAM

The Transit Life Cycle Program (TLCP) is the management tool for the implementation of transit projects and programs identified within the RSTIIP. Valley Metro and MAG member agencies utilize transit funding included within the program to support regional transit service. The TLCP supports critical regional transit needs, including bus operating assistance, regional services, and capital investments in high-capacity transit and bus operations needs over the course of the RSTIIP (FY 2026-2046).

State statutes require that the estimated costs of the program do not exceed forecasted revenues. To ensure a smooth transition in the context of ongoing service operations, Valley Metro administered the entirety of the FY 2026 TLCP under a continuation of Proposition 400 policy. Proposition 479 TLCP policy came into effect on July 1, 2026, the first full fiscal year following initiation of the Proposition 479 sales tax. Regional Council approved the full FY 2027 Proposition 479 TLCP in September 2026.

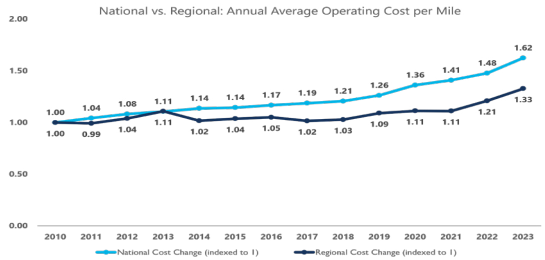






## New Performance-Based Funding Framework

Under Proposition 479, the region transitioned to a performance-based funding framework for bus operating assistance, intended to incentivize efficient, high-quality service.




## Rising Operating Costs

Since RSTIIP development, contract rates for bus operations have increased 42 percent, impacting the cost of service delivery supported through regional funding.




## Managers Working Group

Beginning in March 2026, the Management Committee convened a working group to review the impacts of cost escalations on the program. In September 2026, MAG Regional Council approved the full FY 2027 Proposition 479 TLCP, incorporating the group's recommendations.

## 2.5 COMPETITIVE PROGRAMS

In addition to the three regional life cycle programs, the region administers nine competitive programs identified within the RSTIIP. Competitive programs allow the region a greater flexibility in investing in critical projects covering a broader range of investment needs within the regional transportation system. A portion of the competitive programs, such as Intersection Improvements Program, are funded through the arterial street allocation of sales tax, while the balance is funded through the Regional Transportation Infrastructure set-aside. With the passage of Proposition 479, the region has substantially expanded the funding available through competitive programs over the course of the RSTIIP (FY 2026-2046).

State statutes require that the estimated costs of the programs do not exceed forecasted revenues. Calls for projects are issued to member agencies on a regular basis, with the regional policy process selecting projects based on established quantitative and qualitative selection criteria.

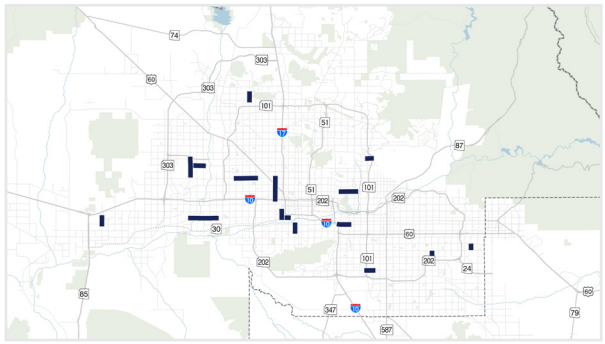
## AS OF FY 2026:

**2** Projects Under Construction

**4** Projects in Development

**$159.0 million** in Competitive Program Funding Awarded to Date

**$35.7 million** in sales tax funding was collected and allocated to the Competitive Programs in FY 2026



### FY 2026 Arterial Competitive Programs Project Selections

The initial 16 projects for Arterial Rehabilitation/Reconstruction and Arterial Widening were obligated in FY 2026.



### First Competitive Program Project Groundbreaking

The first ARRP project for the Salt River Pima-Maricopa Indian Community began construction in FY 2026.




### FY 2026 Air Quality Program Project Selections

Four PM-10 Certified Street Sweepers, totaling $1.4 million, were awarded in FY 2026.

## 2.6 ROLES AND RESPONSIBILITIES

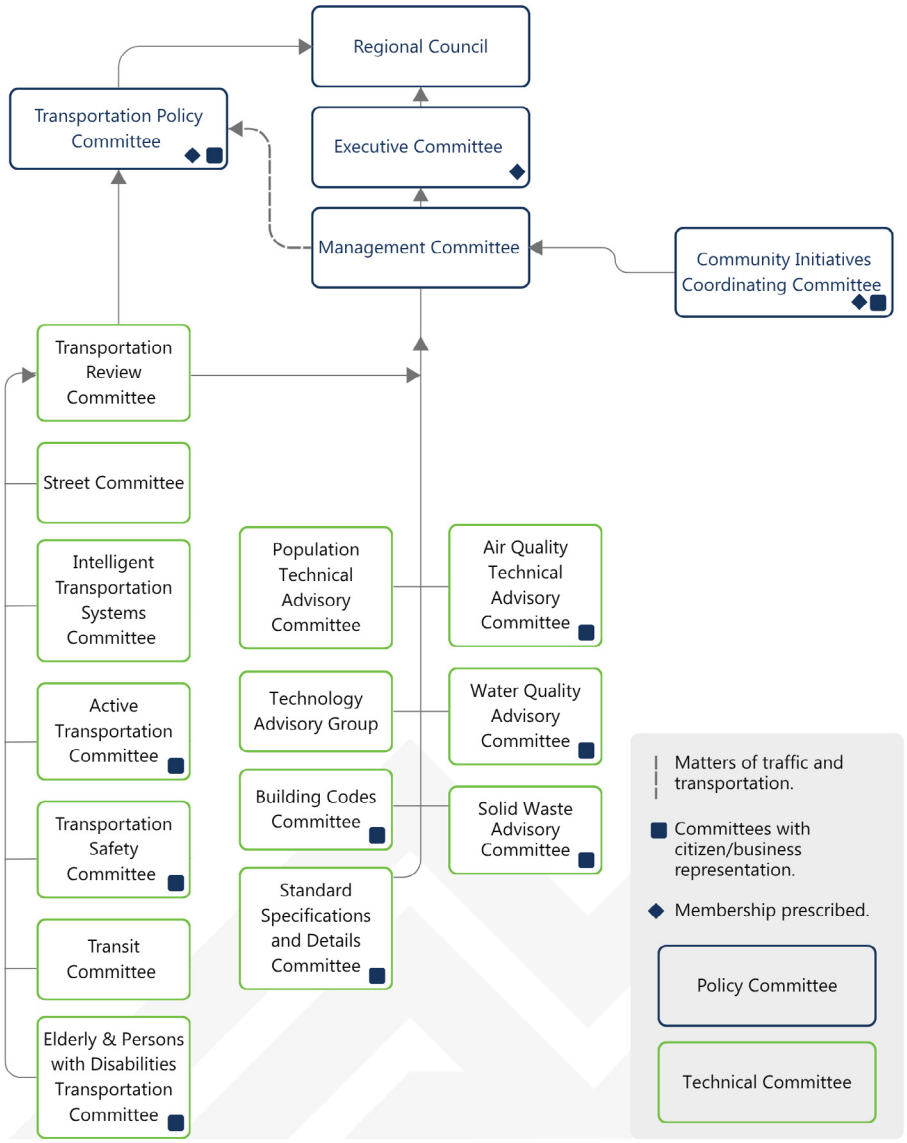
*Table 2.1 Agency Roles*

| Agency | Role |
|---|---|
| **Member Agencies** | • Establish regional priorities through MAG policy process<br>• Implement projects funded through RSTIIP programs |
| **Arizona Department of Transportation (ADOT)** | • Implements the Freeway Life Cycle Program as adopted by Regional Council<br>• Administers the Regional Area Road Fund (RARF) |
| **Valley Metro** | • Implements parts of the Transit Life Cycle Program as adopted by Regional Council<br>• Administers the Public Transportation Fund (PTF) |
| **Maricopa Association of Governments** | • Develops and amends the RTP and RSTIIP<br>• Administers life cycle and competitive programs |

## 2.7 REGIONAL POLICY PROCESS

MAG is the regional planning agency statutorily responsible for developing and adopting the RSTIIP. Through the MAG committee process, regional policymakers review and approve changes to the RSTIIP and its individual funding programs. The MAG Regional Council serves as the final decision-making authority, with the Transportation Policy Committee and Management Committee providing recommendations on regional transportation policy and investment decisions. The Transportation Policy Committee oversees the RSTIIP pursuant to ARS 28-6308.

***Figure 2.3: MAG Committees***



# 2.8 ANNUAL REPORT GUIDE

## DOCUMENT STRUCTURE

**Introduction:**
Overviews the status of the RSTIIP and Proposition 479

**RSTIIP:**
Overviews the program structure and status of regional revenues

**Program Chapters:** Overviews of individual regional funding programs and status of program delivery

**Appendices:** Detailed financial, program, and project reporting

## ACCOUNTING OBJECTIVES

The Annual Report is intended to report on overall progress and future trends in the Proposition 479 program, as opposed to providing detailed financial documentation. Estimates of past expenditures and revenues, as well as future costs and revenues, are included for use as an aid in assessing past program progress and future program outlook. These figures should not be interpreted as an official, year-by year financial accounting record of program activities.

In preparing the Annual Report, every effort is made to use data sources that are consistent with other regional policy documents. However, these reports are issued at different times and serve different purposes, meaning that each report may not contain exactly the same set of data presented.

## NOMINAL VS. REAL DOLLARS

Revenue projections are expressed in "Year of Expenditure" (YOE) dollars, which reflect the actual number of dollars collected or expended in a given year and do not remove inflation. Costs and estimated future costs are expressed in actual dollars; however, programs do not utilize the same framework for accounting for inflation. The region utilizes a combination of estimated future costs in YOE, fixed funding commitments, and formula-based allocations of funds to estimate and manage future costs, meaning that projected revenues may not align with program-level funding and cost information.

## PROPOSITION 400

The Annual Report on the Implementation Status of Proposition 400 was prepared in parallel to this report. In general, regional funding programs are separated into Proposition 400 and Proposition 479 programs adopted separately by MAG Regional Council and therefore are reported on separately. The Proposition 479 FLCP utilizes Proposition 400 funds allocated to the regional freeway program, for which spending is reported in this report. To avoid disruptions in service delivery, Valley Metro retained responsibility for the TLCP through the end of FY 2026. Reporting of progress on the implementation of the Proposition 479 TLCP will begin in 2027.



# 3.0 REGIONAL STRATEGIC TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN (RSTIIP)

# 3.0 REGIONAL STRATEGIC TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN (RSTIIP)

## 3.1 FUNDING HISTORY OF THE REGIONAL TRANSPORTATION SYSTEM

Regional investments in transportation date back to the 1980s and reflect an understanding of elected officials and policy makers that growth and economic development in the region could not occur without expansion of the previously existing framework for transportation investment.

## 3.2 PROPOSITION 300

Beginning in the early 1980s, ADOT was tasked with implementing freeways within the state's two largest urbanized areas of Phoenix and Tucson, but without additional resources to accomplish this task. In 1985, with the approval of House Bill (HB) 2306, Maricopa County entered into a unique arrangement to provide for the development of its freeway system. Under the leadership of the ADOT and MAG, the region obtained approval from the state legislature to propose a half-cent sales tax to Maricopa County voters. Approved by the voters in October 1985, Proposition 300 authorized a dedicated sales tax to supplement traditional federal and state financing for the construction of the regional freeway system.

In the years following the 1985 ballot initiative, it became clear that original revenue estimates projected for the tax were not likely to be met. In parallel, project costs had grown in response to significant traffic growth and escalating right-of-way costs. By 1989, it was estimated that an additional $2.9 billion was needed to complete the Proposition 300 plan. A 1991 performance audit of the plan made recommendations on the governance and implementation of the regional freeway program. In response, MAG Regional Council implemented several core principles for the regional freeway program that form the basis of regional funding policy under Propositions 400 and 479:

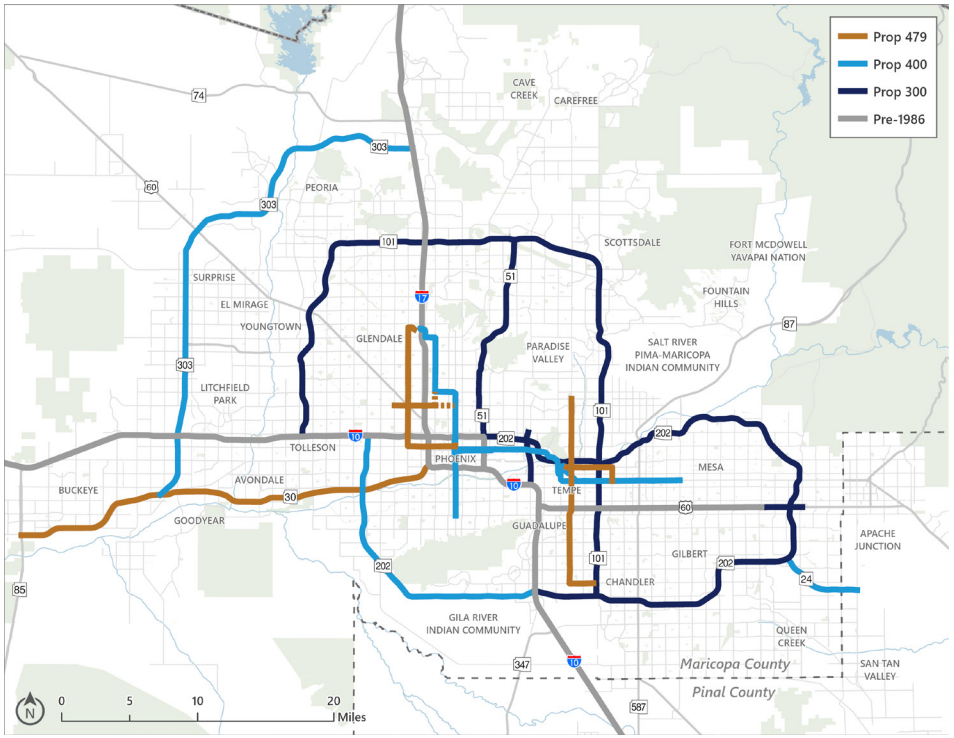
- Fiscal Constraint: All funding programs adopted by Regional Council must ensure that total estimated cost of regional investments not exceed the total estimated revenues estimated to be available over the course of the program. This requirement was later codified in statute (ARS 28-6352).
- Program Updates: In partnership with MAG, ADOT conducts annual revenue updates for the sales tax, as well as other revenue sources allocated to the region. Furthermore, MAG conducts regular updates future programmed costs across its funding programs, in partnership with implementing agencies. These processes ensure that fiscal constraint is maintained and that the region regularly updates its funding plans in response to changing conditions.

## 3.3 PROPOSITION 400

As the end of Proposition 300 neared, regional leaders realized that continued regional investment in transportation was needed. While the Proposition 300 program had successfully expanded the region's limited freeway system into a comprehensive freeway network by 2003, continued expansion was needed to meet the rapid growth occurring within the Valley. Furthermore, this growth had placed a strain on the ability of local arterials and transit investments to meet the needs of a 21st century Maricopa County.

Utilizing input from the community, the Transportation Policy Committee developed the 2003 Regional Transportation Plan (RTP). The 22-member committee included elected officials and representatives from cities and towns across the region, the business community, ADOT, Maricopa County, and a representative from the Citizens Transportation Oversight Committee. The 2003 RTP included $15.8 billion in proposed projects. Over half of the funding, $9 billion was intended to come from the passage of Proposition 400. The Plan included a variety of investments across all transportation types, including new Arterial and Transit Life Cycle Programs. In November 2004, Maricopa County voters approved the Proposition 400 half-cent sales tax for transportation, which formed the basis of regional transportation investment from January 1, 2006, to December 31, 2025.

***Figure 3.1: Regional Investments by Proposition***




## 3.4 MOMENTUM 2050 AND THE RSTIIP

As required by federal law, metropolitan planning organizations must develop a long-range transportation plan covering a planning horizon of at least 20 years. These long-range transportation plans must be updated at least every four years, use performance-based planning, and be prepared with engagement from the public, stakeholders and coordinated with MAG's partners. In 2019, and in advance of the expiration of Proposition 400 collections at the end of calendar year 2025, MAG embarked on a multi-year effort to develop a new RTP, called MOMENTUM 2050, to serve as the basis for the extension of Proposition 400.

Input received from the public, policymakers and stakeholders was documented in two phases across 2020 and 2021. Those inputs were added to values mapping research MAG conducted in 2019, to better understand residents' core beliefs about transportation in the MAG region and how it impacts their quality of life. The feedback from over 10,000 residents was complemented by additional stakeholder outreach, peer agency interviews and research, and discussions with regional policymakers. This effort was the foundation for establishing the RTP's six goals: safety, mobility, livability, responsiveness, prosperity and preservation.

Plan development was supported by the MAG RTP Management Committee Work Group, which met from 2019 through 2021 to make policy recommendations and oversee the plan development process. Freeway, transit, and arterial projects were identified through a catalog of over 1,300 candidates originating from member agencies and regional planning efforts. Projects were screened through a four-step process, which included screening for regional significance, quantitative evaluation based on goal areas, a qualitative evaluation by member agencies, and scenario planning. In addition to identified projects, the MOMENTUM 2050 development process recommended nine new or expanded regional competitive programs, as well as a substantial overhaul of the region's bus transit funding framework oriented around performance-based operating assistance.

The results of these efforts was the successful and unanimous approval of the MOMENTUM 2050 RTP in June 2021 by Transportation Policy Committee and MAG Regional Council. The companion financial plan (now known as the 2021 RSTIIP) was also unanimously approved at the same meetings.

***Figure 3.2: MOMENTUM 2050 RTP Goal Areas***




Following adoption of the financial plan, the Arizona State Legislature passed legislation authorizing a vote to extend the half-cent sales tax. In July 2022, the legislation was vetoed by Governor Doug Ducey. In 2023, state and regional leaders negotiated to again pass legislation to authorize a vote to extend the half-cent sales tax, which was signed by Governor Katie Hobbs on August 1, 2023. Conforming changes reflecting legislative requirements were included within the 2023 RSTIIP, which was the basis for Proposition 479 program implementation efforts. On November 2024, Maricopa County voters successfully approved Proposition 479.

## 3.5 RSTIIP PLAN OVERVIEW

The region established the RSTIIP separately from the RTP to provide greater transparency and flexibility in managing transportation investments. The RSTIIP establishes funding policies and allocates Proposition 479 sales tax revenues, state funding designated for the regional freeway program, and federal formula funds to regional projects and programs. The Transportation Policy Committee oversees the plan pursuant to ARS 28-6308.

RSTIIP policies guide program-specific policies and procedures, which are updated as needed through annual program updates. To meet the budgeting requirements of ARS 28-6352, MAG uses life cycle programming and coordinates with implementing partners to ensure estimated costs do not exceed estimated available revenues within the freeway, transit, and arterial streets and regional transportation infrastructure programs over the sales tax term.

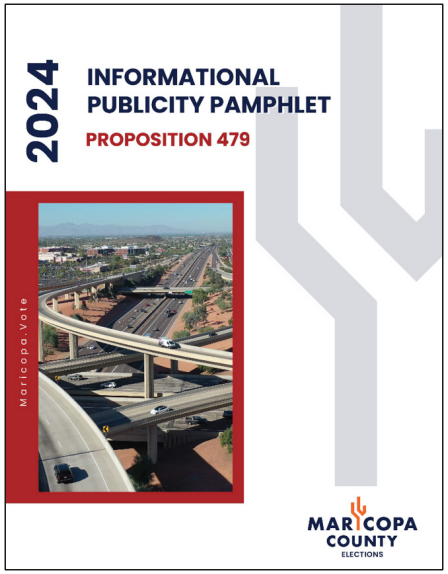
ADOT administers RARF funds, while Valley Metro administers PTF funds, with separate accounting for light rail, other transit capital costs, and other transit operations and maintenance. Under ARS 42-6105.01, Proposition 479 sales tax revenues cannot fund light rail, commuter rail, streetcar, or trolley extensions, and no more than 3.5 percent of the transit sales tax distribution may fund light rail capital rehabilitation.

The RSTIIP is also subject to an independent performance audit every five years pursuant to ARS 28-6313.

ARS 28-6352 also requires MAG to consider truck parking availability when evaluating construction, expansion, or modification of freeways and other state highway routes, and to allocate at least $90 million by December 31, 2045, for commercial motor vehicle parking consistent with a regionally adopted truck parking plan. MAG completed the 2026 Truck Parking Study and Plan to assess regional needs and identify potential facilities, technology strategies, and implementation partnerships to guide these investments. This plan serves as the regionally adopted truck parking plan, ensuring compliance with with state statutes.

***Figure 3.3: RSTIIP and Proposition 479 Programs***



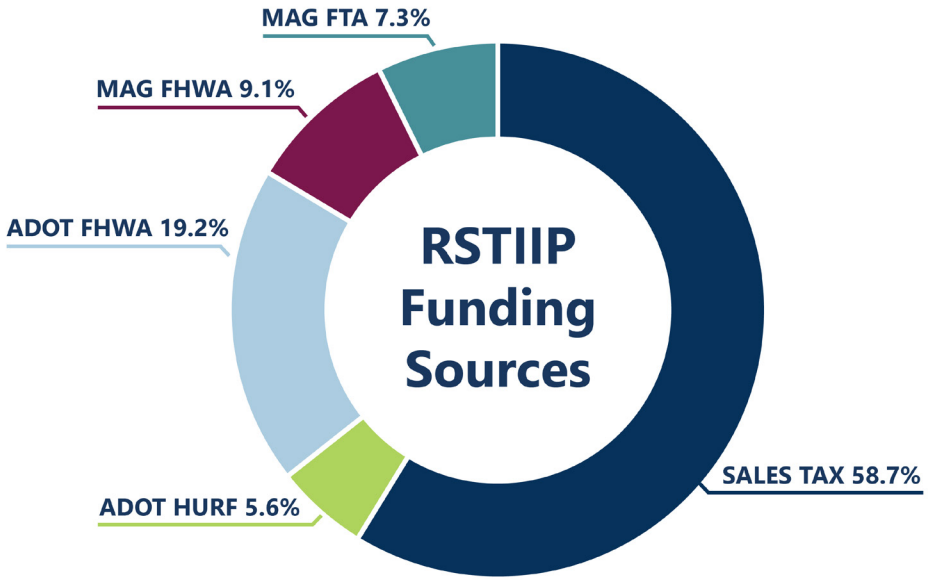
## 3.6 REGIONAL REVENUES

The RSTIIP guides the distribution of all revenue sources available to and administered by the region. As shown in Figure 3.4, most of the funding comes from the dedicated half-cent sales tax; however, significant revenues are also encompassed by the Highway User Revenue Funds (HURF), and Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) formula funds. Funds available to and administered by the region are referred to as regional funds in MAG planning documents.

Under the policy principles established as part of the Proposition 479 development process, the RSTIIP emphasizes the importance of maximizing the value of all regional funds. As many regional fund sources are constrained by either regulations that vary over time or the nature of the use, the region makes a strong effort to align available funds to their most efficient use rather than a fixed allocation over time. Regional fund sourcing for projects is validated through rigorous financial models and approved by Regional Council through funding program documents and reflected in the MAG Transportation Improvement Program (TIP).

In addition to regional revenues, local governments and other entities provide funding that supports implementation of the RSTIIP. These resources provide matching funds for capital projects in the arterial streets, regional competitive, and light rail transit/high-capacity transit programs; subsidize certain transit operating costs; and, in the form of transit farebox revenues, contribute funding for transit operations.

***Figure 3.4: FY 2026 RSTIIP Funding Sources (FY 2026-2046)***




Local funds, legislative appropriations, and federal discretionary grants are generally not included within this report; however, those funds are tracked at the program and project level, where appropriate.

Revenue projections are expressed in current dollars, which reflects the actual number of dollars collected each year, therefore, there is no correction or discounting for inflation.

Inflationary effects are accounted for separately, through an allowance that is applied when comparing project costs and revenues, which is included in the modal sections. In these sections, costs reflect currently available, real dollar estimates as of 2026, but may not have been specifically factored, in every case, to a 2026 base year.

## 3.7 STATUS OF REGIONAL REVENUES

In FY 2026 a total of $329.3 million in revenues were collected from the half-cent transportation sales tax, less a $300,000 distribution to the Maricopa County Stadium District pursuant to ARS 42-5032.03. The other funding sources, including HURF, ADOT Discretionary Funding and FHWA/FTA funding will begin allocations in FY 2027.

Updates were made to the projected revenues for the half-cent sales tax and HURF based on results of ADOT's annual revenue forecasting process. In addition, revisions of funding allocations within ADOT's Five-Year program were incorporated. This change was a result of ADOT rebalancing funding that had been accelerated in prior years.

No updates were made to FHWA and FTA funding allocated to the region. Once surface transportation reauthorization is completed, updates will be included in future versions of this report.

Beginning in FY 2027, ARS 28-6353 requires Valley Metro, in coordination with MAG, to conduct an annual farebox recovery audit covering the preceding fiscal year.

*Table 3.1 RSTIIP Funding Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| Freeways | $14,106.40 | $20,520.90 | $24,601.30 | $22,523.80 |
| Arterials & RTI/RCP | $4,925.00 | $6,992.00 | $8,738.90 | $8,498.10 |
| Transit | $9,185.00 | $12,966.00 | $15,682.80 | $15,286.70 |
| **TOTALS** | **$28,216.40** | **$40,478.90** | **$49,023.00** | **$46,308.60** |

*Appendix A-1 includes details on Proposition 479 sales tax allocations to the different programs, including breaking out the funding for arterials, regional transportation infrastructure and regional competitive programs. Exact amounts may differ from detailed tables due to rounding.*

### MAKING SENSE OF THE DOLLARS

Fluctuations in economic outlook are typical in a year-to-year comparison, but trends typically remain constant. As this is the first year of Proposition 479 implementation, the impacts of short-term changes produce more pronounced results. Being early in the process (Year 1), MAG will continue to monitor for any lasting adjustments.



## 3.8 HALF-CENT SALES TAX (MARICOPA COUNTY TRANSPORTATION EXCISE TAX)

The Arizona Department of Revenue collects the half-cent transportation sales tax. Pursuant to ARS 42-6105.01, revenues are distributed as follows: 40.5 percent for freeways and other routes in the state highway system; 22.5 percent for major arterial streets, intersection improvements, and regional transportation infrastructure; and 37 percent for public transportation. The freeway and arterial distributions are deposited in the Regional Area Road Fund, while the transit distribution is deposited in the Public Transportation Fund.

Within these allocations, no more than five percent of total Proposition 479 sales tax revenues may be used for regional transportation infrastructure. ARS 28-6301 defines regional transportation infrastructure (RTI) as projects selected through a performance-based process for nonmotorized mobility infrastructure, emerging technologies, and air quality measures.

All projects funded through Prop 479 revenues are subject to the restrictions on reductions in existing lane miles established in ARS 42-6105.01(E). Projects involving such reductions must satisfy the applicable engineering review, public input, and operational requirements, including Transportation Policy Committee action where required.

ADOT administers RARF funds, while Valley Metro administers PTF funds, with separate accounting for light rail, other transit capital costs, and other transit operations and maintenance. Under ARS 42-6105.01, Proposition 479 sales tax revenues cannot fund light rail, commuter rail, streetcar, or trolley extensions, and no more than 3.5 percent of the transit sales tax distribution may fund light rail capital rehabilitation.

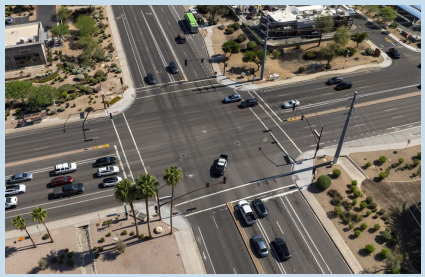
In FY 2026, receipts from the Prop 479 half-cent sales tax totaled **$329.0 million**, with future sales tax revenues projected to total $26.9 billion December 31, 2045.

*Table 3.2 Sales Tax Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| Freeways | $6,053.40 | $8,786.30 | $11,442.10 | $11,008.50 |
| Arterials & RTI/RCP | $3,363.00 | $4,881.30 | $6,356.70 | $6,115.90 |
| Transit | $5,530.20 | $8,027.00 | $10,453.30 | $10,057.20 |
| **TOTALS** | **$14,946.60** | **$21,694.50** | **$28,252.10** | **$27,181.60** |

*Appendix A-1 includes details on Proposition 479 sales tax allocations to the different programs, including breaking out the funding for arterials, regional transportation infrastructure and regional competitive programs. Exact amounts may differ from detailed tables due to rounding.*

### DID YOU KNOW?



In 2020, MAG completed an assessment of the cost impact of funding projects with federal funds, which found the use of federal funds can increase their cost and timeline, especially with smaller projects. Under Proposition 479, MAG policymakers allocated sales tax funds to several competitive programs, reflecting an intent to allocate funds on the basis of their most efficient use.

## 3.9 HIGHWAY USER REVENUE FUND (HURF)

The Highway User Revenue Fund (HURF) is comprised of user fees associated with use of the state's road transportation system. A portion of the HURF funding is allocated to the MAG region for use within its freeway program.

As showing in Figure 3.5, after various off-the-top distributions, 50.5 percent of HURF revenues are distributed to ADOT through the State Highway Fund. State statute dictates that 12.6 percent of that funding is distributed to MAG and the Pima Association of Governments (PAG) based on population. In addition, based on Arizona State Transportation Board policy, an additional 2.6 percent of funds are distributed to MAG and PAG using the same pro rata.

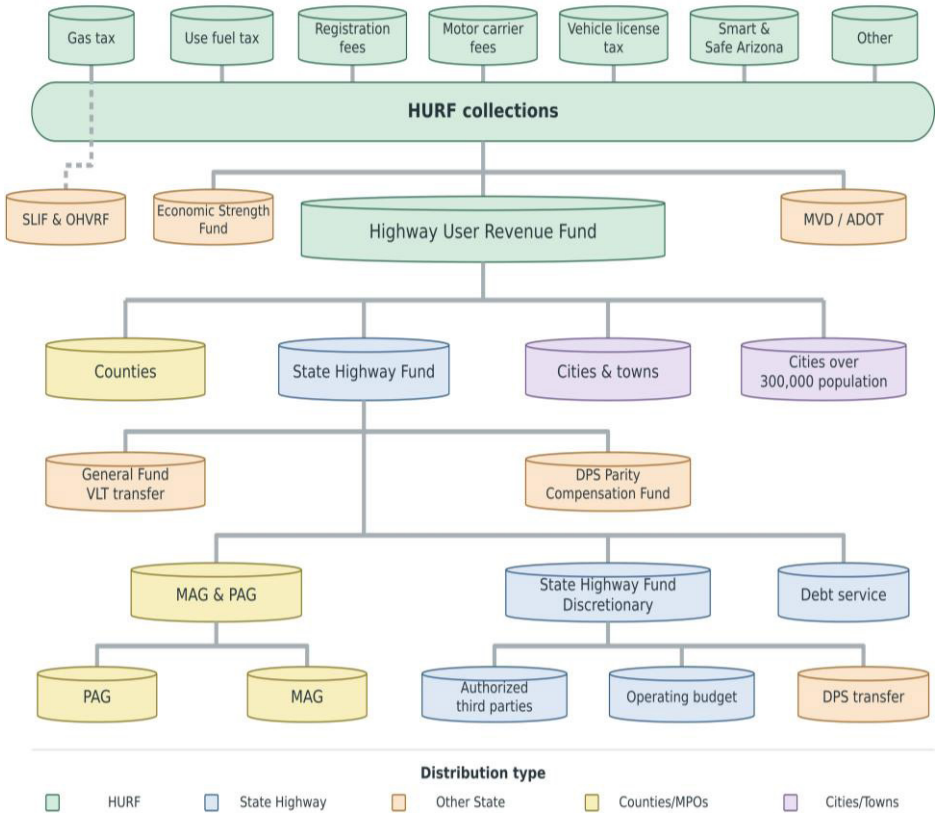
The RSTIIP includes HURF revenues for the period of July 1, 2026 (FY 2027) to June 30, 2045 (FY 2046), therefore no activity is reported for FY 2026.

*Table 3.3 HURF Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| Freeways | $1,991.20 | $2,890.20 | $2,822.30 | $2,610.60 |
| **TOTALS** | **$1,991.20** | **$2,890.20** | **$2,822.30** | **$2,610.60** |

*Detailed information by year is included in Appendix A-1.*
*Exact amounts may differ from detailed tables due to rounding.*

*Figure 3.5: FY 2026 HURF Distribution Flow*



## 3.10 ADOT DISCRETIONARY FUNDS

ADOT discretionary funding is comprised of HURF monies allocated to ADOT to support the State Highway System, FHWA funds, and other miscellaneous sources. In accordance with state statutes and Arizona State Transportation Board Policy, 37 percent of ADOT's discretionary funding is allocated to the MAG region and is managed through the FLCP. As noted in Section 3.9, HURF is comprised of user fees associated with use of the state's road transportation system.

In addition to HURF, ADOT also receives federal transportation funds that are allocated to the state through various federal programs and allocation formulas. The RSTIIP includes ADOT Discretionary Funding for the period of July 1, 2026 (FY 2027) to June 30, 2045 (FY 2046), therefore no activity is reported for FY 2026.

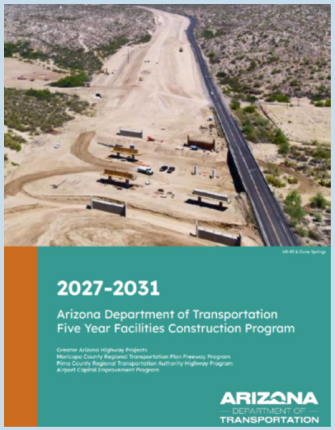
*Table 3.4 ADOT Discretionary Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| Freeways | $6,061.80 | $8,844.40 | $10,338.50 | $8,904.80 |
| **TOTALS** | **$6,061.80** | **$8,844.40** | **$10,338.50** | **$8,904.80** |

*Detailed information by year is included in Appendix A-1.*
*Exact amounts may differ from detailed tables due to rounding.*

### ADOT FIVE-YEAR PROGRAM

ADOT's discretionary funding is the core component of the Five-Year Facilities Construction Program (Five-Year Program). The program outlines the critical infrastructure projects and associated costs scheduled for development by ADOT over the next five fiscal years and includes the projects that are part of the FLCP.



## 3.11 MAG FEDERAL TRANSPORTATION FUNDS FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Federal funding in the RSTIIP comprises a variety of formula-based distributions originating under agencies within the USDOT, specifically the FHWA and FTA. The highway and transit funding programs are addressed separately as part of this analysis because of fundamental differences in how the formula funds, which constitute the vast majority of the overall funding, are apportioned.

A portion of FHWA formula funding allocated to the state is passed through directly to MAG for programming. These include the Carbon Reduction Program (Carbon), Congestion Mitigation and Air Quality Program (CMAQ), Metropolitan Planning Program (MPP), and Surface Transportation Block Grant Program (STBGP) (including a TA set-aside) funds.

In alignment with the RSTIIP, actual receipts from federal funds will begin being tracked in FY 2027. Forecasted federal revenues allocated to the region for FY 2027 through FY 2046 total $7.6 billion.

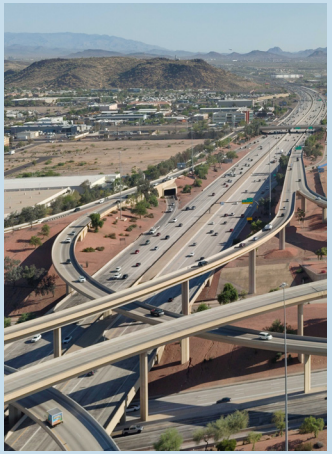
*Table 3.5 FHWA Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| RTI/RCP | $1,465.20 | $1,979.60 | $2,212.30 | $2,212.30 |
| Transit | $1,410.30 | $1,900.00 | $2,034.80 | $2,034.80 |
| **TOTALS** | **$2,875.50** | **$3,879.50** | **$4,247.10** | **$4,247.10** |

*Detailed information by year is included in Appendix A-1.*
*Exact amounts may differ from detailed tables due to rounding.*

### SURFACE TRANSPORTATION REAUTHORIZATION

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. The IIJA reauthorized the surface transportation program for an additional five years starting in fiscal year 2022 and was set to expire on September 30, 2026. It has been extended through December 11, 2026. Congress has begun work on the next bill, and those results will be captured in future updates to the RSTIIP.



# 3.12 MAG FEDERAL TRANSPORTATION FUNDS FEDERAL TRANSIT ADMINISTRATION (FTA)

Federal transit funding in the MAG region is comprised of formula funding and discretionary grants:

**Formula Allocations**

- Urbanized Area Formula Program (§5307)
- Enhanced Mobility for Seniors and Individuals with Disabilities Formula Program (§5310)
- State of Good Repair Formula Program (§5337)
  - Fixed Guideway Modernization (FGM)
  - High-Intensity Bus (HI)
- Bus and Bus Facilities Formula Program (§5339)

**Discretionary Grants**

- Capital Investment Grant (CIG) Discretionary Program (§5309)
  - New Starts ($400 million or greater)
  - Small Starts (less than $400 million).
- Buses and Bus Facilities Discretionary Program

Formula funding represents the largest share of available funds, with §5307 being the largest individual program. Most funds are apportioned based on population and population density, passenger miles traveled, fixed guideway (e.g., rail and bus rapid transit) directional route miles, or vehicle revenue miles.

*Table 3.6 FTA Allocations*

| | 2020 (2020$) | 2020 (YOE) | 2024 (YOE) | 2025 (YOE) |
|---|---|---|---|---|
| Transit | $2,244.50 | $3,039.00 | $3,194.70 | $3,194.70 |
| RTI/RCP | $96.80 | $131.10 | $169.90 | $169.90 |
| **TOTALS** | **$2,341.30** | **$3,170.10** | **$3,364.60** | **$3,364.60** |

*Detailed information by year is included in Appendix A-1.*
*Exact amounts may differ from detailed tables due to rounding.*

## DISCRETIONARY GRANTS

Discretionary grants are funded from the United States Treasury General Fund (GF) instead of the Highway Trust Fund. As such, the level of funding is dependent on grant awards and is difficult to project and therefore those amounts are not captured in the RSTIIP.



# 4.0 FREEWAY LIFE CYCLE PROGRAM (FLCP)

# 4.0 FREEWAY LIFE CYCLE PROGRAM (FLCP)

## 4.1 OVERVIEW

### Program Description

The Proposition 479 Freeway Life Cycle Program (FLCP) serves as the program management tool for freeway and highway investments identified in the RSTIIP. The FLCP establishes the approved program of projects, including their scopes, budgets, funding allocations, and implementation schedules. The FLCP provides the framework for monitoring project delivery, managing changes to project scopes, costs, and schedules, and maintaining fiscal constraint over the life of the program.

Through the FLCP, the region establishes the freeway and highway projects to be delivered, their scopes and implementation schedules, and the associated funding commitments. ADOT is responsible for designing and constructing these projects in accordance with the regionally approved program. The FLCP also includes funding for subprograms supporting freeway program priorities, including preliminary design and minor improvements.

### History

The regional freeway program traces its origins to Proposition 300, the region's first half-cent transportation sales tax, approved by Maricopa County voters in 1985. As discussed in Chapter 3, Proposition 300 was established to supplement state and federal transportation funding for construction of the planned regional freeway system. At the time, rapid population growth and insufficient transportation funding threatened the region's ability to deliver the planned freeway network within the timeframe needed to accommodate growth.

***Figure 4.1: I-10 Broadway Curve Improvement Project***



Proposition 300 supported the construction of Loops 101 and 202, SR 51, and SR 143, as well as the expansion of US 60. Challenges associated with managing project costs, schedules, and funding led to the development of the life cycle program approach, which continues to guide the management of regional transportation investments today. By the conclusion of Proposition 300, much of the planned freeway system had been completed or was advancing toward completion. However, remaining improvements, increasing project costs, and continued regional growth necessitated additional regional freeway funding.

On November 25, 2003, the MAG Regional Council approved the 2003 Regional Transportation Plan, which established the investment framework for Proposition 400. Proposition 400 extended the region's half-cent transportation sales tax for an additional 20 years (2006–2025) to support multimodal transportation investments. Over the course of Proposition 400, more than $8.9 billion was invested in freeway and highway projects, including construction, maintenance, right-of-way acquisition, and neighborhood mitigation. An additional $1.5 billion in Proposition 400 investments are anticipated as remaining projects are completed.

The FLCP is periodically adjusted to account for changes in revenue forecasts and project costs while maintaining fiscal constraint. In response to economic conditions associated with the Great Recession, the MAG Regional Council approved program rebalances in 2010 and 2012. A projected program surplus identified in 2016 led to a subsequent rebalance that restored previously deferred projects. However, subsequent cost increases and updated project estimates required the region to revisit those commitments through an additional rebalance in 2019, including adjustments to project scopes, schedules, and funding. Since 2020, the FLCP has undergone annual review and updates, with each update approved by the MAG Regional Council.

As detailed in Chapter 3, development of the RSTIIP included an extensive, performance-based process to screen and prioritize potential investments. Freeway program projects were identified through member agency priorities, previous regional planning efforts, and a regional gaps analysis. The RSTIIP identified 79 freeway and highway projects, along with regionwide programs for litter removal, landscaping, sweeping, and pavement rehabilitation. The plan also established freeway implementation subprograms for preliminary engineering, advance right-of-way acquisition, and minor improvements, among others.

Following voter approval of Proposition 479, MAG initiated development of the first Proposition 479 FLCP, including updated revenue forecasts, revised project cost estimates, and refinements to project scopes and implementation schedules. Since the RSTIIP was approved in 2021, the region had experienced unprecedented construction cost escalation driven by supply chain disruptions, labor shortages, and other market conditions. These increases presented significant challenges to funding the projects identified in the RSTIIP. However, substantial increases in projected revenues helped offset rising costs and, together with refinements to project scopes and schedules, enabled the region to establish a financially balanced program.

Development of the FLCP also included consideration of project modifications to reflect completed planning studies, changing development patterns, and evolving regional transportation needs. Potential modifications were evaluated based on factors including system preservation, congestion relief, safety, accessibility, multimodal connectivity, economic benefits, environmental impacts, cost effectiveness, operational efficiency, and project readiness.

On May 28, 2025, the MAG Regional Council approved the FY 2026 Proposition 479 FLCP, establishing the sequencing of projects and expenditures over the 20-year RSTIIP horizon. As part of this action, several projects were advanced exchanged between the Proposition 400 and Proposition 479 freeway programs to enable coordinated construction and associated cost savings. The approved program also incorporated scope adjustments, as well as changes in program financing and project timing, based on the result of planning efforts and changes in inflationary conditions since adoption of the original RSTIIP in 2021.

## Program Delivery

The FLCP uses a project-based approach to program management, in which the region establishes a defined program of freeway and highway projects, including their scopes, budgets, and implementation schedules. Under this approach, the region commits funding for delivery of each project's approved scope, using regional sales tax revenues along with federal and state funding allocated to the program. The MAG Regional Council approves the projects and their associated funding commitments. ADOT is responsible for project design, engineering, right-of-way acquisition, and construction, and owns the resulting freeway facilities. MAG works closely with ADOT to plan regional freeway investments, develop project scopes, and oversee implementation of the approved program.

The FLCP undergoes a rigorous annual update process to reflect changes in projected revenues, updated project costs, and any changes in projects or project scopes. Administrative updates to the FLCP that occur midyear are approved by the MAG Regional Council through amendments to the MAG Transportation Improvement Plan (TIP); substantive updates, including material cost changes, are presented as standalone agenda items.

**ADOT**
IMPLEMENTING PARTNER

**Project Scoping & Environmental**

**Final Design & Right of Way Acquisition**

**Construction**

Due to the complexity of large freeway projects, project development is typically divided into multiple phases to facilitate implementation. The first phase consists of predesign activities, including project scoping and the evaluation and selection of alternatives. This phase also includes environmental review, with requirements varying depending on the project scope and funding sources. The second phase involves final design and obtaining necessary clearances. The third phase consists of right-of-way acquisition and utility coordination and relocation. The timing of these activities can vary and often overlaps with other phases of project development. As projects advance through these phases, cost estimates and implementation schedules are updated to reflect new information.

In addition to major projects identified within the RSTIIP, there is also limited funding allocated for subprograms that support the implementation of freeway program priorities.

## FLCP PARTNERS

| Agency | Role |
|---|---|
| ADOT | • Leads project development and delivery, including environmental review, engineering and design, right-of-way acquisition, utility coordination, and construction.<br>• Develops and maintains project cost estimates, schedules, and delivery plans.<br>• Implements projects in accordance with regionally approved scopes, budgets, and schedules, coordinating proposed changes with MAG.<br>• Administers the Regional Area Road Fund (RARF) and conducts cash-flow analyses in coordination with MAG.<br>• Owns, operates, and maintains the resulting freeway facilities. |
| MAG | • Leads regional freeway planning and programming, including the identification of projects, development of project scopes, and establishment of implementation priorities.<br>• Develops and maintains the FLCP, including project budgets, funding allocations, and implementation schedules.<br>• Administers FLCP policies and procedures, including annual program updates and review of proposed material changes.<br>• Oversees program implementation, including monitoring project costs, schedules, and consistency with regionally approved commitments.<br>• Coordinates regional policy committee review and Regional Council approval of FLCP updates and proposed program changes. |

## FY 2026 PROGRAM CHANGES

This section provides an overview of key updates as approved in the FY 2026 FLCP Programs. Each year, the program is updated to reflect the latest market costs, revenue forecasts, and project schedule changes. The updated draft program in approved through the MAG policy committee process.

### May 2025: Approval of the FY 2026 Proposition 479 FLCP

- Former Proposition 479 projects, including I-10: 83rd Avenue, I-10: 91st Avenue, I-10: Wild Horse Boulevard, and Loop 101: I-10/91st Avenue Connector, were advanced into the Proposition 400 program to enable coordinated construction and associated cost savings.
- Substitution of Loop 303: Litchfield Road with Loop 303 at 155th Avenue.
- Consolidating the I-10: Tunnel to the I-17 Split, I-10/Loop 202 (Red Mountain Freeway)/SR 51 Mini-Stack, and I-10: Sky Harbor West Airport Access projects into two projects to align with the MAG Interstate 10 Freeway Corridor Study.
- Updated capital pavement rehabilitation programmed based on the pavement needs assessment completed in 2025.

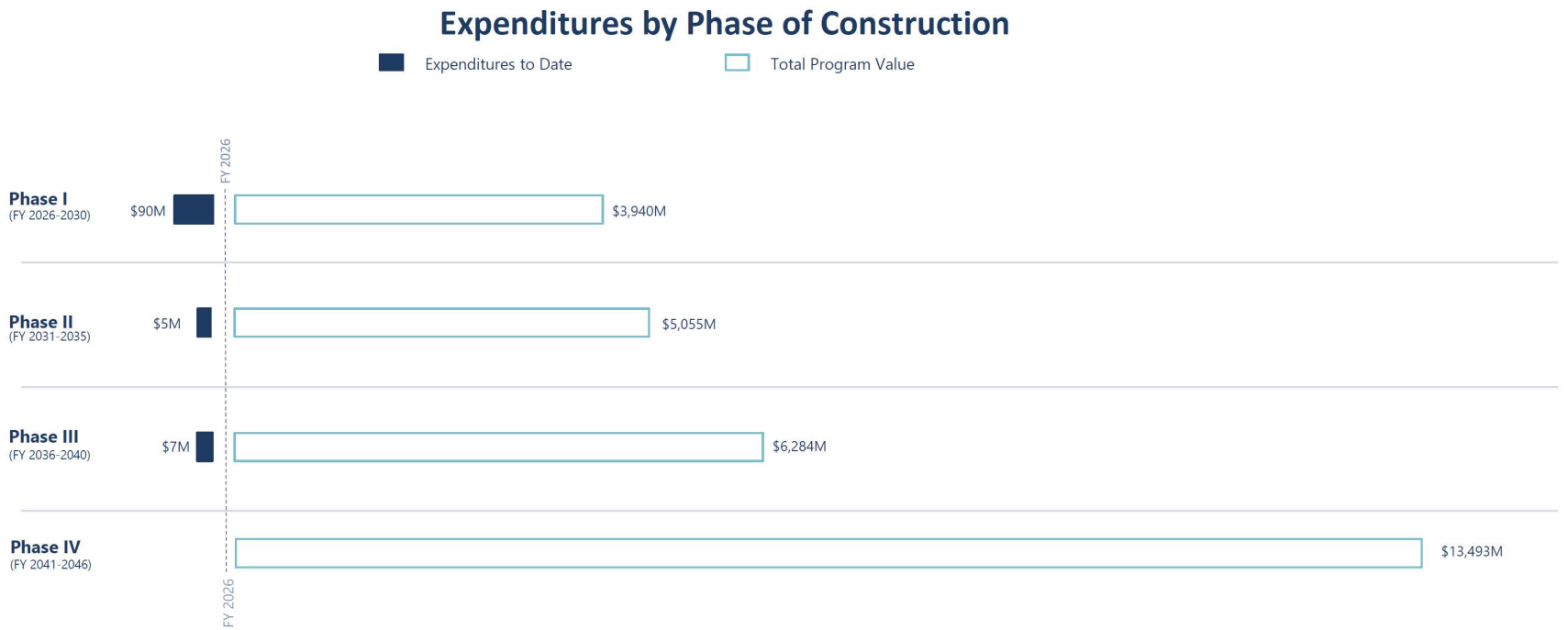
### June 2025: Approval of the FY 2026 Proposition 400 FLCP

- Deferral of the I-17 at Indian School Road and I-17 at Camelback Road projects into the Proposition 479 FLCP.

## 4.2 PROGRAM STATUS

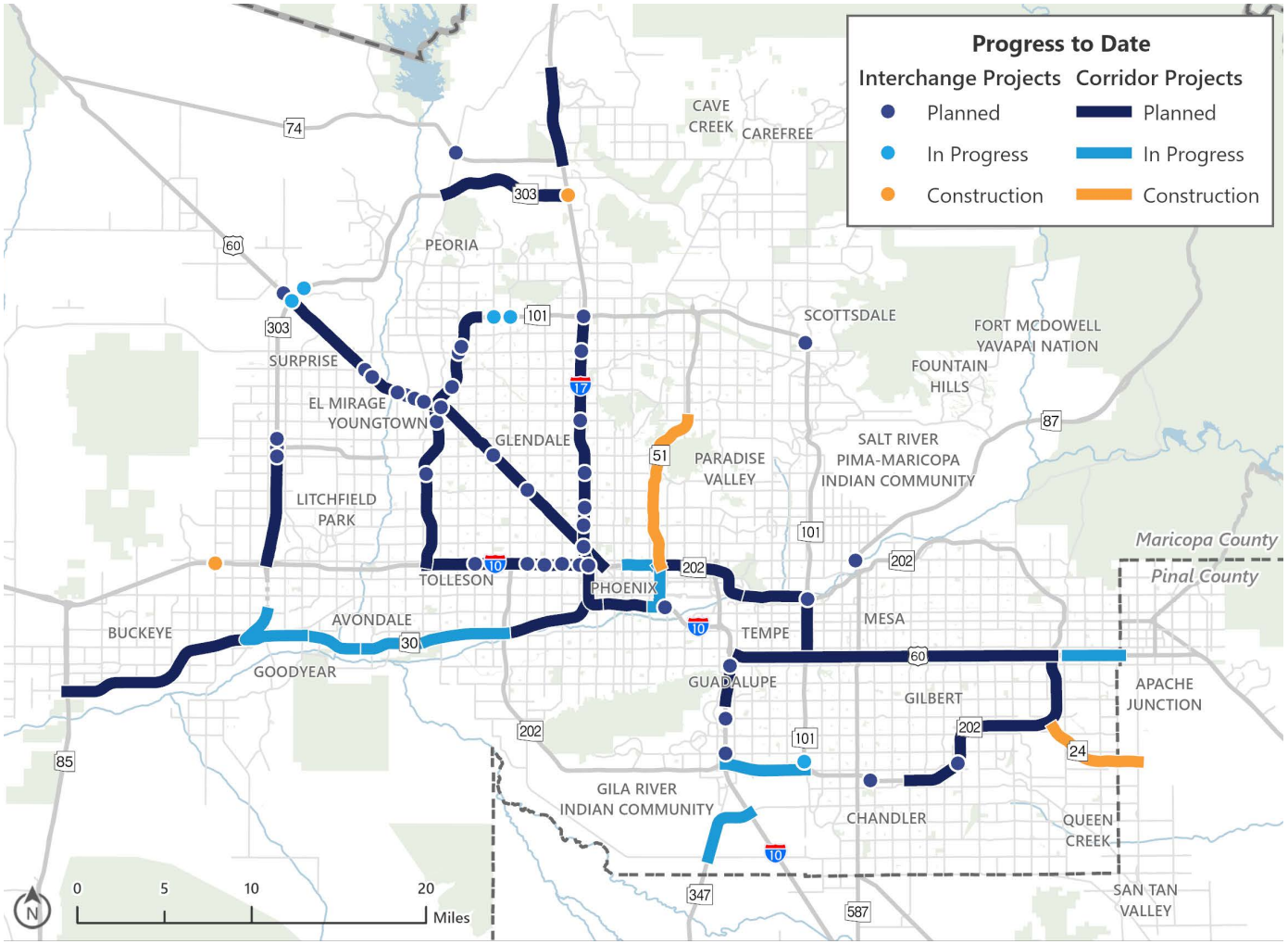
The FLCP funds identified freeway and highway projects over the course of the project development process. As of FY 2026, total FLCP expenditures to date were $102.13 million.

The graphic below provides an overview of FLCP project expenditures to date, by construction phase. Expenditures reflect project costs only and include some minor Proposition 400 expenditures related to early project development of Proposition 479 FLCP projects, as approved by Regional Council. Detailed project expenditures can be found under Appendix B-1.




*As the RSTIIP phase of construction and future project costs may change as part of annual program updates, this graphic may change from year to year. Please refer to appendix B-1 for additional detail.*

# 4.3 FLCP PROJECTS




## FY 2026 ACTIVITIES

### UNDER CONSTRUCTION:

- I-10 (Papago): Jackrabbit Trail
- Loop 303 (Estrella): I-17 System Interchange
- SR 51 (Piestewa): I-10 (Papago) to Shea Boulevard (Pavement Rehabilitation)
- SR 24: Loop 202 to Ironwood Drive

### KEY PROJECTS IN DESIGN:

- SR 30 (Tres Rios) Center Segment
- Loop 101 (Agua Fria): 59th Avenue/67th Avenue
- Loop 202 (Santan): Loop 101 (Price) to I-10 (Papago)

### KEY PROJECTS IN PREDESIGN OR RIGHT-OF-WAY:

- I-10 (Papago): I-10/Loop 202 (Red Mountain)/SR 51 Mini Stack to SR 51 at Thomas Road
- I-10 (Papago): I-10 Tunnel to I-17 Split
- Loop 303 (Estrella): 155th Avenue

# 4.4 FY 2026 HIGHLIGHTS

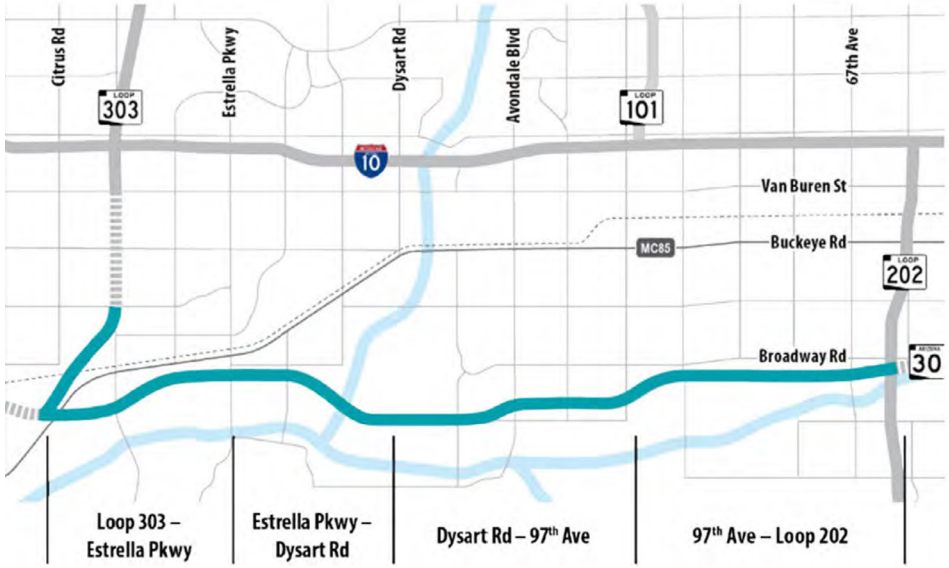
## Loop 303: I-17 System Interchange

On March 6, 2026, state and regional leaders celebrated the groundbreaking of the Loop 303 (Estrella): I-17 System Interchange project, marking the first major project to advance under Proposition 479. The project will complete the eastern terminus of Loop 303 with a full system interchange, providing direct, free-flow connections to I-17. The FY 2026 FLCP included a programmed budget of $276.0 million for the project. The interchange will improve regional connectivity and travel time reliability, support continued residential and employment growth in the north and northwest Valley, and enhance access to major employment centers, including the TSMC Arizona semiconductor manufacturing complex and surrounding development.



## State Route 30 Center Segment

With the approval of Proposition 479, funding has been made available to complete construction of the State Route 30 (SR 30) Center Segment in coming years. The SR 30 Center Segment will be a new, six-lane freeway constructed between the future Loop 303 terminus and Loop 202 South Mountain Freeway. SR 30 is intended to significantly reduce pressures on the I-10 Papago Freeway to the north, and to provide improved transportation access within the southwest Valley. The freeway is ultimately intended to run between SR 85 and the I-17 Durango Curve. The Center Segment represents the highest priority for implementation of the three segments. Project development work is ongoing, and funding to initiate the first phase of construction has been programmed for FY 2027, with construction occurring in phases for several years.



## 4.5 FY 2027 ACTIVITIES

On May 27, 2026, Regional Council adopted the FY 2027 FLCP. Key program changes include:

- Advanced the Loop 303: 96th Avenue project while deferring the Loop 101: Peoria Avenue project, based on findings from the Loop 303 at 96th Avenue Traffic Interchange Feasibility Study
- Consolidated the Loop 303: US 60 (Grand Avenue) Ultimate Interchange and US 60 (Grand Avenue): 163rd Avenue projects into a single project, extending the project limits along US 60 (Grand Avenue) to Deer Valley Road. The modification was based on findings from the US 60 (Grand Avenue) Corridor Study from Loop 303 to State Route 74.
- Increased budget for the SR 30 center segment to deploy a Corridor Management Implementation Model based on recommendations from the SR 30 Construction Acceleration Assessment
- Accelerated the construction of the two westernmost projects of the SR 30 Center Segment, Estrella Parkway to Dysart Road and Loop 303 to Estrella Parkway
- Advanced funding for the construction of SR 347, from I-10 to Riggs Road to align with the schedule for broader SR 347 corridor improvements funded by ADOT, the City of Maricopa, and Pinal County
- Advanced funding for the SR 30 eastern segment to initiate early scoping
- Advanced construction funding for I-17: Indian School Road to align with adjacent project improvements that require a coordination delivery approach.

## 4.6 FUTURE PROGRAM OUTLOOK

The FY 2027 Proposition 479 FLCP, approved in May 2026, remains financially balanced through the end of the program. Updated forecasts for RARF, HURF, and federal highway formula funding from ADOT decreased by 3.1 percent, 7.5 percent, and 8.1 percent, respectively, compared with the FY 2026 update. These revenue reductions were more than offset by a preliminary 12.6 percent decrease in total project costs, reflected in ADOT's estimates based on FY 2026 construction bid trends. Project budgets account for anticipated inflation through the year of expenditure, including assumed construction cost growth of 3.25 percent in FY 2027. MAG and ADOT's cash flow analysis projects positive annual fund balances throughout the program, supporting delivery of programmed commitments within fiscal constraint. Appendix B-1 presents expenditures to date and projected expenditures by project over the 20-year Proposition 479 period.



# 5.0 ARTERIAL LIFE CYCLE PROGRAM (ALCP)

# 5.0 ARTERIAL LIFE CYCLE PROGRAM (ALCP)

## 5.1 OVERVIEW

### Program Description

The Proposition 479 Arterial Life Cycle Program (ALCP) serves as the implementation and financial management framework for the arterial street component of the RSTIIP. The ALCP identifies programmed projects, including their locations, lead agencies, regional funding allocations, implementation schedules, and project status. It provides a framework for tracking project delivery, managing changes to project schedules and funding, and maintaining fiscal constraint over the life of the program.

Member agencies are responsible for planning, designing, and constructing ALCP projects. Regional funding is administered on a reimbursement basis, with member agencies reimbursed for the approved regional share of eligible project costs consistent with programmed funding allocations. The ALCP also allocates a portion of funding for implementation studies.

### History

The first iteration of the ALCP was an outcome of the 2003 RTP and the voter approved sales tax extension associated with Proposition 400, and represented a new opportunity for regional funding to support arterial streets expansion and improvement. The Proposition 479 ALCP builds on this 20-year legacy of program and project delivery. Like the Proposition 479 ALCP, the Proposition 400 ALCP includes a programmed schedule of arterial street improvement projects with identified regional funding provided on a reimbursement basis.



*Proposition 400 ALCP Gilbert Road Bridge Project*

To date, ten lead agencies have received a total of over $1.3 billion of regional and federal funding to help complete over 90 arterial roadway projects covering over 300 centerline miles of arterial roadways. The Proposition 400 ALCP also included funding for implementation studies and intelligent transportation system improvements. In the Proposition 479 era, intelligent transportation system improvements are funded through a separate programmatic set aside.

As discussed in Chapter 3, the original Proposition 479 ALCP projects were identified as part of the MAG MOMENTUM 2050 RTP development process. Member agencies proposed arterial roadway improvement projects which underwent several rounds of technical review, prioritization, and scenario planning involving member agencies, implementing agencies, and the public. In 2021, 117 arterial roadway projects across 19 member agencies were identified for regional funding within the RSTIIP arterial component over 25 years.

The Proposition 479 ALCP largely retains the policy framework established under Proposition 400, with one significant change to how the program is funded. Unlike the previous program, the Proposition 479 ALCP is funded entirely through sales tax revenues, simplifying financial management and project delivery. Federal funding opportunities for arterial projects are instead provided through the RSTIIP's competitive programs for arterial rehabilitation, widening, and intersection improvements. As under Proposition 479, a small portion of the funding administered through the ALCP is reserved for studies supporting implementation of the broader RSTIIP.

The RSTIIP was originally developed with five phases of investments extending through 2050. Senate Bill 1102, enacted in August 2023, authorized a 20-year extension of the regional half-cent transportation sales tax, requiring the RSTIIP to be revised to reflect the shorter funding period. As a result, 26 of the original 117 arterial projects were designated as unfunded within Phase V (2047–2050), leaving 91 projects in the funded program.

The Proposition 479 ALCP Policies and Procedures were developed using the Proposition 400 ALCP policies and procedures as a starting point. The ALCP Working Group, consisting of representatives from agencies responsible for arterial projects included in the RSTIIP, reviewed and updated the policies for the new program. Changes included reintroducing consideration of inflation as part of the annual ALCP update process. Regional Council approved the Proposition 479 ALCP Policies and Procedures on March 26, 2025.

The MAG Regional Council approved the initial FY 2026 Proposition 479 ALCP on June 25, 2025. The original list of programmed projects had not been updated since 2021, prompting a one-time midyear update approved by the Regional Council on October 22, 2025. The update provided member agencies an opportunity to substitute projects for those originally included in the program, consistent with the ALCP Policies and Procedures. Three member agencies submitted requests resulting in 10 approved project changes.

## Program Delivery

The ALCP operates on a reimbursement basis, with lead agencies incurring eligible project costs and subsequently requesting reimbursement. Reimbursements are made in accordance with the programmed funding schedule and cannot occur before the fiscal year in which funding is programmed. The regional contribution for each project is limited to the lesser of 70 percent of total project cost or the amount programmed for reimbursement.




To be eligible for reimbursement, the Lead Agency must first submit a completed Project Narrative to MAG outlining the project's scope. MAG and the Lead Agency must then execute a Project Agreement establishing their respective roles and responsibilities for project implementation. Following execution of the agreement, the Lead Agency may request reimbursement in accordance with the ALCP's programmed reimbursement schedule.

The ALCP allows Lead Agencies to transfer funding among their programmed projects to accommodate changing priorities. Funding transfers must be cost- and year-neutral to the ALCP, meaning they cannot increase overall programmed costs or advance reimbursements, and require Regional Council approval. Major Project Change Requests, which involve adding or removing projects from the ALCP, may be approved only as part of the annual update process. These requests must be scored using established criteria, reviewed by the MAG Street Committee, and approved through the MAG policy committee process.

Closeout funding opportunities for projects completed ahead of the programmed schedule may be available if there is more regional funding available within the ALCP than anticipated at the end of a fiscal year. In addition, if there is a balance of program funds in a given year, projects may be accelerated in accordance with the policies.

Approximately 2 percent of the sales tax revenue allocated to the ALCP is reserved for studies supporting implementation of the broader RSTIIP. Individual studies are considered for funding on a case-by-case basis and are subject to MAG's Unified Planning Work Program (UPWP) and Budget approval processes.

## ALCP Partners

| Agency | Role |
|---|---|
| Member Agencies | • Implementation of ALCP projects<br>• Project costs and filing for reimbursement with MAG |
| ADOT | • Administration of the Regional Area Road Fund and distribute payments to member agencies |
| MAG | • Administration of the ALCP program and policies<br>• Process project reimbursement requests |

## FY 2026 Program Changes

This section provides an overview of key program-level changes to the Proposition 479 ALCP. The ALCP is updated annually to reflect changes in project costs, schedules, and programmed funding. The annual update process also provides an opportunity for member agencies to request project substitutions and funding reallocations. Annual updates and associated regional policy actions are approved by the MAG Regional Council following a recommendation from the Transportation Policy Committee.

### March 2025: Approval of the Proposition 479 ALCP Policies and Procedures

- Regional Council approved the Proposition 479 ALCP Policies and Procedures as drafted by MAG in partnership with the Proposition 479 ALCP Working Group.

### June 2025: Approval of the FY 2026 Proposition 479 ALCP

- Regional Council approved the FY 2026 Proposition 479 ALCP Program.

### October 2025: Midyear Update

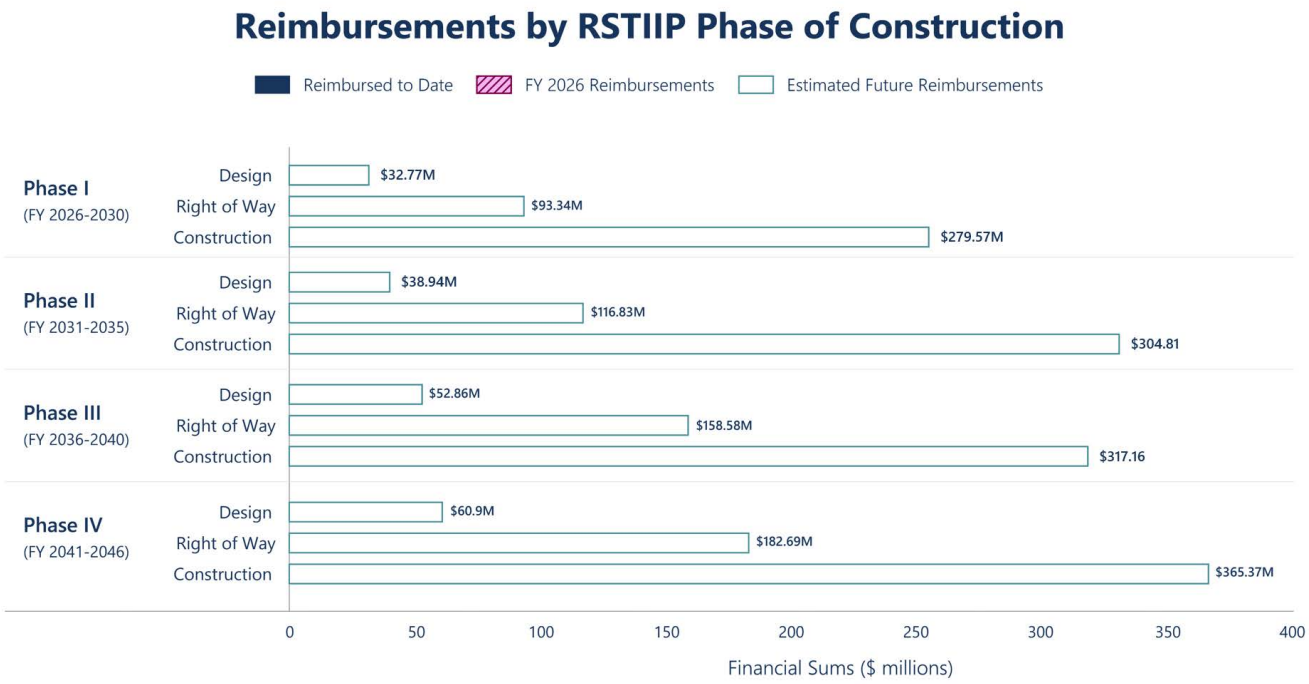
- The City of Goodyear substituted two projects, Yuma Road Bridge at Bullard Wash and Yuma Road from Estrella Parkway to Litchfield Road, out of the ALCP for a new project on Estrella Parkway from County Road 85 to Vineyard Avenue.
- The City of Peoria substituted two projects on Thunderbird Road and 107th Avenue out of the ALCP to shift additional funding to an existing ALCP project on El Mirage Road from the U.S. 60 to Jomax Road.
- The City of Surprise substituted two projects on 163rd Avenue and Waddell Road out of the ALCP for two new projects on 155th Avenue and Pinnacle Peak Road.

## 5.2 PROGRAM STATUS

The ALCP provides reimbursement for eligible project costs associated with design, right-of-way, and construction, with funding programmed according to the project sequencing established in the RSTIIP.

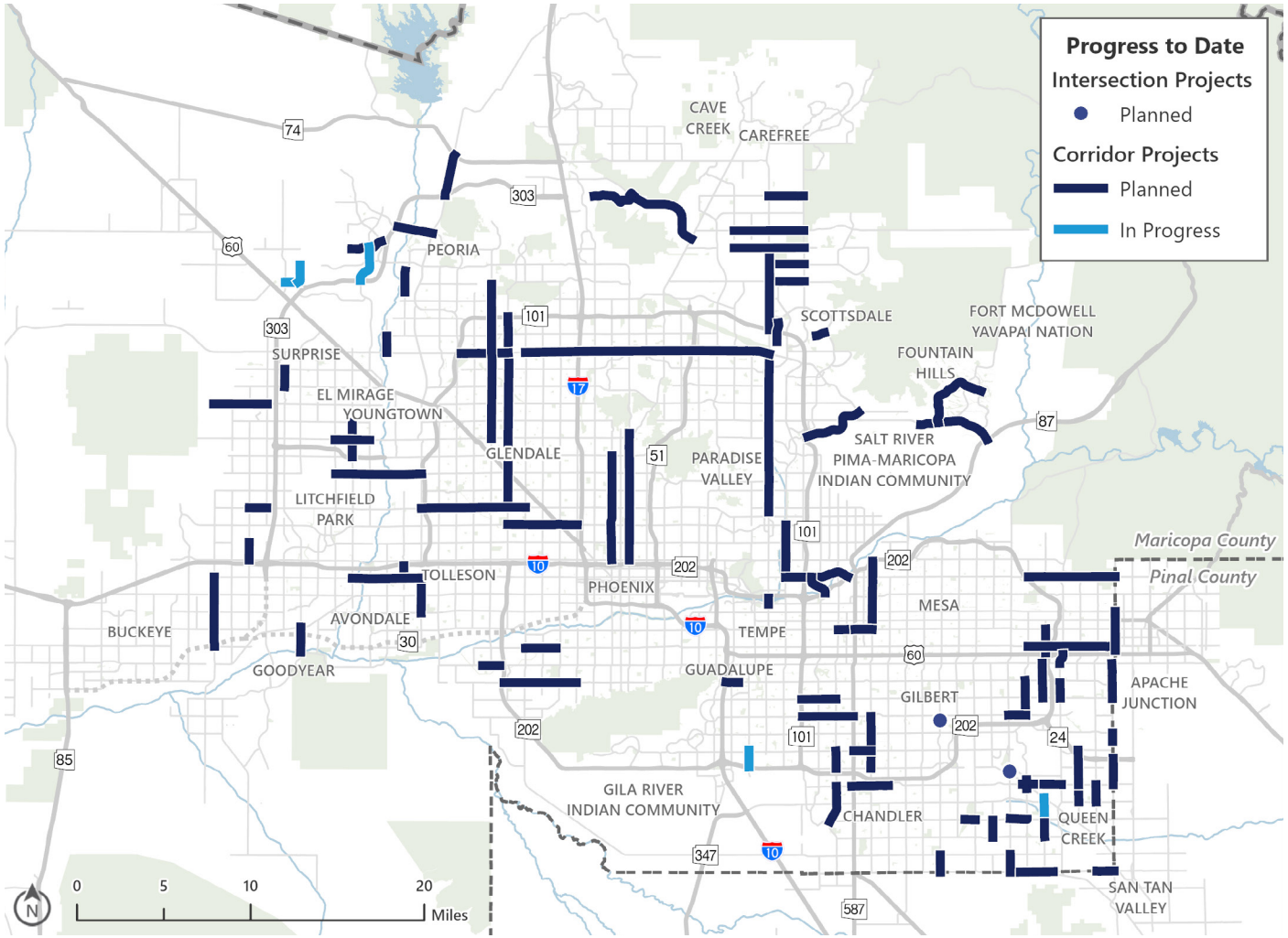
Programmed reimbursements for FY 2026 totaled $25,057,045; however, no actual reimbursements were processed as MAG and member agencies were still developing the required Project Agreements. The graphic below provides an overview of ALCP project reimbursements to date, by construction phase.

The ALCP Policies and Procedures allow remaining project reimbursements to be inflated annually to account for the real CPI-U inflation rate in the prior year, if the Program can afford the increase. As the initial year of the Proposition 479 ALCP, the FY 2026 program did not include inflation adjustments to project costs. Future annual updates will consider inflation adjustments based on available program funding.




*As the RSTIIP phase of construction and future project costs may change as part of annual program updates, this graphic may change from year to year. Please refer to appendix C-1 for additional detail.

# 5.3 ALCP PROJECTS




## FY 2026 ACTIVITIES

### KEY PROJECTS IN DEVELOPMENT:

- Kyrene Road: North of Chandler Boulevard to Loop 202 (Chandler)
- El Mirage Road: Loop 303 to Jomax Road (Peoria)
- Hawes Road: Rittenhouse Road to Jude Drive (Queen Creek)
- Pinnacle Peak Road: 163rd Avenue to 155th Avenue (Surprise)
- 155th Avenue: Pinnacle Peak Road to Happy Valley Road (Surprise)

# 5.4 FY 2026 HIGHLIGHTS

## Prop 479 ALCP Working Group

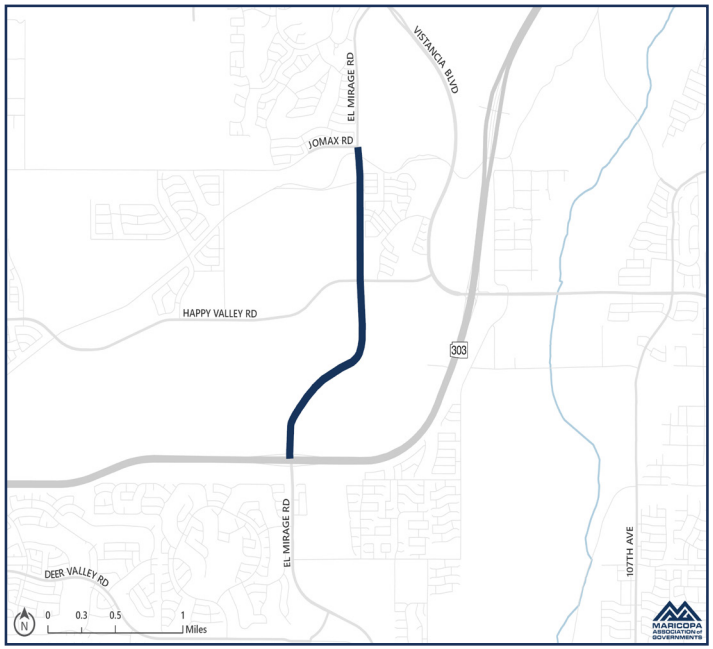
The ALCP Working Group met eight times between June 2024, and March 2025, to lead development of the Proposition 479 ALCP.

Members of the ALCP working group developed the new Prop 479 ALCP Policies and Procedures and proposed changes to the Program from the Proposition 400 ALCP.

Examples of Program changes developed by the Working Group included the return of annual inflation increases in the ALCP and changes to the scoring criteria in the ALCP Project Change Tool. The ALCP Working Group additionally assisted with the scheduling of Project Reimbursements within the ALCP.




The ALCP Working Group did not meet during FY 2026 but will continue to be consulted on proposed changes and updates to the Proposition 479 ALCP.




## El Mirage Road: Loop 303 to Jomax Road

The City of Peoria has initiated design and right-of-way acquisition work for a Prop 479 ALCP Project on El Mirage Road between Loop 303 and Jomax Road. Regional travel demand models identify that a continuous connection between Loop 303 and Jomax Road is needed to provide better access and to relieve congestion.

This 2.2-mile extension of El Mirage Road will improve access north of the Loop 303. The extension of El Mirage Road will include a concrete box culvert crossing of McMicken Wash and a bridge crossing of Beardsley Canal.

Additionally, traffic signals will be constructed at Happy Valley Road and the Loop 303 traffic interchange. A trail crossing will be accommodated at the intersection with the Maricopa Trail, south of Happy Valley Road.

Other planned project features include raised landscaped medians, drainage improvements, bike lanes, streetlights, landscaping and sidewalk.

## 5.5 FY 2027 ACTIVITIES

On June 25, 2026, Regional Council approved the FY 2027 ALCP. Key issues of note for FY 2027 include:

- Programmed reimbursements for the design of ALCP projects on Kyrene Road, Ocotillo Road, 59th Avenue, Germann Road, Hawes Road, Legacy Boulevard Bridge, 155th Avenue, and Southern Avenue.
- Programmed right-of-way acquisition reimbursements for ALCP projects on Kyrene Road, Germann Road, Hawes Road, Legacy Boulevard Bridge, and 155th Avenue.
- Programmed reimbursements for the construction of ALCP projects on Hawes Road and El Mirage Road.
- Implementation of the first inflation adjustment to the Proposition 479 ALCP.

## 5.6 FUTURE PROGRAM OUTLOOK

At the close of FY 2026, the Proposition 479 ALCP had a fund balance of $38.34 million. Revenues are projected to total $111.79 million in FY 2027, and programmed reimbursements for that year are estimated to be $66.96 million. The account also sets aside funding for competitive programs that fund arterial infrastructure.



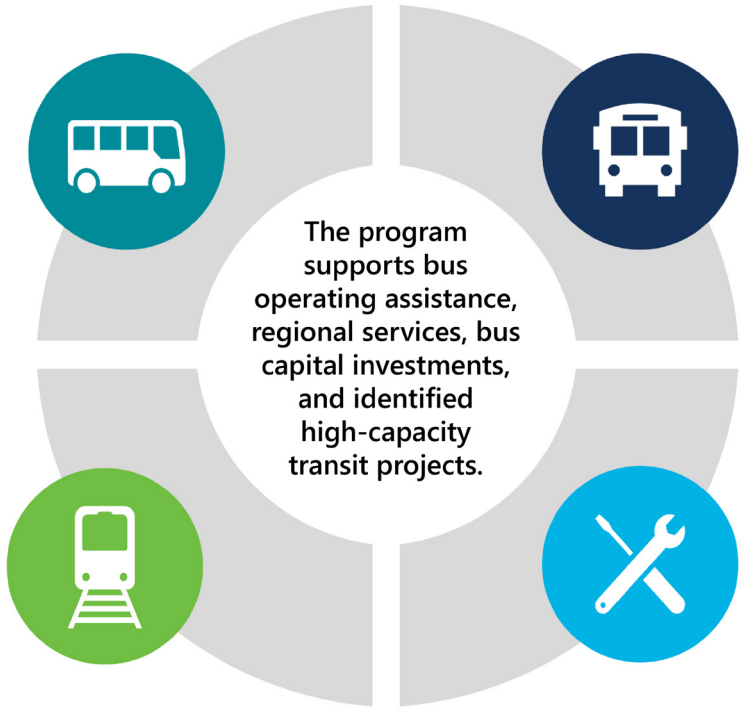

# 6.0 TRANSIT LIFE CYCLE PROGRAM (TLCP)

# 6.0 TRANSIT LIFE CYCLE PROGRAM (TLCP)

## 6.1 OVERVIEW

### Program Description

The Proposition 479 Transit Life Cycle Program (TLCP) is the financial management tool for the transit investments identified in the RSTIIP. The program establishes regional transit funding commitments and the framework governing their implementation, ensuring that program costs remain within available revenues. The TLCP is implemented in partnership with Valley Metro, the City of Phoenix, and participating local agencies.




### History

The 2003 RTP, which formed the basis of Proposition 400, expanded the use of the sales tax beyond the regional freeway and highway system to include investments in transit and arterial streets. Prior to the approval of the 2003 RTP, the quality of local transit service varied significantly across jurisdictions due to differences in local funding contributions. To address these inconsistencies, the plan sought to equalize transit service across jurisdictions by using regional funds to support key bus routes, capital improvements, ADA paratransit, and light rail construction.

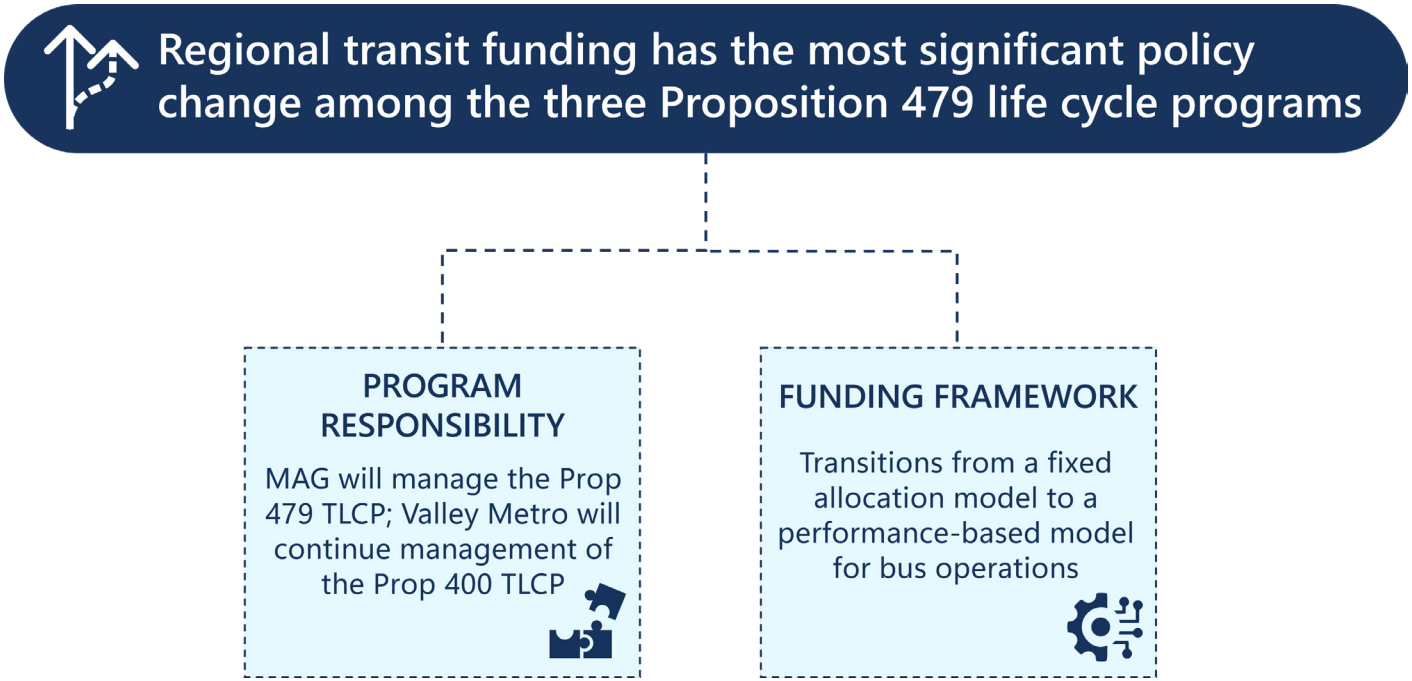
However, its plan-based funding model proved highly sensitive to economic fluctuations, and the revenue declines during the 2008 recession forced service cuts. This led to a transition to the fixed allocation-based funding approach, under which allocations were fixed at calculated shares for regional fixed route, express, and paratransit services. While this model provided financial stability, its static nature resulted in inefficiencies, including a growing disconnect between transit funding allocations and evolving market needs. Additionally, this model created an incentive to prioritize localized services within jurisdictional boundaries rather than promoting cross-jurisdictional service and regional services, such as express bus routes. Further, there continues to be a significant gap between projected regional funding and identified regional transit needs meaning local jurisdictions will continue to play a significant role in delivering the region's transit network.

During development of the RSTIIP, regional policymakers directed the exploration of a new transit funding framework that recognizes the importance of local funding commitments, encourages investments that improve regional transit system performance, provides flexibility to respond to changing needs, and prioritizes resources for routes that form the backbone of the regional fixed-route transit network.

## Program Delivery

The Proposition 479 TLCP introduces a multifaceted regional bus transit funding structure composed of four primary components, each with its own subcomponents. It includes performance-based operating assistance that rewards productivity, connectivity, and investment in emerging transit markets; dedicated funding for regional paratransit, commuter/express services, and operations support; a bus capital program that continues preventative maintenance and all fleet purchases while planning for long-term needs; and investment in high-capacity transit such as BRT and light rail rehabilitation. Additionally, the RSTIIP allocates 5.78 percent of total sales tax revenues to the City of Phoenix for regional bus service.

Further, as part of the RSTIIP development process, MAG policymakers approved planning principles that consolidated all regional funding decisions and program management under MAG, which was later codified into statute as part of SB 1102. This resulted in MAG assuming responsibility for management of the Proposition 479 TLCP.






## Program Partners

In May 2026, the Proposition 479 Transit Life Cycle Program Management and Administration Agreement was approved, detailing the roles and responsibilities between the three main agencies throughout the duration of the Proposition 479 half-cent sales tax extension.

| Agency | Role |
|---|---|
| **Member Agencies** | • Local transit planning and local transit project development<br>• Funding of local commitments for transit investments |
| **Valley Metro** | • Administration of the portion of the half-cent sales tax allocated to transit<br>• Operations and maintenance for the region's bus, paratransit, light rail, and streetcar services |
| **City of Phoenix** | • Designated recipient for FTA funding and the region's largest fixed-route bus operator |
| **MAG** | • Programming of regional funds for specific projects or needs in accordance with the approved policies and procedures |

## FY 2026 Program Changes

FY 2026 marked a transition year for regional transit funding. To minimize disruptions to local budgets while development of the Proposition 479 TLCP continued, MAG policymakers supported a conservative approach, under which FY 2026 would be treated as a transition year. As a result, since FY 2026 (July 1, 2025–June 30, 2026) included revenues from both propositions. MAG and Valley Metro jointly developed a memorandum of understanding in September 2025 that articulates the agreement that Valley Metro would administer and manage the FY 2026 TLCP and fulfill the statutory budget responsibilities for the transit allocation of the half-cent sales tax, known as the Public Transportation Fund.

Specifically, regional funding for the second half of FY 2026 would continue to support the same projects and programs that were funded through Proposition 400 funds in the first half of the year.

Development of the Proposition 479 TLCP progressed through periodic updates to MAG policy committees, including revised financial assumptions presented in October 2025 and February 2026. The February update identified significant increases in regional operating costs that reduced projected FY 2027 formula funding from the $47.5 million originally anticipated in the RSTIIP to approximately $5 million. In response, the MAG Management Committee established the Proposition 479 Transit Bus Operations Funding Managers Working Group in March 2026.

## Proposition 479 Transit Bus Operations Funding Managers Working Group

The purpose of the Managers Working Group was to evaluate the factors contributing to the formula funding shortfall and develop recommendations to strengthen the long-term financial sustainability of the program.




At its inaugural meeting in March, the working group reviewed the regional transit funding framework, examined the factors contributing to the formula funding shortfall, and identified opportunities to refine programming assumptions while preserving existing regional transit commitments.

Throughout April, members conducted detailed reviews with discussions focused on historical spending trends, opportunities for efficiencies, and distinguishing federally mandated paratransit from enhanced local transportation services to better understand regional funding responsibilities. During two meetings in May, the working group evaluated revised financial assumptions and potential strategies to restore funding to the formula program. Members reaffirmed support for maintaining the regional base allocation and advancing the performance-based formula funding framework established in the RSTIIP. The working group reached consensus on reducing Regional Services Support expenditures beginning in FY 2028 and supported further refinement of ADA demand projections, express bus operations, and long-term financial assumptions.

At its June meeting, the working group reviewed additional refinements to express bus programming, ADA cost projections, and opportunities to maximize available federal transit funding. Updated assumptions identified operational efficiencies that would reduce express bus costs without reducing planned service levels. Members also supported using eligible funds for ADA expenditures to preserve regional sales tax revenues for formula funding. Collectively, these strategies substantially improved the projected financial outlook, increasing estimated FY 2028 formula funding from approximately $5 million to $35 million, a 600 percent increase.

On June 24, 2026, the MAG Regional Council approved the interim FY 2027 Proposition TLCP, establishing a fiscally constrained 20-year funding framework based on updated programming assumptions. The interim program maintained funding continuity for regional transit operations while allowing the working group to finalize its recommendations and additional policy development to continue into FY 2027. This approval marked a significant milestone in the transition from Proposition 400 to Proposition 479 and established the foundation for subsequent adoption of the full TLCP and associated Policies and Procedures.

# 6.2 PROGRAM OUTLOOK

## FY 2027 Program

During the first quarter on FY 2027, MAG advanced several initiatives supporting implementation of the Proposition 479 TLCP. Key activities included:

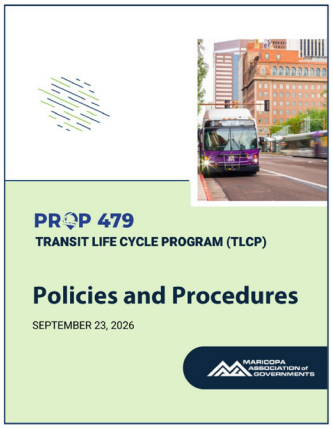
- The Managers Working Group concluded its work in August, reaching unanimous consensus on seven recommendations.
- On September 23, 2026, the MAG Regional Council approved the full FY 2027 TLCP and associated Policies and Procedures.
- MAG initiated development of a regional bus capital programming framework to inform programming updates beginning with the FY 2028 TLCP.
- Coordination with Valley Metro and other regional operators continued to monitor and assess long-term growth assumptions for ADA service costs.
- MAG convened a working group to inform development of the high-capacity transit component of the TLCP.

## Fiscal Outlook

The FY 2027 Proposition 479 TLCP projects approximately $15.02 billion in total revenues through FY 2046, including Public Transportation Fund revenues, Federal Transit Administration formula funding, and Federal Highway Administration formula funding. Against approximately $14.56 billion in projected expenditures, the program maintains fiscal constraint with an anticipated ending fund balance of $469.3 million.

With the approval of the full FY 2027 Proposition 479 Transit Life Cycle Program (TLCP) in September, the initial performance-based funding cycle can be initiated with the implementation of the regional bus operating assistance, including allocating the total formula funding pools of $34.1 million for FY 2028 and $36.6 million for FY 2029 based on the latest available actual performance data from Valley Metro's FY 2025 and FY 2026 Annual Ridership Reports.

*Implements the recommendations from the Proposition 479 Transit Bus Operations Funding Working Group*








# 7.0 REGIONAL COMPETITIVE PROGRAMS

# 7.0 REGIONAL COMPETITIVE PROGRAMS

## 7.1 OVERVIEW

### Program Description

Regional Competitive Programs are a core component of the RSTIIP, which allocate funding not included within the life cycle programs. Funding for projects is awarded through a competitive call for projects process. Selection criteria for each program, as well as program policies and the scope of specific calls, are determined by regional policymakers on the basis of the six RTP goals, RSTIIP policy guidance, and regional planning efforts intended to facilitate program development. Regional competitive programs are administered based on program-specific policy and procedure documents that are developed by a working group comprised of member agencies, as well as the Transportation Programming Guidebook.




***Figure 7.1: Regional Competitive Programs***

### History

Prior to the implementation of Proposition 479, MAG administered several regional competitive programs, primarily oriented around federal transportation dollars available to the region that were not allocated to a specific life cycle program. Over the course of the Proposition 400 sales tax, regional competitive programs allowed the region to respond to new funding availabilities through a competitive, performance-based framework for funding allocation. For member agencies, competitive programs provided the opportunity to fund priorities where the need for investment was established, but the highest and best implementation was not readily known across the twenty-year time horizon of a life cycle program planning process.

As regional policymakers developed the Proposition 479 plan and RSTIIP, it was recognized that the ability to quickly adapt to these changing conditions and needs was vital. The RSTIIP expanded regional competitive programs included within the plan, funding nine independent programs at a total of $3.46 billion (2020$). In addition, several programs were fully or partially funded through sales tax funds, reflecting findings from a 2020 MAG study that funding small projects with federal funds can increase project costs, timing, and administrative costs due to additional project requirements. While Proposition 479 funds may only be spent within Maricopa County, the MAG region encompasses communities within Pinal County, and all federally-funded regional competitive programs are available for Pinal County agencies to receive funding.

Enabling legislation for Proposition 479 separated funding for the Regional Competitive Programs into two distinct groups. Regional Transportation Infrastructure (RTI), which includes air quality measures, emerging technology, and nonmotorized mobility infrastructure, and may be funded with up to five percent of total sales tax revenues. The balance of the Regional Competitive Programs fall within the general eligibility of the arterial allocation, and include three programs for arterial improvements (rehabilitation, widening, and intersections), safety, intelligent transportation systems, and transportation demand management expansion, and includes a mix of sales tax and federal formula funds available to the region. In addition, this chapter reports on the Enhanced Mobility Program, which is a subset of the transit element of the RSTIIP that is administered as an independent competitive program in alignment with federal requirements and interagency agreement.

Following voter approval of Proposition 479, MAG has initiated regional planning processes and convened working groups intended to facilitate development of each regional competitive program. The first program to be initiated through the RSTIIP was the Air Quality Program, which was intended to remain the same as under Proposition 400, focusing on supporting the region's air quality conformity progress through the funding of streetsweepers and paving of unpaved roads.

The first new competitive programs implemented under Proposition 479 were the Arterial Rehabilitation and Reconstruction Program (ARRP) and Arterial Widening Program (AWP). The Arterial Competitive Programs Working Group, made up of member agency technical staff, was established in 2024, and provided recommendations to regional policymakers regarding program policies and project selection criteria. Following approval of program policies and procedures in March 2025, Regional Council approved the selection of 16 projects for funding under both programs in June 2025.

Regional planning efforts have occurred or are underway to inform the region's approach to the development of the Nonmotorized Mobility Infrastructure, Intelligent Transportation Systems, and Transportation Demand Management programs. Development for the Arterial Intersection, Safety, and Emerging Technology programs has not yet been formally initiated, with program development anticipated to begin in the coming years as regional planning efforts occur.

## Program Delivery

Each of the Regional Competitive Programs will be guided by policy documents that are developed by a working group made up of MAG member agencies and taken through the MAG committee process for approval prior to the first call for projects being announced. These documents will outline specific policies and procedures for the administration of the program, including match requirements. Items that apply to all regional competitive programs will be included in the MAG Regional Programming Guidelines (Guidelines).




The call for projects begins with a formal memo sent to Management Committee. The memo outlines specific requirements for the call, including eligibility, funding amounts and years of programming. Calls are held in accordance with the Transportation Programming Guidebook and follow a structured schedule designed to enhance program effectiveness, align with strategic goals, and member agency expectations. This process originates with MAG's technical committees to review and score applications and culminates with MAG Regional Council approval.

After approval, MAG notifies the Lead Agency and begins the process of project initiation, as outlined in the Guidelines and policy documents applicable to each program. For a project to be eligible for reimbursement, the Lead Agency must first submit a completed Project Narrative to MAG defining the scope of the project. After the completion of the Project Narrative, MAG and the Lead Agency enter into a Project Agreement defining the roles and requirements for each party in the implementation of the project. Following the execution of a project agreement, the Lead Agency is then able to apply for reimbursement according to the programmed reimbursement schedule outlined in the program policy documents. Federally funded projects must also go through the ADOT initiation process.

## Competitive Programs Partners

| Agency | Role |
|---|---|
| Member Agencies | • Deliver Regional Competitive Program projects<br>• Incur project costs and file for reimbursement with MAG, as necessary |
| ADOT | • Administer projects and actual payments to member agencies, as necessary |
| MAG | • Administer Regional Competitive Program Call for Projects process<br>• Provides support to member agencies |

## FY 2026 Program Changes

This section provides an overview of key changes to the Proposition 479 Regional Competitive Programs. Each of the Regional Competitive Programs has its own set of policies and procedures, which are approved by Regional Council with the advice of the Transportation Policy Committee.

### March 2025: Adoption of Arterial Competitive Programs Policies and Procedures

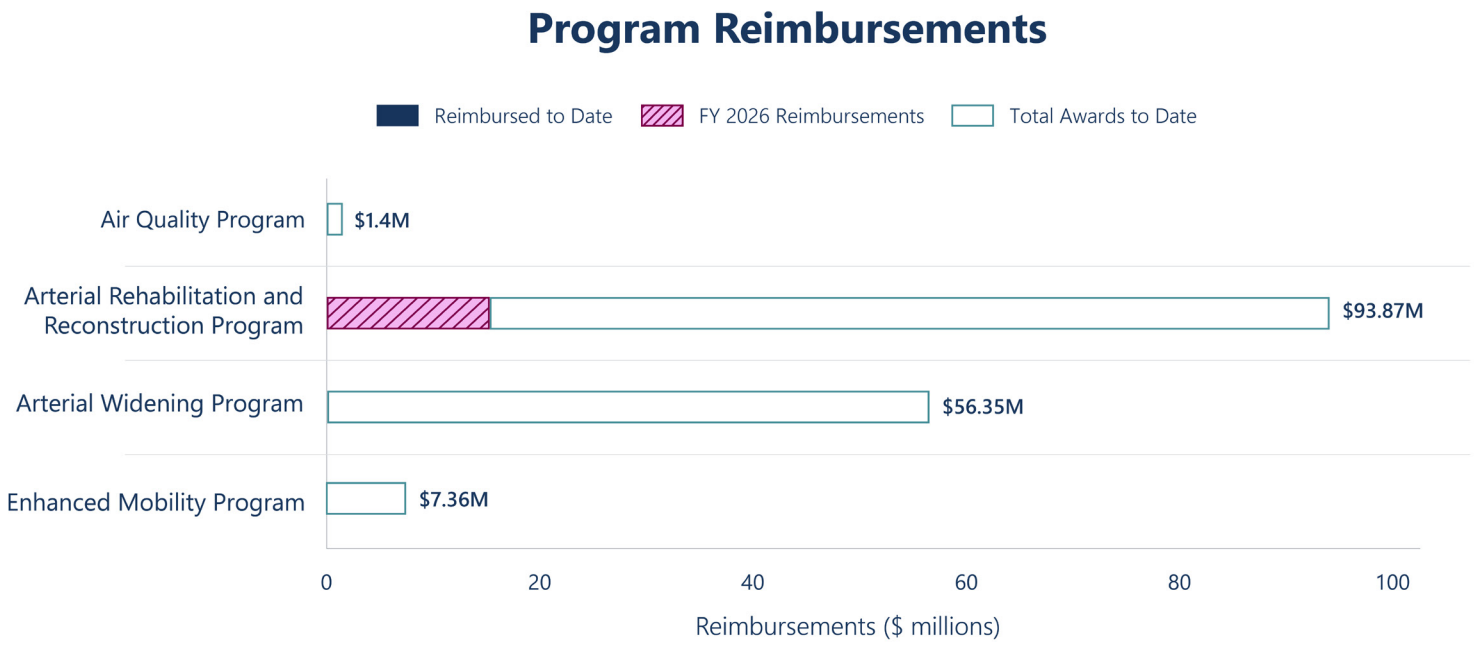
- Regional Council approved the Arterial Widening Program Policies and Procedures as well as the Arterial Rehabilitation and Reconstruction Program Policies and Procedures as drafted by MAG in partnership with the Arterial Competitive Programs Working Group. In FY 2026, the working group met to consider enhancements to the policies and procedures following the first call for projects.

## 7.2 PROGRAM STATUS

Since the approval of Proposition 479, significant progress has been made in the development of the Regional Competitive Programs.

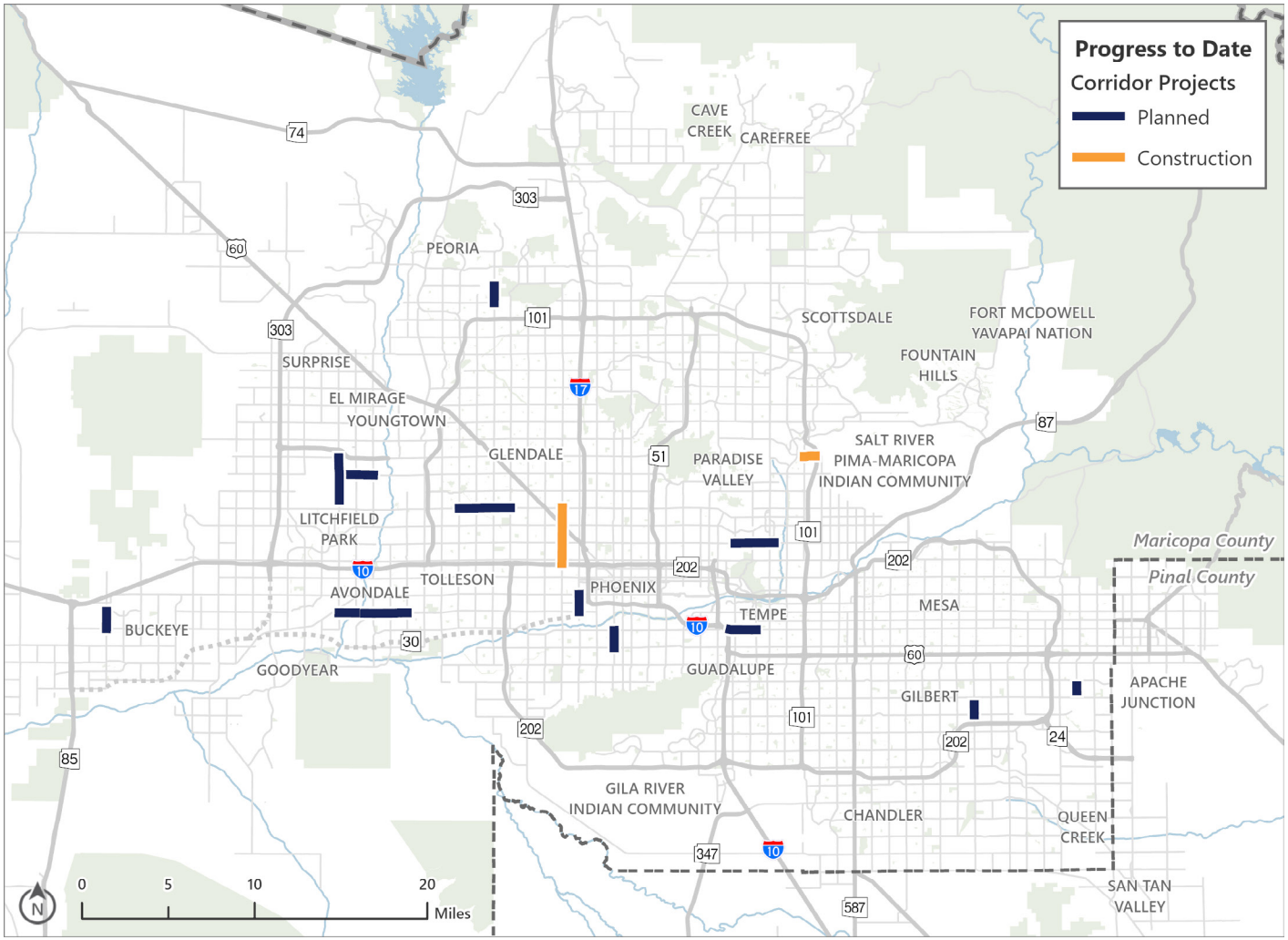
To date, five calls have been completed under the RSTIIP policies awarding $159.0 million in regional funding to 76 projects. This included the first call for projects for the ARRP and AWP, which were run concurrently.

The below graphic provides an overview of total competitive program awards and reimbursements to date under Proposition 479.




*As the RSTIIP phase of construction and future project costs may change as part of annual program updates, this graphic may change from year to year. Please refer to appendix E-1 for additional detail.

# 7.3 COMPETITIVE PROGRAM PROJECTS




## FY 2026 ACTIVITIES

### Under Construction:

- Via de Ventura: Pima Rd to Loop 101 (Pima Freeway) (ARRP-SRPMIC)
- 35th Ave: I-10 to Camelback Rd (ARRP-Phoenix)

### Key Projects in Development:

- Chandler Blvd: Price Rd to Dobson Rd (ARRP-Chandler)
- Lower Buckeye Rd: 27th Ave to 19th Ave (ARRP-Phoenix)
- Crismon Road Connection: Guadalupe to Elliot (AWP-Mesa)

# 7.4 FY 2026 HIGHLIGHTS

## Arterial Competitive Programs Working Group

The Arterial Competitive Programs Working Group was established in 2024 to aid in the development of the evaluation criteria, scoring, and policies and procedures documents. Made up of member agencies, the Working Group continues to be an integral part of the Programs and call for projects process and was reconvened in December 2025 to debrief after the completion of the Programs' first call. The Working Group met numerous times in 2026 to review the successes and challenges encountered as well as potential refinements that will strengthen and enhance the process for future calls including updates to the Policies and Procedures for both programs.

Any adjustments recommended by the Working Group for the programs will help further inform the development and implementation of other Regional Competitive Programs.




## Salt River Pima-Maricopa Indian Community ARRP Project – Via de Ventura Reconstruction

**Location:** Via de Ventura: Pima Road to State Route 101 Pima Freeway

**Project Length:** 0.62 Miles

This segment of Via de Ventura provides access to several commercial properties, a private school, and a Major League Baseball spring training facility, and serves as a main connection from Scottsdale residential communities to the State Route 101 Pima Freeway. It is a critical regional connection between the City of Scottsdale, the Salt River Pima-Maricopa Indian Community, and freeway traffic.

This project is reconstructing the pavement structural section, addressing draining, adding bike lanes, incorporating raised landscape medians, and enhancing street lighting to enhance regional mobility and safety.

Construction began in April 2026 and is anticipated to be completed in August 2027.



## 7.5 FY 2027 ACTIVITIES

In FY 2027, the following activities are anticipated:

- Calls for projects are expected for the AWP, ARRP, Air Quality Program (PM-10 Certified Street Sweepers), and Enhanced Mobility Program (Section 5310).
- Work will continue to finalize the Regional Transportation Systems Management and Operations (TSMO) Plan and the 2025 Regional Active Transportation Plan, as well as initiate the Human Services Coordinated Transportation Plan.
- The Arterial Competitive Working group will reconvene to review and update the policies and procedures documents for the AWP and ARRP to align with the RTP goals.
- Working groups are anticipated to be initiated for other regional competitive programs.

## 7.6 FUTURE PROGRAM OUTLOOK

Implementation of the regional competitive programs identified in the RSTIIP will continue in FY 2027 and beyond. The final TSMO Plan will guide implementation of the ITS Program, while the Regional Active Transportation Plan will guide the Nonmotorized Mobility Infrastructure Program. Regional safety policy discussions initiated in FY 2026 will continue in FY 2027 and help shape implementation of the Arterial Intersection Program.



# APPENDIX A-1 REGIONAL STRATEGIC TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN (RSTIIP)

# TABLE A-1 MARICOPA COUNTY TRANSPORTATION EXCISE SALES TAX DISTRIBUTION:

*FY 2026-2046*

| FISCAL YEAR | 2020 (2020$) | | | | 2020 (YOE) | | | |
|---|---|---|---|---|---|---|---|---|
| | FREEWAYS | ARTERIALS & RTI/TCP | TRANSIT | TOTAL | FREEWAYS | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | | | |
| 2026 | 117.7 | 65.4 | 107.6 | 290.7 | 133.2 | 74.0 | 121.7 | 329.0 |
| **Subtotal** | **117.7** | **65.4** | **107.6** | **290.7** | **133.2** | **74.0** | **121.7** | **329.0** |
| **FORECASTS** | | | | | | | | |
| 2027 | 241.2 | 134.0 | 220.4 | 595.5 | 279.8 | 155.4 | 255.6 | 690.8 |
| 2028 | 246.6 | 137.0 | 225.3 | 608.9 | 293.0 | 162.8 | 267.7 | 723.4 |
| 2029 | 253.5 | 140.8 | 231.6 | 625.8 | 308.1 | 171.2 | 281.5 | 760.8 |
| 2030 | 260.4 | 144.7 | 237.9 | 643.1 | 323.7 | 179.8 | 295.7 | 799.3 |
| 2031 | 266.8 | 148.2 | 243.7 | 658.8 | 338.8 | 188.2 | 309.5 | 836.5 |
| 2032 | 273.4 | 151.9 | 249.8 | 675.1 | 354.7 | 197.1 | 324.1 | 875.9 |
| 2033 | 280.6 | 155.9 | 256.3 | 692.7 | 371.8 | 206.6 | 339.7 | 918.0 |
| 2034 | 288.3 | 160.2 | 263.4 | 711.8 | 390.4 | 216.9 | 356.6 | 963.9 |
| 2035 | 295.2 | 164.0 | 269.7 | 728.8 | 408.5 | 227.0 | 373.2 | 1,008.7 |
| 2036 | 302.2 | 167.9 | 276.0 | 746.1 | 427.4 | 237.4 | 390.4 | 1,055.2 |
| 2037 | 309.6 | 172.0 | 282.8 | 764.5 | 447.7 | 248.7 | 409.0 | 1,105.4 |
| 2038 | 317.8 | 176.6 | 290.4 | 784.8 | 469.9 | 261.1 | 429.3 | 1,160.3 |
| 2039 | 325.1 | 180.6 | 297.0 | 802.8 | 491.4 | 273.0 | 448.9 | 1,213.3 |
| 2040 | 333.7 | 185.4 | 304.9 | 824.0 | 515.6 | 286.5 | 471.1 | 1,273.2 |
| 2041 | 340.4 | 189.1 | 311.0 | 840.5 | 537.8 | 298.8 | 491.3 | 1,327.9 |
| 2042 | 347.2 | 192.9 | 317.2 | 857.3 | 560.9 | 311.6 | 512.5 | 1,385.0 |
| 2043 | 352.4 | 195.8 | 322.0 | 870.2 | 582.3 | 323.5 | 531.9 | 1,437.7 |
| 2044 | 357.7 | 198.7 | 326.8 | 883.2 | 604.4 | 335.8 | 552.2 | 1,492.3 |
| 2045 | 361.2 | 200.7 | 330.0 | 891.8 | 624.3 | 346.9 | 570.4 | 1,541.6 |
| 2046 | 182.3 | 101.3 | 166.6 | 450.2 | 322.5 | 179.1 | 294.6 | 796.2 |
| **Subtotal** | **5,935.6** | **3,297.6** | **5,422.7** | **14,655.9** | **8,653.0** | **4,807.2** | **7,905.2** | **21,365.5** |
| **Totals** | **6,053.4** | **3,363.0** | **5,530.2** | **14,946.6** | **8,786.3** | **4,881.3** | **8,027.0** | **21,694.5** |

*All figures are in millions of year of expenditure dollars, unless otherwise noted, and rounded to the first decimal place.*

# TABLE A-1 CONTINUED

*FY 2026-2046*

| FISCAL YEAR | 2024 (YOE) | | | | 2025 (YOE) | | | |
|---|---|---|---|---|---|---|---|---|
| | FREEWAYS | ARTERIALS & RTI/RCP | TRANSIT | TOTAL | FREEWAYS | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | | | |
| 2026 | 137.1 | 76.1 | 125.2 | 338.4 | 133.2 | 74.0 | 121.7 | 329.0 |
| **Subtotal** | **137.1** | **76.1** | **125.2** | **338.4** | **133.2** | **74.0** | **121.7** | **329.0** |
| **FORECASTS** | | | | | | | | |
| 2027 | 345.5 | 192.0 | 315.7 | 853.1 | 335.9 | 186.6 | 306.9 | 829.5 |
| 2028 | 362.4 | 201.3 | 331.0 | 894.7 | 351.2 | 195.1 | 320.9 | 867.3 |
| 2029 | 381.2 | 211.8 | 348.3 | 941.3 | 368.6 | 204.8 | 336.7 | 910.0 |
| 2030 | 400.5 | 222.5 | 365.9 | 988.8 | 387.4 | 215.2 | 353.9 | 956.5 |
| 2031 | 421.5 | 234.2 | 385.1 | 1,040.8 | 407.0 | 226.1 | 371.8 | 1,004.8 |
| 2032 | 443.8 | 246.5 | 405.4 | 1,095.8 | 428.6 | 238.1 | 391.5 | 1,058.2 |
| 2033 | 466.3 | 259.0 | 426.0 | 1,151.3 | 451.1 | 250.6 | 412.1 | 1,113.8 |
| 2034 | 491.9 | 273.3 | 449.4 | 1,214.5 | 473.6 | 263.1 | 432.7 | 1,169.4 |
| 2035 | 516.4 | 286.9 | 471.8 | 1,275.1 | 497.7 | 276.5 | 454.7 | 1,228.9 |
| 2036 | 543.2 | 301.8 | 496.3 | 1,341.3 | 524.0 | 291.1 | 478.7 | 1,293.9 |
| 2037 | 573.2 | 318.5 | 523.7 | 1,415.4 | 551.0 | 306.1 | 503.4 | 1,360.4 |
| 2038 | 602.6 | 334.8 | 550.5 | 1,487.9 | 579.9 | 322.1 | 529.7 | 1,431.7 |
| 2039 | 634.0 | 352.2 | 579.2 | 1,565.4 | 610.1 | 339.0 | 557.4 | 1,506.5 |
| 2040 | 666.0 | 370.0 | 608.4 | 1,644.4 | 640.7 | 356.0 | 585.4 | 1,582.0 |
| 2041 | 702.1 | 390.0 | 641.4 | 1,733.5 | 674.4 | 374.7 | 616.1 | 1,665.2 |
| 2042 | 739.4 | 410.8 | 675.5 | 1,825.7 | 710.6 | 394.8 | 649.2 | 1,754.6 |
| 2043 | 781.7 | 434.3 | 714.1 | 1,930.0 | 748.5 | 415.8 | 683.8 | 1,848.0 |
| 2044 | 825.3 | 458.5 | 754.0 | 2,037.8 | 790.5 | 439.2 | 722.2 | 1,951.9 |
| 2045 | 871.5 | 484.2 | 796.2 | 2,151.9 | 832.3 | 462.4 | 760.4 | 2,055.1 |
| 2046 | 536.7 | 298.1 | 490.3 | 1,325.1 | 512.3 | 284.6 | 468.0 | 1,264.8 |
| **Subtotal** | **11,305.0** | **6,280.6** | **10,328.1** | **27,913.7** | **10,875.3** | **6,041.8** | **9,935.5** | **26,852.6** |
| **Totals** | **11,442.1** | **6,356.7** | **10,453.3** | **28,252.1** | **11,008.5** | **6,115.9** | **10,057.2** | **27,181.6** |

*All figures are in millions of year of expenditure dollars, rounded to the first decimal place.*

# TABLE A-2 ADOT FUNDING IN MAG REGION:

*FY 2026-2046*

| FISCAL YEAR | 2020 ($2020) | | | | 2020 (YOE) | | | |
|---|---|---|---|---|---|---|---|---|
| | HURF 12.6% | HURF 2.6% | ADOT DISC. | TOTAL | HURF 12.6% | HURF 2.6% | ADOT DISC. | TOTAL |
| **HISTORICAL** | | | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | | | |
| 2027 | 75.5 | 15.6 | 262.1 | 353.2 | 87.5 | 18.1 | 304.1 | 409.7 |
| 2028 | 76.3 | 15.7 | 266.1 | 358.1 | 90.7 | 18.7 | 316.1 | 425.5 |
| 2029 | 77.2 | 15.9 | 270.1 | 363.1 | 93.8 | 19.4 | 328.3 | 441.5 |
| 2030 | 78.0 | 16.1 | 274.1 | 368.2 | 96.9 | 20.0 | 340.7 | 457.7 |
| 2031 | 78.9 | 16.3 | 278.2 | 373.4 | 100.2 | 20.7 | 353.3 | 474.1 |
| 2032 | 79.7 | 16.5 | 282.4 | 378.6 | 103.5 | 21.3 | 366.4 | 491.2 |
| 2033 | 80.6 | 16.6 | 286.6 | 383.9 | 106.8 | 22.0 | 379.9 | 508.7 |
| 2034 | 81.4 | 16.8 | 290.9 | 389.1 | 110.2 | 22.7 | 394.0 | 526.9 |
| 2035 | 82.2 | 17.0 | 295.3 | 394.4 | 113.7 | 23.5 | 408.7 | 545.9 |
| 2036 | 82.9 | 17.1 | 299.7 | 399.7 | 117.2 | 24.2 | 423.9 | 565.4 |
| 2037 | 83.6 | 17.2 | 304.2 | 405.1 | 120.9 | 24.9 | 439.9 | 585.7 |
| 2038 | 84.2 | 17.4 | 308.8 | 410.4 | 124.6 | 25.7 | 456.6 | 606.8 |
| 2039 | 84.9 | 17.5 | 313.4 | 415.8 | 128.3 | 26.5 | 473.7 | 628.4 |
| 2040 | 85.5 | 17.6 | 318.1 | 421.3 | 132.1 | 27.3 | 491.5 | 651.0 |
| 2041 | 86.2 | 17.8 | 322.9 | 426.8 | 136.1 | 28.1 | 510.1 | 674.3 |
| 2042 | 86.4 | 17.8 | 327.7 | 431.9 | 139.5 | 28.8 | 529.5 | 697.8 |
| 2043 | 86.6 | 17.9 | 332.7 | 437.1 | 143.0 | 29.5 | 549.6 | 722.1 |
| 2044 | 86.7 | 17.9 | 337.6 | 442.3 | 146.6 | 30.2 | 570.5 | 747.4 |
| 2045 | 86.9 | 17.9 | 342.7 | 447.6 | 150.2 | 31.0 | 592.4 | 773.7 |
| 2046 | 87.1 | 18.0 | 347.9 | 452.9 | 154.0 | 31.8 | 615.1 | 800.9 |
| **Subtotal** | **1,650.6** | **340.6** | **6,061.8** | **8,053.0** | **2,395.8** | **494.4** | **8,844.4** | **11,734.6** |
| **Totals** | **1,650.6** | **340.6** | **6,061.8** | **8,053.0** | **2,395.8** | **494.4** | **8,844.4** | **11,734.6** |

*All ADOT funding noted is 100% allocated to the regional freeway program.*
*All figures are in millions of year of expenditure dollars, unless otherwise noted, and rounded to the first decimal place.*

# TABLE A-2 CONTINUED

*FY 2026-2046*

| FISCAL YEAR | 2024 (YOE) | | | | 2025 (YOE) | | | |
|---|---|---|---|---|---|---|---|---|
| | HURF 12.6% | HURF 2.6% | ADOT DISC. | TOTAL | HURF 12.6% | HURF 2.6% | ADOT DISC. | TOTAL |
| **HISTORICAL** | | | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | | | |
| 2027 | 92.3 | 19.0 | 492.8 | 604.1 | 88.2 | 18.2 | 492.2 | 598.6 |
| 2028 | 95.0 | 19.6 | 454.7 | 569.3 | 90.1 | 18.6 | 454.1 | 562.8 |
| 2029 | 97.7 | 20.2 | 458.4 | 576.4 | 92.2 | 19.0 | 382.8 | 494.1 |
| 2030 | 100.4 | 20.7 | 422.7 | 543.8 | 94.2 | 19.4 | 347.8 | 461.5 |
| 2031 | 103.0 | 21.3 | 431.2 | 555.5 | 96.2 | 19.8 | 366.3 | 482.3 |
| 2032 | 105.7 | 21.8 | 452.7 | 580.2 | 98.3 | 20.3 | 384.6 | 503.2 |
| 2033 | 108.3 | 22.3 | 461.8 | 592.4 | 100.4 | 20.7 | 392.3 | 513.4 |
| 2034 | 110.7 | 22.8 | 471.0 | 604.6 | 102.5 | 21.1 | 400.1 | 523.7 |
| 2035 | 113.3 | 23.4 | 480.4 | 617.1 | 104.5 | 21.6 | 408.1 | 534.2 |
| 2036 | 115.9 | 23.9 | 490.0 | 629.8 | 106.5 | 22.0 | 416.3 | 544.8 |
| 2037 | 118.3 | 24.4 | 514.5 | 657.3 | 108.7 | 22.4 | 437.1 | 568.2 |
| 2038 | 120.9 | 24.9 | 524.8 | 670.7 | 110.9 | 22.9 | 445.9 | 579.7 |
| 2039 | 123.4 | 25.5 | 535.3 | 684.2 | 113.2 | 23.4 | 454.8 | 591.3 |
| 2040 | 126.0 | 26.0 | 546.0 | 698.0 | 115.5 | 23.8 | 463.9 | 603.2 |
| 2041 | 128.4 | 26.5 | 557.0 | 711.8 | 117.7 | 24.3 | 473.1 | 615.2 |
| 2042 | 131.0 | 27.0 | 584.8 | 742.8 | 120.1 | 24.8 | 496.8 | 641.7 |
| 2043 | 133.5 | 27.5 | 596.5 | 757.5 | 122.5 | 25.3 | 506.7 | 654.5 |
| 2044 | 136.0 | 28.1 | 608.4 | 772.5 | 125.0 | 25.8 | 516.9 | 667.6 |
| 2045 | 138.5 | 28.6 | 620.6 | 787.7 | 127.5 | 26.3 | 527.2 | 681.0 |
| 2046 | 141.3 | 29.2 | 633.0 | 803.5 | 130.0 | 26.8 | 537.8 | 694.5 |
| **Subtotal** | **2,339.6** | **482.8** | **10,336.8** | **13,159.1** | **2,164.0** | **446.5** | **8,904.8** | **11,515.3** |
| **Totals** | **2,339.6** | **482.8** | **10,336.8** | **13,159.1** | **2,164.0** | **446.5** | **8,904.8** | **11,515.3** |

*All ADOT funding noted is 100% allocated to the regional freeway program.*
*All figures are in millions of year of expenditure dollars, rounded to the first decimal place.*

# TABLE A-3 FHWA FUNDING IN MAG REGION:

*FY 2026-2046*

| FISCAL YEAR | 2020 ($2020) | | | 2020 (YOE) | | |
|---|---|---|---|---|---|---|
| | ARTERIALS & RTI/RCP | TRANSIT | TOTAL | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | |
| 2027 | 61.8 | 62.0 | 123.8 | 66.4 | 66.5 | 132.8 |
| 2028 | 62.9 | 62.8 | 125.7 | 69.1 | 68.9 | 138.0 |
| 2029 | 64.0 | 63.6 | 127.6 | 71.9 | 71.5 | 143.4 |
| 2030 | 65.1 | 64.4 | 129.5 | 74.7 | 74.0 | 148.7 |
| 2031 | 66.2 | 65.3 | 131.5 | 77.7 | 76.6 | 154.3 |
| 2032 | 67.4 | 66.1 | 133.5 | 80.8 | 79.3 | 160.1 |
| 2033 | 68.6 | 67.1 | 135.7 | 84.1 | 82.3 | 166.4 |
| 2034 | 69.8 | 68.0 | 137.8 | 87.5 | 85.2 | 172.7 |
| 2035 | 71.0 | 68.9 | 139.9 | 91.0 | 88.3 | 179.2 |
| 2036 | 72.2 | 69.8 | 142.0 | 94.5 | 91.3 | 185.8 |
| 2037 | 73.5 | 70.8 | 144.3 | 98.3 | 94.6 | 192.9 |
| 2038 | 74.8 | 71.7 | 146.5 | 102.1 | 97.9 | 200.1 |
| 2039 | 76.1 | 72.6 | 148.7 | 106.1 | 101.3 | 207.4 |
| 2040 | 77.4 | 73.7 | 151.1 | 110.4 | 105.0 | 215.4 |
| 2041 | 78.8 | 74.6 | 153.4 | 114.9 | 108.8 | 223.7 |
| 2042 | 80.2 | 75.7 | 155.9 | 119.7 | 112.9 | 232.6 |
| 2043 | 81.7 | 76.7 | 158.4 | 124.6 | 117.1 | 241.7 |
| 2044 | 83.1 | 77.7 | 160.8 | 129.8 | 121.4 | 251.2 |
| 2045 | 84.6 | 78.8 | 163.4 | 135.2 | 126.1 | 261.3 |
| 2046 | 86.1 | 79.9 | 166.0 | 140.9 | 130.9 | 271.8 |
| **Subtotal** | **1,465.2** | **1,410.3** | **2,875.5** | **1,979.6** | **1,900.0** | **3,879.5** |
| **Totals** | **1,465.2** | **1,410.3** | **2,875.5** | **1,979.6** | **1,900.0** | **3,879.5** |

*All figures are in millions of year of expenditure dollars, unless otherwise noted, and rounded to the first decimal place.*

# TABLE A-3 CONTINUED

*FY 2026-2046*

| FISCAL YEAR | 2024 (YOE) | | | 2025 (YOE) | | |
|---|---|---|---|---|---|---|
| | ARTERIALS & RTI/RCP | TRANSIT | TOTAL | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | |
| 2027 | 86.1 | 79.2 | 165.4 | 86.1 | 79.2 | 165.4 |
| 2028 | 88.1 | 81.0 | 169.2 | 88.1 | 81.0 | 169.2 |
| 2029 | 90.2 | 83.0 | 173.2 | 90.2 | 83.0 | 173.2 |
| 2030 | 92.2 | 84.8 | 177.0 | 92.2 | 84.8 | 177.0 |
| 2031 | 94.2 | 86.6 | 180.8 | 94.2 | 86.6 | 180.8 |
| 2032 | 98.2 | 90.3 | 188.5 | 98.2 | 90.3 | 188.5 |
| 2033 | 100.4 | 92.3 | 192.7 | 100.4 | 92.3 | 192.7 |
| 2034 | 102.6 | 94.4 | 197.0 | 102.6 | 94.4 | 197.0 |
| 2035 | 104.9 | 96.5 | 201.4 | 104.9 | 96.5 | 201.4 |
| 2036 | 107.2 | 98.6 | 205.7 | 107.2 | 98.6 | 205.7 |
| 2037 | 111.6 | 102.7 | 214.3 | 111.6 | 102.7 | 214.3 |
| 2038 | 114.0 | 104.9 | 218.9 | 114.0 | 104.9 | 218.9 |
| 2039 | 116.5 | 107.1 | 223.6 | 116.5 | 107.1 | 223.6 |
| 2040 | 119.0 | 109.5 | 228.5 | 119.0 | 109.5 | 228.5 |
| 2041 | 121.8 | 112.0 | 233.8 | 121.8 | 112.0 | 233.8 |
| 2042 | 127.0 | 116.8 | 243.7 | 127.0 | 116.8 | 243.7 |
| 2043 | 129.9 | 119.5 | 249.3 | 129.9 | 119.5 | 249.3 |
| 2044 | 132.9 | 122.3 | 255.2 | 132.9 | 122.3 | 255.2 |
| 2045 | 136.1 | 125.2 | 261.3 | 136.1 | 125.2 | 261.3 |
| 2046 | 139.3 | 128.1 | 267.5 | 139.3 | 128.1 | 267.5 |
| **Subtotal** | **2,212.3** | **2,034.8** | **4,247.1** | **2,212.3** | **2,034.8** | **4,247.1** |
| **Totals** | **2,212.3** | **2,034.8** | **4,247.1** | **2,212.3** | **2,034.8** | **4,247.1** |

*All figures are in millions of year of expenditure dollars, rounded to the first decimal place.*

# TABLE A-4 FTA FUNDING IN MAG REGION:

*FY 2026-2046*

| FISCAL YEAR | 2020 (2020$) | | | 2020 (YOE) | | |
|---|---|---|---|---|---|---|
| | ARTERIALS & RTI/RCP | TRANSIT | TOTAL | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | |
| 2027 | 4.0 | 91.8 | 95.8 | 4.3 | 98.5 | 102.8 |
| 2028 | 4.0 | 93.7 | 97.7 | 4.4 | 102.8 | 107.2 |
| 2029 | 4.1 | 95.7 | 99.8 | 4.6 | 107.5 | 112.1 |
| 2030 | 4.2 | 97.6 | 101.8 | 4.8 | 112.1 | 116.9 |
| 2031 | 4.3 | 99.6 | 103.9 | 5.0 | 116.9 | 121.9 |
| 2032 | 4.4 | 101.7 | 106.1 | 5.3 | 122.0 | 127.2 |
| 2033 | 4.5 | 103.8 | 108.3 | 5.5 | 127.3 | 132.8 |
| 2034 | 4.6 | 105.9 | 110.5 | 5.8 | 132.7 | 138.5 |
| 2035 | 4.7 | 108.1 | 112.8 | 6.0 | 138.5 | 144.5 |
| 2036 | 4.8 | 110.3 | 115.1 | 6.3 | 144.4 | 150.6 |
| 2037 | 4.8 | 112.6 | 117.4 | 6.4 | 150.5 | 156.9 |
| 2038 | 4.9 | 115.0 | 119.9 | 6.7 | 157.1 | 163.7 |
| 2039 | 5.0 | 117.3 | 122.3 | 7.0 | 163.6 | 170.6 |
| 2040 | 5.2 | 119.7 | 124.9 | 7.4 | 170.7 | 178.1 |
| 2041 | 5.3 | 122.2 | 127.5 | 7.7 | 178.2 | 186.0 |
| 2042 | 5.4 | 124.7 | 130.1 | 8.1 | 186.0 | 194.1 |
| 2043 | 5.5 | 127.2 | 132.7 | 8.4 | 194.1 | 202.5 |
| 2044 | 5.6 | 129.8 | 135.4 | 8.7 | 202.8 | 211.5 |
| 2045 | 5.7 | 132.5 | 138.2 | 9.1 | 211.9 | 221.0 |
| 2046 | 5.8 | 135.3 | 141.1 | 9.5 | 221.5 | 231.0 |
| **Subtotal** | **96.8** | **2,244.5** | **2,341.3** | **131.1** | **3,039.0** | **3,170.1** |
| **Totals** | **96.8** | **2,244.5** | **2,341.3** | **131.1** | **3,039.0** | **3,170.1** |

*All figures are in millions of year of expenditure dollars, unless otherwise noted, and rounded to the first decimal place.*

# TABLE A-4 CONTINUED

*FY 2026-2046*

| FISCAL YEAR | 2024 (YOE) | | | 2025 (YOE) | | |
|---|---|---|---|---|---|---|
| | ARTERIALS & RTI/RCP | TRANSIT | TOTAL | ARTERIALS & RTI/RCP | TRANSIT | TOTAL |
| **HISTORICAL** | | | | | | |
| 2026 | No actuals, funding begins in FY 2027 | | | | | |
| **Subtotal** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** | **0.0** |
| **FORECASTS** | | | | | | |
| 2027 | 6.6 | 124.4 | 131.0 | 6.6 | 124.4 | 131.0 |
| 2028 | 6.8 | 127.2 | 134.0 | 6.8 | 127.2 | 134.0 |
| 2029 | 6.9 | 130.3 | 137.2 | 6.9 | 130.3 | 137.2 |
| 2030 | 7.1 | 133.1 | 140.2 | 7.1 | 133.1 | 140.2 |
| 2031 | 7.2 | 136.0 | 143.3 | 7.2 | 136.0 | 143.3 |
| 2032 | 7.5 | 141.8 | 149.4 | 7.5 | 141.8 | 149.4 |
| 2033 | 7.7 | 145.0 | 152.7 | 7.7 | 145.0 | 152.7 |
| 2034 | 7.9 | 148.2 | 156.1 | 7.9 | 148.2 | 156.1 |
| 2035 | 8.1 | 151.5 | 159.6 | 8.1 | 151.5 | 159.6 |
| 2036 | 8.2 | 154.8 | 163.0 | 8.2 | 154.8 | 163.0 |
| 2037 | 8.6 | 161.2 | 169.7 | 8.6 | 161.2 | 169.7 |
| 2038 | 8.8 | 164.7 | 173.4 | 8.8 | 164.7 | 173.4 |
| 2039 | 8.9 | 168.2 | 177.2 | 8.9 | 168.2 | 177.2 |
| 2040 | 9.1 | 171.9 | 181.1 | 9.1 | 171.9 | 181.1 |
| 2041 | 9.4 | 175.9 | 185.2 | 9.4 | 175.9 | 185.2 |
| 2042 | 9.8 | 183.3 | 193.1 | 9.8 | 183.3 | 193.1 |
| 2043 | 10.0 | 187.6 | 197.5 | 10.0 | 187.6 | 197.5 |
| 2044 | 10.2 | 192.0 | 202.2 | 10.2 | 192.0 | 202.2 |
| 2045 | 10.5 | 196.5 | 207.0 | 10.5 | 196.5 | 207.0 |
| 2046 | 10.7 | 201.2 | 211.9 | 10.7 | 201.2 | 211.9 |
| **Subtotal** | **169.9** | **3,194.7** | **3,364.6** | **169.9** | **3,194.7** | **3,364.6** |
| **Totals** | **169.9** | **3,194.7** | **3,364.6** | **169.9** | **3,194.7** | **3,364.6** |

*All figures are in millions of year of expenditure dollars, rounded to the first decimal place.*

# TABLE A-5 REGIONAL FUNDING SUMMARY:

*FY 2026-2046*

## *FLCP Program Outlook*

| | Projected Future Funding | | | Est. Future Costs |
|---|---|---|---|---|
| | *Sales Tax* | *ADOT Disc. Funds* | *HURF* | |
| **Phase I** | $1,489.60 | $1,828.60 | $464.90 | $3,940.40 |
| **Phase II** | $2,339.90 | $2,297.10 | $652.60 | $5,054.67 |
| **Phase III** | $3,019.00 | $2,610.60 | $729.20 | $6,283.50 |
| **Phase IV** | $4,456.70 | $3,600.30 | $975.60 | $13,492.55 |
| **Total** | $11,305.20 | $10,336.80 | $2,822.30 | $28,771.12 |

*Projected funding reflects the 2024 forecast used in the approved FY 2026 FLCP. The FLCP includes a beginning fund balance of $1,327.4 million in FY 2026 and projects an ending fund balance of $1,179.0 million in FY 2046. The FY 2046 ending balance, together with an additional $1,523.6 million in ADOT discretionary funds and $277.0 million in HURF funds projected for FY 2047–2050, is expected to support continued Proposition 479 project expenditures after FY 2046.*

## *ALCP Program Outlook*

| | Projected Future Funding | | Est. Future Reimb. (2025$) |
|---|---|---|---|
| | *Sales Tax* | *Sales Tax (2026$)* | |
| **Phase I** | $518.6 | $492.1 | $386.9 |
| **Phase II** | $754.9 | $643.2 | $496.6 |
| **Phase III** | $981.9 | $747.5 | $540.4 |
| **Phase IV** | $1.501.2 | $1.011.9 | $623.8 |
| **Total** | $3,756.7 | $2,894.6 | $2,047.7 |

*All figures are in millions of year of expenditure dollars, unless otherwise noted, and rounded to the first decimal place.*

# TABLE A-5 CONTINUED

*FY 2026-2046*

## *TLCP Program Outlook*

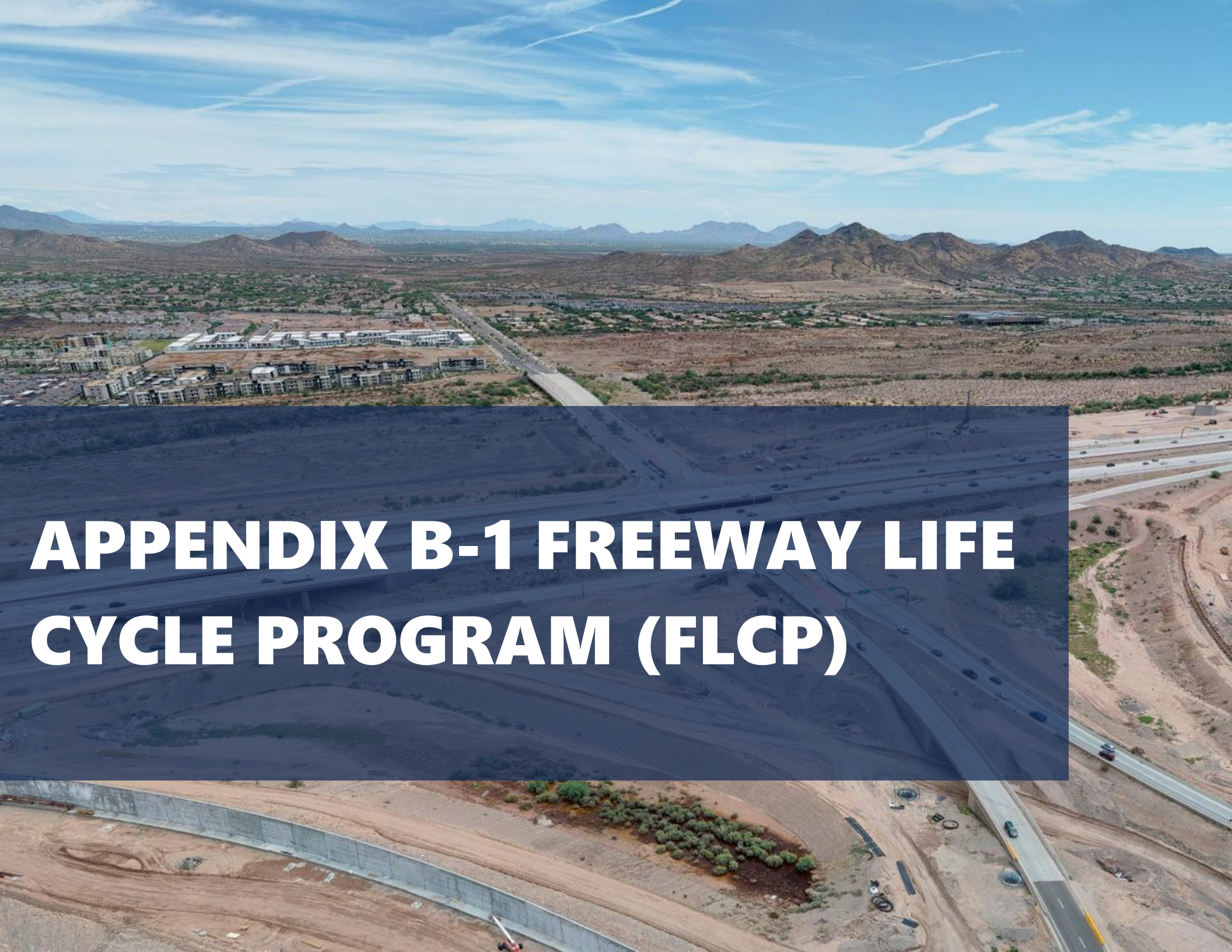
| | Projected Future Funding | | | Est. Future Costs |
|---|---|---|---|---|
| | *Sales Tax* | *FHWA* | *FTA* | |
| Phase I | | | | |
| Phase II | ***DETAILED APPENDIX REPORTING BEGINS FY 2027 WITH PROPOSITION 479 TLCP IMPLEMENTATION*** | | | |
| Phase III | | | | |
| Phase IV | | | | |
| **Total** | | | | |

## *RCI/RCP Program Outlook*

| | Projected Future Funding | | | Est. Future Costs |
|---|---|---|---|---|
| | *Sales Tax* | *FHWA* | *FTA* | |
| Phase I | $357.1 | $356.7 | $27.4 | $741.2 |
| Phase II | $499.5 | $500.3 | $38.4 | $1,038.2 |
| Phase III | $632.3 | $568.3 | $43.7 | $1,.244.3 |
| Phase IV | $870.2 | $787.0 | $60.4 | $1,717.6 |
| **Total** | $2,359.1 | $2,213.0 | $169.9 | $4,741.3 |

*RTI/RCP are reimbursement-based programs and future reimbursements are estimated to equal future funding.*

*All figures are in millions of year of expenditure dollars, rounded to the first decimal place.*



# APPENDIX B-1 FREEWAY LIFE CYCLE PROGRAM (FLCP)

# FREEWAY LIFE CYCLE PROGRAM FINANCIAL SUMMARY

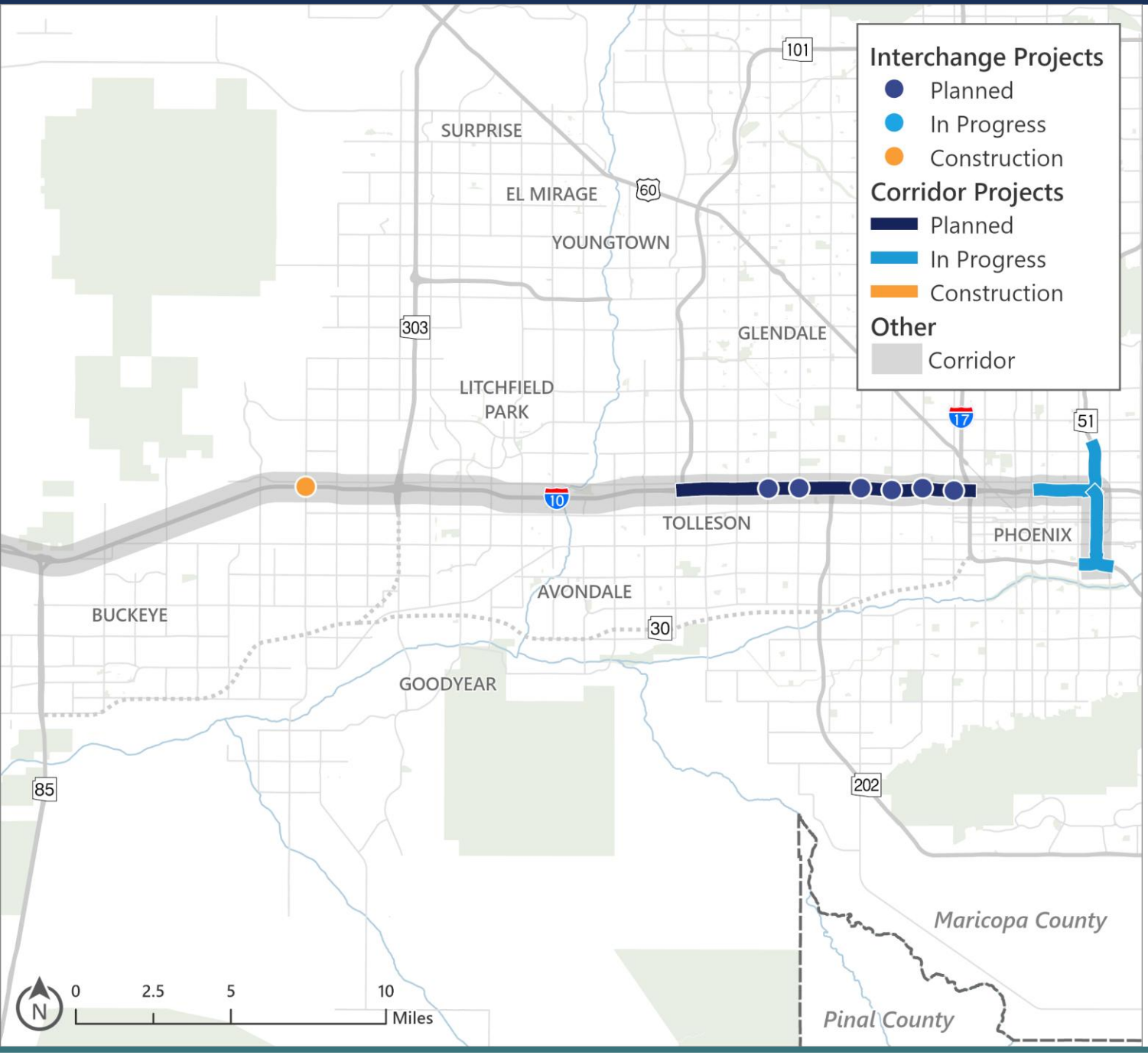
## *Actual and Future Estimated Expenditures by RSTIIP Phase of Construction*

| | DESIGN | RIGHT OF WAY | CONSTRUCTION | ADMIN* | FUTURE EST. COSTS | TOTAL EST. COSTS |
|---|---|---|---|---|---|---|
| PHASE I | $48.43 | $14.77 | $26.40 | $- | $3,940.40 | $4,030.00 |
| PHASE II | $5.23 | $0.03 | $- | $- | $5,054.67 | $5,059.93 |
| PHASE III | $7.27 | $- | $- | $- | $6,283.50 | $6,290.77 |
| PHASE IV | $0.00 | $- | $- | $- | $13,492.55 | $13,492.55 |
| **TOTAL** | $60.94 | $14.79 | $26.40 | $- | $28,771.12 | $28,873.25 |

**Includes regionwide program expenditures, detailed in the Regionwide Line Items Table. Expenditures for separately approved regionwide allocations for specific projects are reported under those projects and identified in the notes column of Appendix B-1 tables and detailed under the Regionwide Line Items section.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# I-10 PAPAGO FREEWAY




## PHASE I

I-10/Loop 202 (Red Mountain)/SR 51 Mini Stack to SR 51 at Thomas Road
**STATUS:** Predesign

Jackrabbit Trail
**STATUS:** Construction

## PHASE II

I-10 Tunnel to I-17 Split
**STATUS:** Predesign

## PHASE III

27th Avenue
**STATUS:** Planned

35th Avenue
**STATUS:** Planned

43rd Avenue
**STATUS:** Planned

51st Avenue
**STATUS:** Planned

67th Avenue
**STATUS:** Planned

75th Avenue
**STATUS:** Planned

99th Avenue
**STATUS:** Planned

Loop 101 (Agua Fria) to I-17 (Black Canyon)
**STATUS:** Planned

# I-10 PAPAGO FREEWAY OVERVIEW

Beginning at SR 85, I-10 Papago Freeway traverses through the communities of Goodyear, Avondale and Tolleson, and intersects both the Loop 303 (Estrella) and Loop 101 (Agua Fria) interchanges. Heading further east into Phoenix the roadway intersects the Loop 202 (South Mountain). As it makes its way toward downtown, the highway meets with I-17 (Black Canyon) and US 60 (Grand Avenue). Moving through the Deck Park Tunnel in downtown Phoenix, the freeway continues east past the intersection of SR 51 and Loop 202, then turns southbound and ends at the system interchange with I-17 (also known as the I-17/I-10 Split).

I-10 (Papago) was completed between 1975 and 1991 with its final segments occurring in parallel with the Proposition 300 freeway program. Several widenings and improvements were constructed as part of the Proposition 400 freeway program.

# I-10 PAPAGO FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| PHX-20-RTP-148G | III | 27th Avenue | $- | $- | $- | $- | $20.76 | $20.76 | Planned | |
| PHX-20-RTP-148F | III | 35th Avenue | $- | $- | $- | $- | $33.29 | $33.29 | Planned | |
| PHX-20-RTP-148E | III | 43rd Avenue | $- | $- | $- | $- | $39.93 | $39.93 | Planned | |
| PHX-20-RTP-148D | III | 51st Avenue | $- | $- | $- | $- | $40.88 | $40.88 | Planned | |
| PHX-20-RTP-148C | III | 67th Avenue | $- | $- | $- | $- | $29.72 | $29.72 | Planned | |
| PHX-20-RTP-148B | III | 75th Avenue | $- | $- | $- | $- | $36.58 | $36.58 | Planned | |
| MAG-20-RTP-109 | N/A | 83rd Avenue | - | - | - | - | - | - | Merged | *Advanced to Proposition 400 FLCP* |
| PHX-20-RTP-148A | N/A | 91st Avenue | - | - | - | - | - | - | Merged | *Advanced to Proposition 400 FLCP* |
| TOL-20-RTP-006 | III | 99th Avenue | $- | $- | $- | $- | $14.00 | $14.00 | Planned | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

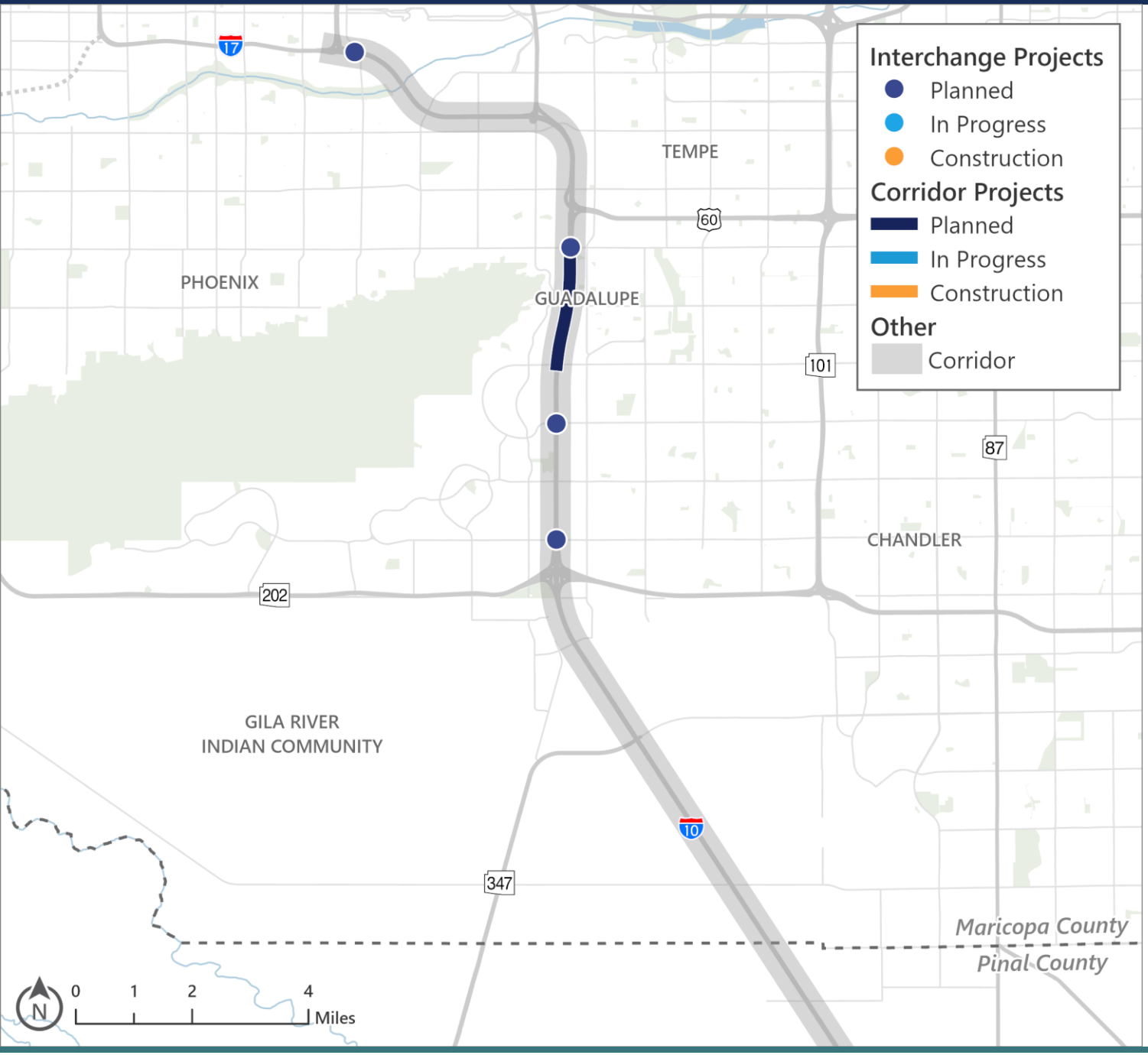
# I-10 PAPAGO FREEWAY PROJECTS (CONTINUED)

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-102 | I | Jackrabbit Trail | $6.50 | $14.66 | $0.02 | $21.18 | $155.08 | $176.26 | Construction | *Includes $5 million in legislative appropriations and $22 million previously approved as part of the Proposition 400 FLCP* |
| PHX-20-RTP-149B | I | I-10/Loop 202 (Red Mountain)/SR 51 Mini Stack to SR 51 at Thomas Road | $- | $- | $- | $- | $530.38 | $530.38 | Predesign | |
| PHX-20-RTP-149A | II | I-10 Tunnel to I-17 Split | $2.00 | $- | $- | $2.00 | $509.74 | $511.74 | Predesign | *Includes $8 million in Prop 400 funds advancing Prop 479 projects.** |
| PHX-20-RTP-147 | III | Loop 101 (Agua Fria) to I-17 (Black Canyon) | $- | $- | $- | $- | $107.66 | $107.66 | Planned | |
| | | | $8.50 | $14.66 | $0.02 | $23.18 | $1,518.02 | $1,541.20 | | |

**Prop 400 fund balances temporarily bridge timing differences between Prop 479 expenditures and revenue collections, with amounts offset by Prop 479 revenues over the 20-year program.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# I-10 MARICOPA FREEWAY




## PHASE II

Baseline Road

**STATUS:** Planned

## PHASE IV

Baseline Road to Elliot Road Collector-Distributor

**STATUS:** Planned

Chandler Boulevard

**STATUS:** Planned

I-17 Split DHOV

**STATUS:** Planned

Warner Road

**STATUS:** Planned

# I-10 MARICOPA FREEWAY OVERVIEW

Beginning at the stack interchange of SR 51 (Piestewa) and Loop 202 (Red Mountain), I-10 Maricopa Freeway continues southeast over the Salt River and heads east, enters Tempe, and meets with SR 143 (Hohokam). At the Broadway Curve, the freeway turns southward, running along the city borders of Phoenix on the west, and Tempe, Guadalupe, and Chandler on the east. Immediately north of the Gila River Indian Community, I-10 intersects with Loop 202 (Santan/South Mountain). Finally, I-10 turns to a more southeast direction through the Gila River Indian Community and entering Pinal County.

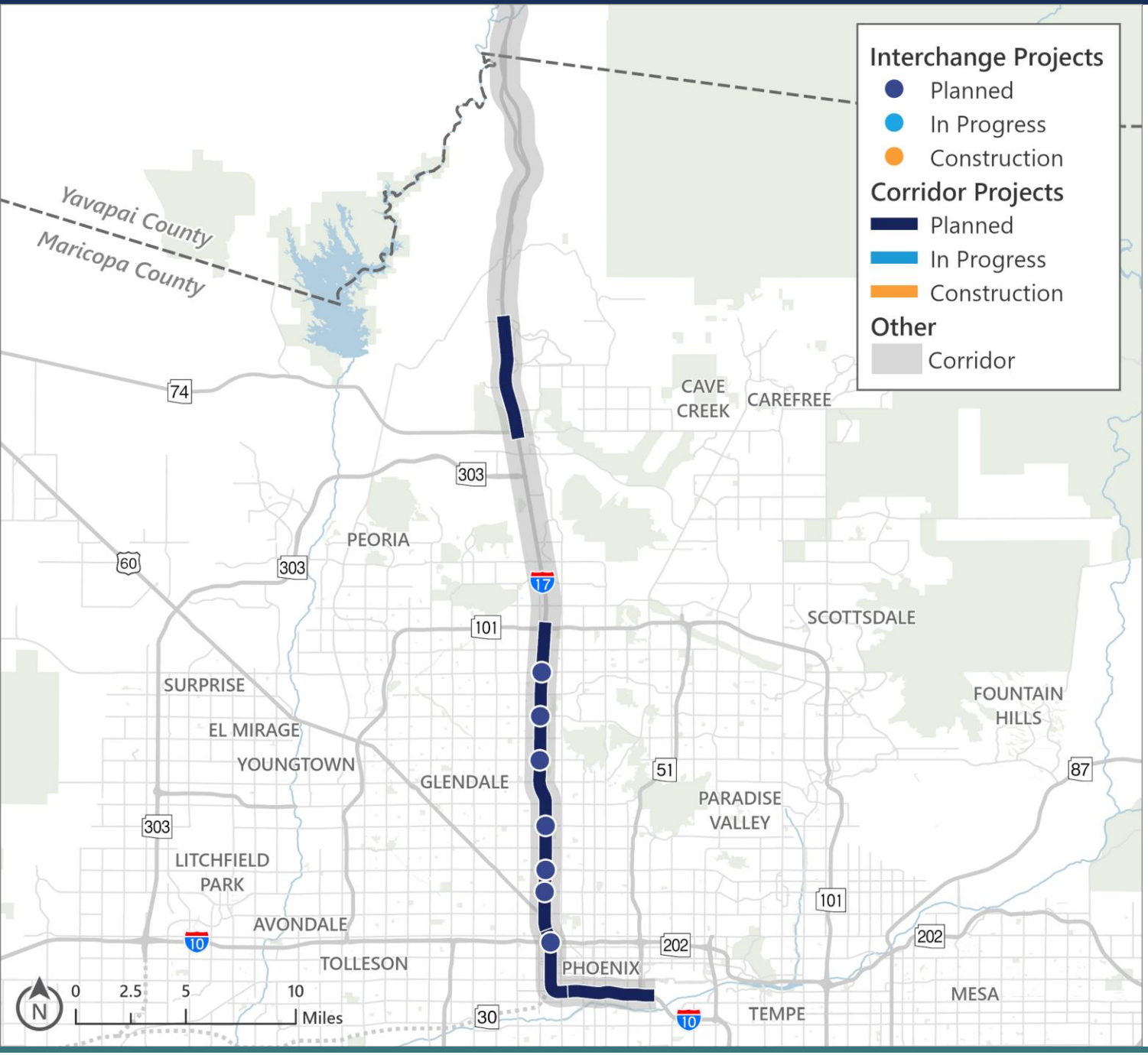
I-10 (Maricopa) was completed between 1965 and 1968, with further improvements constructed as part of the Proposition 300 and 400 freeway programs.

# I-10 MARICOPA FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-014 | II | Baseline Road | $1.51 | $- | $- | $1.51 | $19.95 | $21.46 | Planned | *Includes $2.25 million previously approved as part of the Proposition 400 FLCP* |
| MAG-20-RTP-010 | IV | Chandler Boulevard | $- | $- | $- | $- | $28.52 | $28.52 | Planned | |
| MAG-20-RTP-012 | IV | Warner Road | $- | $- | $- | $- | $25.44 | $25.44 | Planned | |
| GRC-20-RTP-010 | N/A | Wild Horse Boulevard | - | - | - | - | - | - | Merged | *Advanced to Proposition 400 FLCP* |
| PHX-20-RTP-151 | IV | I-17 Split DHOV | $- | $- | $- | $- | $406.86 | $406.86 | Planned | |
| PHX-20-RTP-152 | IV | Baseline Road to Elliot Road Collector-Distributor | $- | $- | $- | $- | $303.27 | $303.27 | Planned | |
| | | | $1.51 | $- | $- | $1.51 | $784.04 | $785.55 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# I-17 BLACK CANYON FREEWAY




## PHASE I

I-10/I-17 Traffic Interchange West Connection
**STATUS:** Planned

## PHASE III

Peoria Avenue
**STATUS:** Planned
Thunderbird Road
**STATUS:** Planned
Indian School Road
**STATUS:** Planned
Camelback Road
**STATUS:** Planned
19th Avenue to McDowell Road
**STATUS:** Planned
I-10 Papago (Split) to 19th Avenue
**STATUS:** Planned

## PHASE IV

Bell Road
**STATUS:** Planned
Glendale Avenue
**STATUS:** Planned
McDowell Road to Dunlap Avenue
**STATUS:** Planned
Dunlap Avenue to Loop 101 (Agua Fria/Pima)
**STATUS:** Planned
SR 74 to Anthem Way HOV Lane
**STATUS:** Planned

# I-17 BLACK CANYON FREEWAY OVERVIEW

I-17 begins at the interchange with I-10 (Maricopa), and travels westward south of downtown Phoenix. At the Durango Curve, the roadway turns north and intersects again with I-10 (Papago) at an area known regionally as "the Stack." Going further north, the freeway intersects with US 60 (Grand). I-17 eventually passes over Loop 101 (Agua Fria) and continues north through the City of Phoenix. I-17 continues north past the eastern terminus of Loop 303 (Estrella) as well as the eastern terminus of SR 74. I-17 continues beyond the Yavapai County line toward Flagstaff.

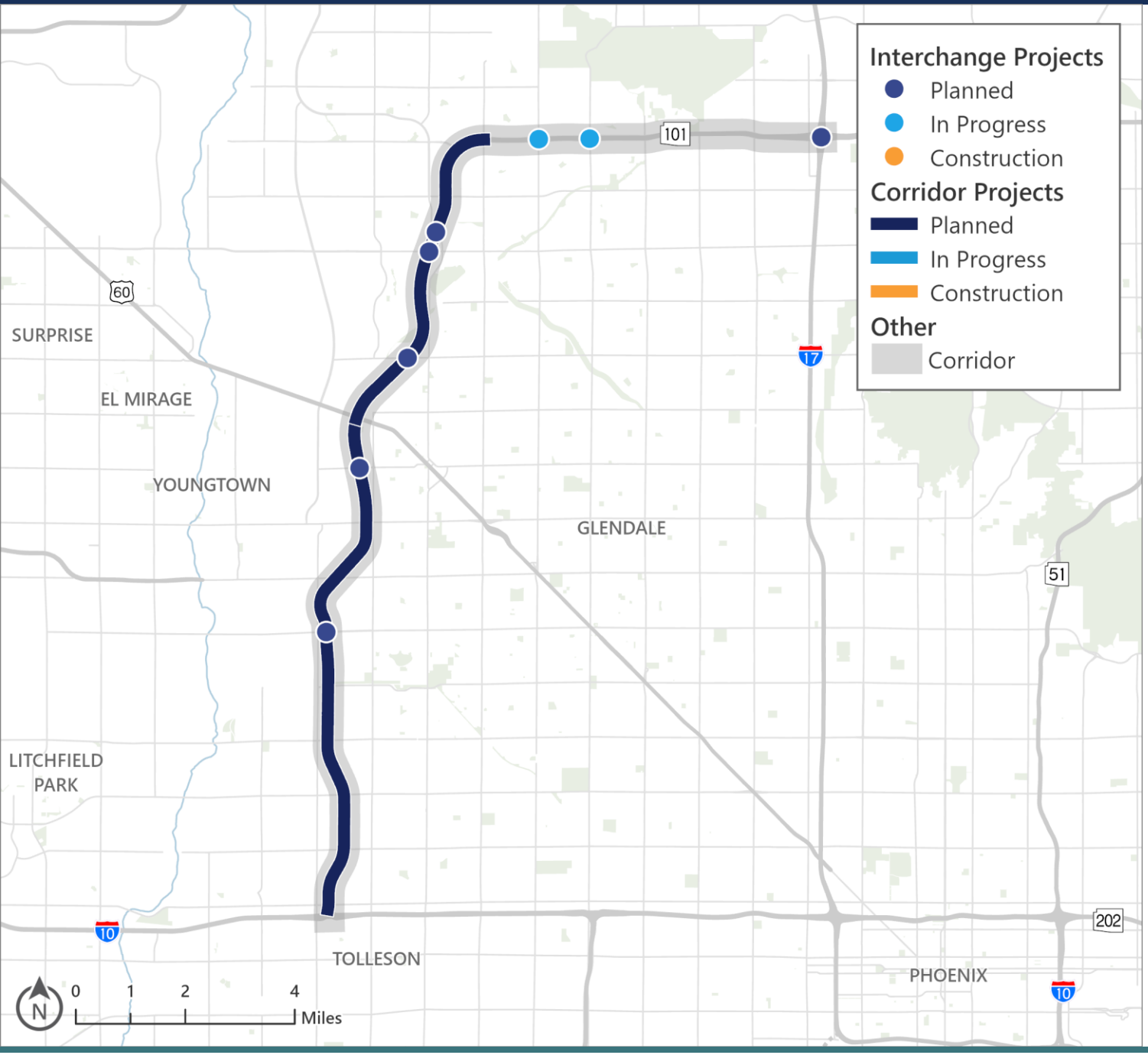
I-17 (Black Canyon) was completed between 1957 and 1996, with further improvements constructed as part of the Proposition 400 freeway program.

# I-17 BLACK CANYON FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-801 | I | I-10/I-17 Traffic Interchange West Connection | $- | $- | $- | $- | $73.73 | $73.73 | Planned | |
| PHX-20-RTP-156 | IV | Bell Road | $- | $- | $- | $- | $352.33 | $352.33 | Planned | |
| PHX-20-RTP-158 | IV | Glendale Avenue | $- | $- | $- | $- | $170.87 | $170.87 | Planned | |
| PHX-20-RTP-165 | III | Peoria Avenue | $- | $- | $- | $- | $112.42 | $112.42 | Planned | |
| PHX-20-RTP-157 | III | Thunderbird Road | $- | $- | $- | $- | $257.36 | $257.36 | Planned | |
| MAG-25-RTP-001 | III | Indian School Road | $7.27 | $- | $- | $7.27 | $99.29 | $106.56 | Planned | *Includes $7.85 million previously approved as part of the Proposition 400 FLCP* |
| MAG-25-RTP-002 | III | Camelback Road | $- | $- | $- | $- | $156.00 | $156.00 | Planned | |
| MAG-20-RTP-061A | III | 19th Avenue to McDowell Road | $- | $- | $- | $- | $784.54 | $784.54 | Planned | |
| MAG-20-RTP-061B | IV | McDowell Road to Dunlap Avenue | $- | $- | $- | $- | $1,932.65 | $1,932.65 | Planned | |
| MAG-20-RTP-062 | IV | Dunlap Avenue to Loop 101 (Agua Fria/Pima) | $- | $- | $- | $- | $1,166.11 | $1,166.11 | Planned | |
| MAG-20-RTP-060 | III | I-10 Papago (Split) to 19th Avenue | $- | $- | $- | $- | $1,348.76 | $1,348.76 | Planned | |
| PHX-20-RTP-154 | IV | SR 74 to Anthem Way HOV Lane | $- | $- | $- | $- | $179.76 | $179.76 | Planned | |
| | | | $7.27 | $- | $- | $7.27 | $6,633.82 | $6,641.09 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# LOOP 101 AGUA FRIA FREEWAY




## PHASE I

59th Avenue
**STATUS:** Design

## PHASE II

67th Avenue
**STATUS:** Design

Glendale Avenue
**STATUS:** Planned

Peoria Avenue
**STATUS:** Planned

I-10 (Papago) to US 60 (Grand Avenue)
**STATUS:** Planned

## PHASE III

Bell Road
**STATUS:** Planned

I-17 (Black Canyon) DHOV
**STATUS:** Planned

Thunderbird Road
**STATUS:** Planned

US 60 (Grand Avenue) to 75th Avenue
**STATUS:** Planned

## PHASE IV

83rd Avenue
**STATUS:** Planned

# LOOP 101 AGUA FRIA FREEWAY OVERVIEW

Loop 101 Agua Fria Freeway begins west of Phoenix in Tolleson, at a three-level interchange with I-10 Papago Freeway. From that point, it heads north entering Phoenix, then Glendale. Continuing northward through Peoria, it passes into northwestern Glendale and eventually heads eastward on the Beardsley Road alignment. The freeway enters northern Phoenix, and intersects I-17, with Loop 101 continuing eastward as the Loop 101 (Pima).

Loop 101 (Agua Fria) was completed between 1990 and 2000 as part of the Proposition 300 freeway program, with further improvements constructed as part of the Proposition 400 freeway program.

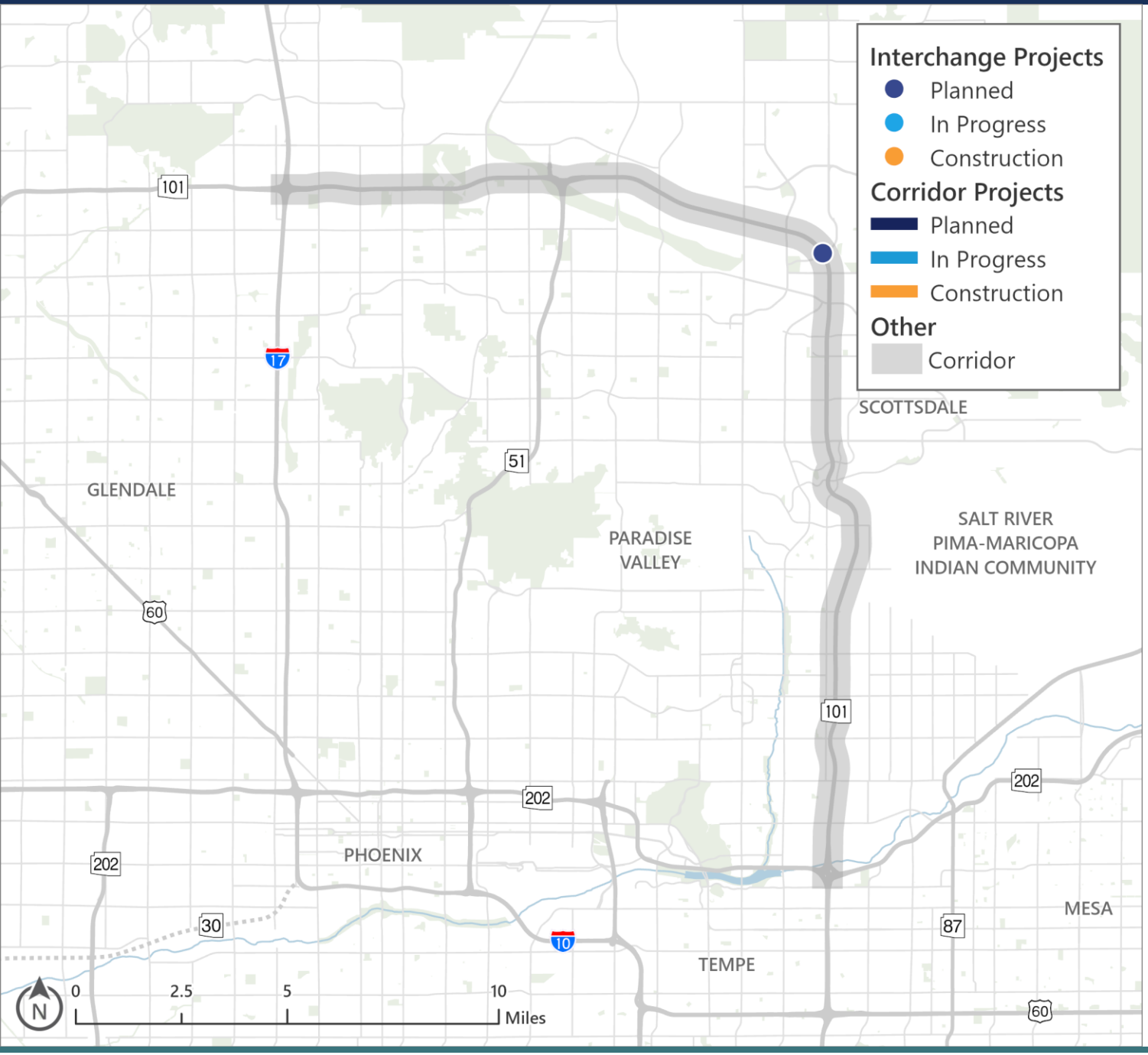
# LOOP 101 AGUA FRIA FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| GLN-20-RTP-014 | I | 59th Avenue | $0.01 | $- | $- | $0.01 | $10.48 | $10.49 | Design | *Includes $460,000 in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-104 | II | 67th Avenue | $0.01 | $- | $- | $0.01 | $22.93 | $22.93 | Design | *Includes $990,000 in Prop 400 funds advancing Prop 479 projects.** |
| GLN-20-RTP-017 | IV | 83rd Avenue | $- | $- | $- | $- | $135.56 | $135.56 | Planned | |
| MAG-20-RTP-105 | III | Bell Road | $- | $- | $- | $- | $93.37 | $93.37 | Planned | |
| GLN-20-RTP-018 | II | Glendale Avenue | $- | $- | $- | $- | $60.70 | $60.70 | Planned | |
| TOL-20-RTP-001 | N/A | I-10/91st Connector | - | - | - | - | - | - | Merged | *Advanced to Proposition 400 FLCP* |
| PHX-20-RTP-161 | III | I-17 (Black Canyon) DHOV | $- | $- | $- | $- | $450.49 | $450.49 | Planned | |
| PEO-20-RTP-046 | II | Peoria Avenue | $- | $- | $- | $- | $27.58 | $27.58 | Planned | |
| PEO-20-RTP-039 | III | Thunderbird Road | $- | $- | $- | $- | $68.55 | $68.55 | Planned | |
| MAG-20-RTP-064 | II | I-10 (Papago) to US 60 (Grand Avenue) | $- | $- | $- | $- | $369.43 | $369.43 | Planned | |
| MAG-20-RTP-065 | III | US 60 (Grand Avenue) to 75th Avenue | $- | $- | $- | $- | $236.47 | $236.47 | Planned | |
| | | | $0.02 | $- | $- | $0.02 | $1,475.56 | $1,475.57 | | |

**Prop 400 fund balances temporarily bridge timing differences between Prop 479 expenditures and revenue collections, with amounts offset by Prop 479 revenues over the 20-year program.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# LOOP 101 PIMA FREEWAY

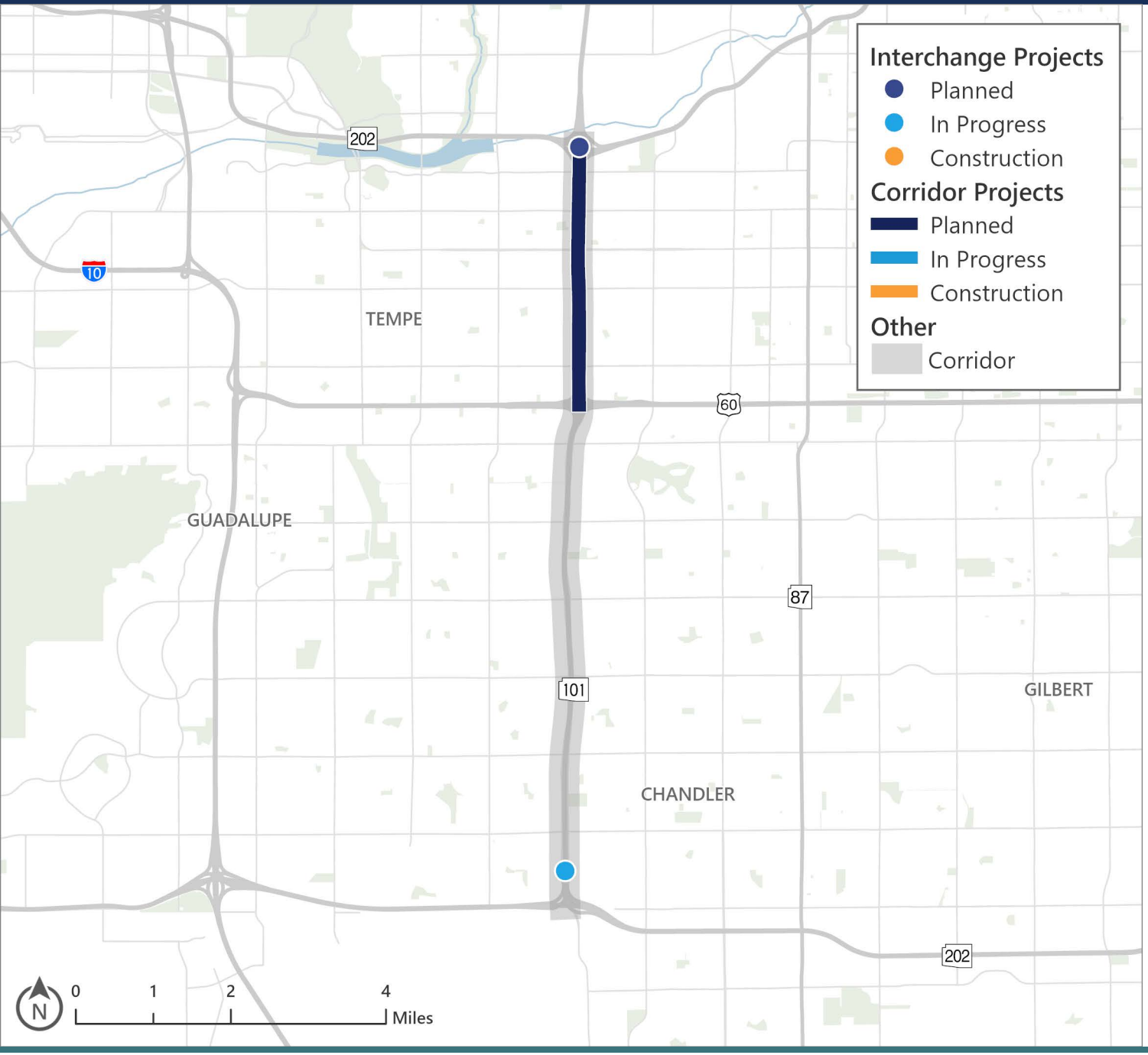



## PHASE I

Pima Road

**STATUS:** Planned

# LOOP 101 PRICE FREEWAY




## PHASE I

Frye Road (Northbound ramp)

**STATUS:** Design

## PHASE II

Loop 202 (Red Mountain) to US 60 (Superstition) Bottleneck Improvements

**STATUS:** Planned

## PHASE III

Loop 202 (Red Mountain) DHOV

**STATUS:** Planned

## LOOP 101 PIMA FREEWAY OVERVIEW

Loop 101 Pima Freeway begins at the intersection of Loop 101 (Agua Fria) with I-17, and heads east past the terminus of SR 51. East of SR 51, the freeway curves south through Scottsdale in the Northeast Valley on the Pima Road alignment and continues onto the Salt River Pima Maricopa Indian Community south of Via Linda. Continuing south, the Pima section of Loop 101 ends at the interchange with the Loop 202 (Red Mountain) in Tempe.

Loop 101 (Pima) was completed between 1997 and 2002 as part of the Proposition 300 freeway program, with further improvements constructed as part of the Proposition 400 freeway program.

## LOOP 101 PRICE FREEWAY OVERVIEW

Loop 101 (Price Freeway) begins at the interchange with the Loop 202 (Red Mountain Freeway). Heading south, the freeway crosses through the interchange with the US 60 (Superstition Freeway), continuing farther south into Chandler. The freeway ends at the interchange with Loop 202 (Santan Freeway).

Loop 101 (Price) was completed between 1993 and 2001 as part of the Proposition 300 freeway program, with further improvements constructed as part of the Proposition 400 freeway program.

# LOOP 101 PIMA FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| SCT-20-RTP-024 | I | Pima Road | $- | $- | $- | $- | $75.25 | $75.25 | Planned | |
| | | | $- | $- | $- | $- | $75.25 | $75.25 | | |

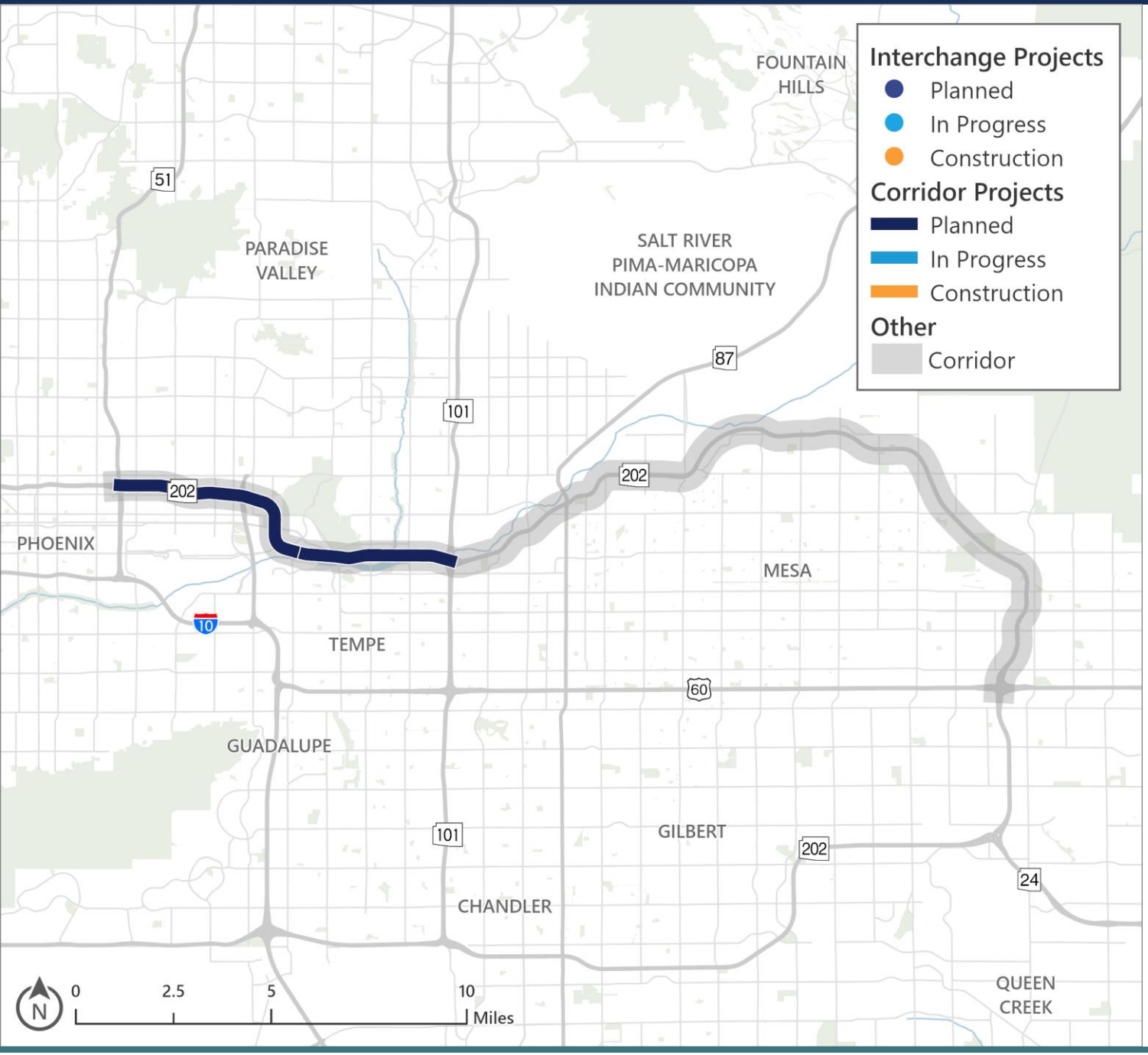
# LOOP 101 PRICE FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| CHN-20-RTP-075 | I | Frye Road (Northbound ramp) | $0.32 | $- | $- | $0.32 | $22.73 | $23.05 | Design | *Includes $1.14 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-315 | III | Loop 202 (Red Mountain) DHOV | $- | $- | $- | $- | $397.39 | $397.39 | Planned | |
| MAG-20-RTP-111 | II | Loop 202 (Red Mountain) to US 60 (Superstition) Bottleneck Improvements | $- | $- | $- | $- | $795.91 | $795.91 | Planned | |
| | | | $0.32 | $- | $- | $0.32 | $1,216.03 | $1,216.35 | | |

**Prop 400 fund balances temporarily bridge timing differences between Prop 479 expenditures and revenue collections, with amounts offset by Prop 479 revenues over the 20-year program.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# LOOP 202 RED MOUNTAIN FREEWAY




## PHASE I

SR 51 to Priest Drive (Pavement Rehabilitation)

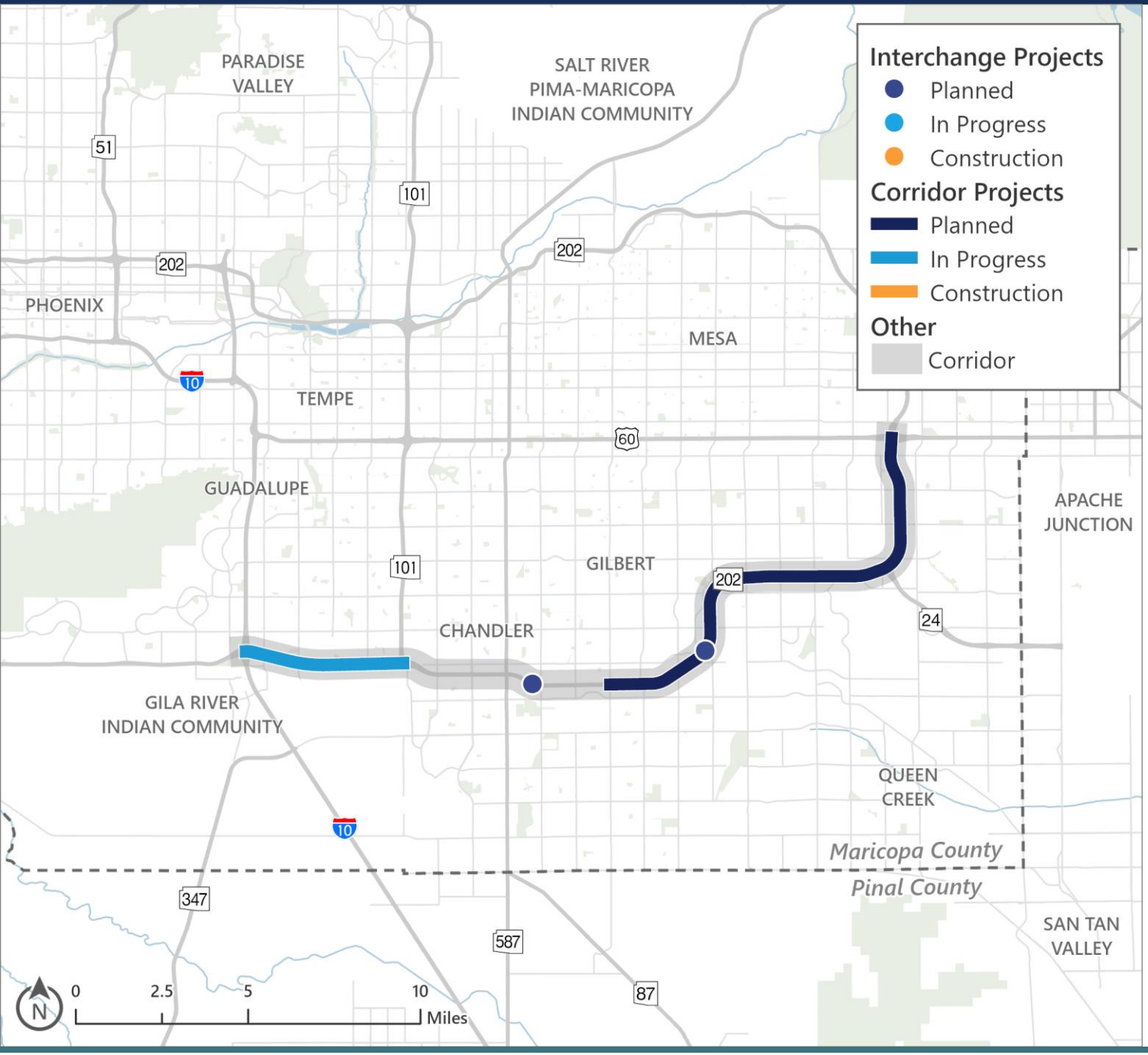
**STATUS:** Planned

## PHASE III

Priest Drive to Loop 101 (Price/Pima) System Improvements

**STATUS:** Planned

# LOOP 202 SANTAN FREEWAY




## PHASE I

Loop 101 (Price) to I-10 (Papago)

**STATUS:** Design

## PHASE III

Hamilton Street DHOV

**STATUS:** Planned

## PHASE IV

Santan Village Parkway

**STATUS:** Planned

Val Vista Road to US 60 (Superstition)

**STATUS:** Planned

## LOOP 202 RED MOUNTAIN FREEWAY OVERVIEW

The Loop 202 Red Mountain Freeway begins at the Mini-Stack interchange of I-10 (Papago) and SR 51. It passes over the Salt River and through Tempe and Mesa, including an interchange with Loop 101 (Price/ Pima) in Tempe. Eventually, the roadway moves south through Mesa, where it ends at the interchange with US 60 (Superstition) and Loop 202 (Santan).

Loop 202 (Red Mountain) was completed between 1990 and 2008 as part of the Proposition 300 freeway program, with further improvements constructed as part of the Proposition 400 freeway program.

## LOOP 202 SANTAN FREEWAY OVERVIEW

The Loop 202 Santan Freeway begins at the interchange with US 60 (Superstition) and Loop 202 (Red Mountain) in Mesa. The freeway runs south and turns westward in Gilbert near the Gateway airport. The facility continues through Chandler, where it has a junction with Loop 101 (Price). Following this interchange, the Santan Freeway terminates at the system interchange with I-10 (Maricopa) and Loop 202 (South Mountain).

Loop 202 (Santan) was completed between 2003 and 2006 as part of the Proposition 300 freeway program, with further improvements constructed as part of the Proposition 400 freeway program.

# LOOP 202 RED MOUNTAIN FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-413 | III | Priest Drive to Loop 101 (Price/Pima) System Improvements | $- | $- | $- | $- | $298.11 | $298.11 | Planned | |
| MAG-20-RTP-702 | I | SR 51 to Priest Drive (Pavement Rehabilitation) | $- | $- | $- | $- | $24.47 | $24.47 | Planned | *Funding allocated from FY 2027 Capital Pavement Rehabilitation line item.* |
| | | | $- | $- | $- | $- | $322.58 | $322.58 | | |

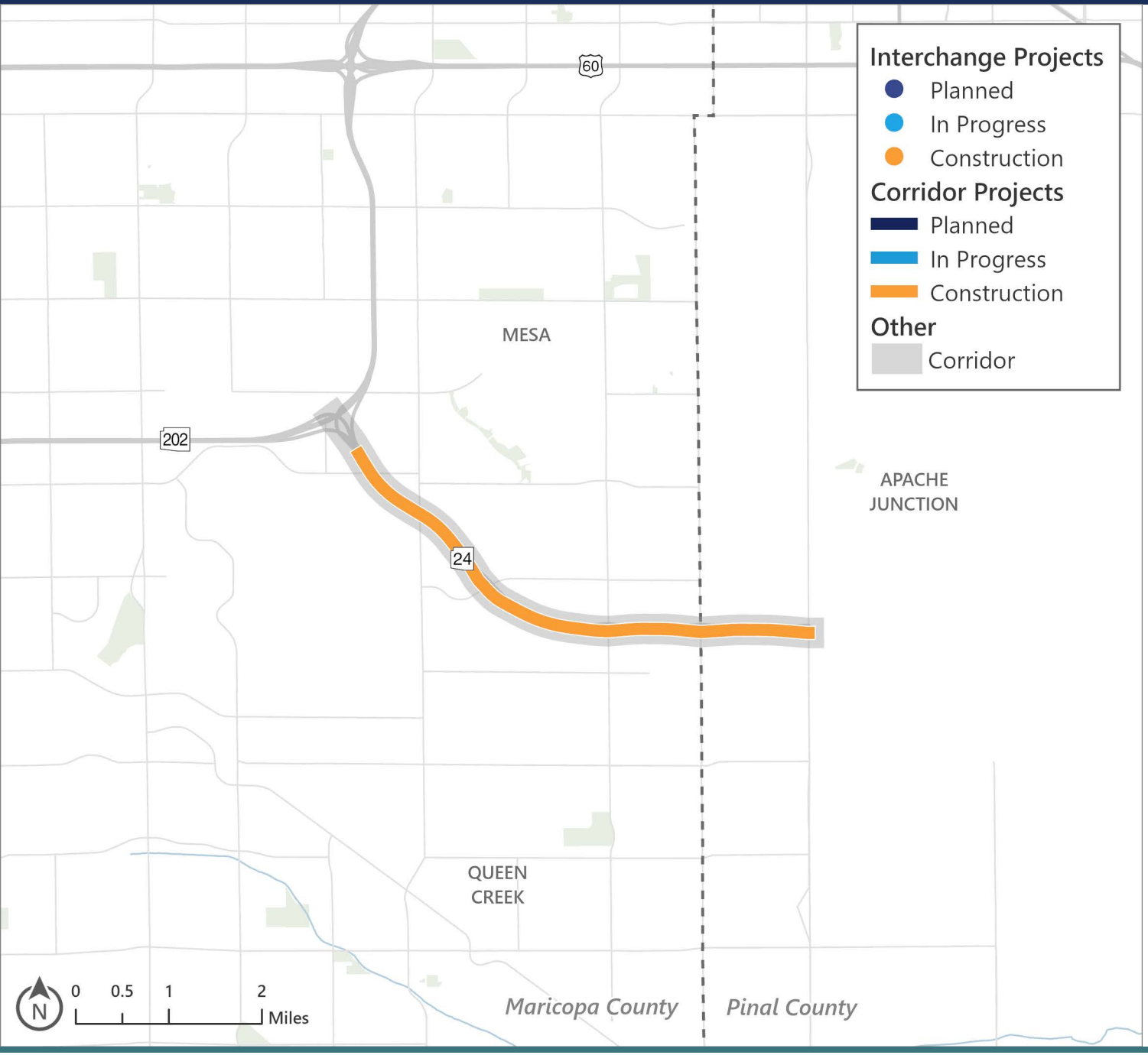
# LOOP 202 SANTAN FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| CHN-20-RTP-057 | III | Hamilton Street DHOV | $- | $- | $- | $- | $100.83 | $100.83 | Planned | |
| GLB-20-RTP-118 | IV | Santan Village Parkway | $- | $- | $- | $- | $139.82 | $139.82 | Planned | |
| CHN-20-RTP-079 | I | Loop 101 (Price) to I-10 (Papago) | $0.93 | $- | $- | $0.93 | $117.92 | $118.85 | Design | *Includes $5.63 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-053 | IV | Val Vista Road to US 60 (Superstition) | $- | $- | $- | $- | $503.33 | $503.33 | Planned | |
| | | | $0.93 | $- | $- | $0.93 | $861.90 | $862.83 | | |

**Prop 400 fund balances temporarily bridge timing differences between Prop 479 expenditures and revenue collections, with amounts offset by Prop 479 revenues over the 20-year program.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# STATE ROUTE 24 GATEWAY FREEWAY




## PHASE I

Loop 202 (Santan) to Ironwood Drive (Third GPL)

**STATUS:** Construction

# STATE ROUTE 24 GATEWAY EXPRESSWAY OVERVIEW

The SR 24 Gateway Expressway, formerly Williams Gateway, is a new freeway extending from Loop 202 (Santan) past the Pinal County boundary to Ironwood Road. Pinal County is conducting an additional study to define the connection with a future freeway east of Ironwood Drive.

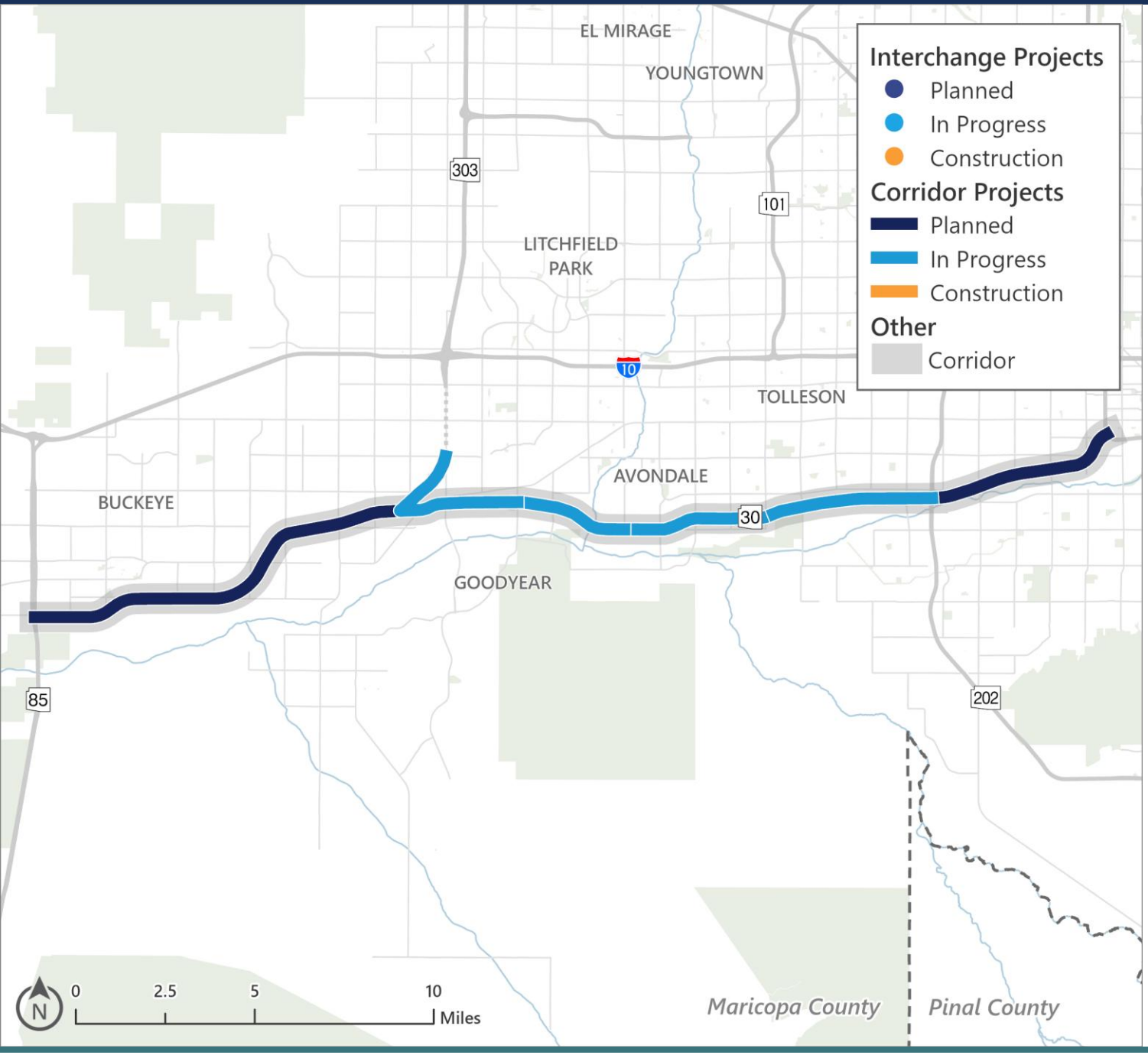
SR 24 (Gateway) was completed as an interim freeway with at-grade intersections between 2014 and 2022 as part of the Proposition 400 freeway program, with completion as a full freeway anticipated in Phase I of Proposition 479.

# STATE ROUTE 24 GATEWAY EXPRESSWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-106A | I | Loop 202 (Santan) to Ironwood Drive (Third GPL) | $10.51 | $0.02 | $- | $10.53 | $354.99 | $365.52 | Construction | *Includes $13.3 million previously approved as part of the Proposition 400 FLCP* |
| | | | $10.51 | $0.02 | $- | $10.53 | $354.99 | $365.52 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# STATE ROUTE 30 TRES RIOS FREEWAY




## PHASE I

97th Avenue to Loop 202 (South Mountain)
**STATUS:** Design

Dysart Road to 97th Avenue
**STATUS:** Design

## PHASE II

Loop 303 (Estrella Parkway) to Dysart Road
**STATUS:** Design

Loop 303/SR 30 System TI to Loop 303 (Estrella Parkway)
**STATUS:** Design

## PHASE IV

Loop 202 (South Mountain) to I-17 (Black Canyon)
**STATUS:** Planned

SR 85 to Loop 303 (Estrella) Interim Freeway Improvements
**STATUS:** Planned

# STATE ROUTE 30 TRES RIOS FREEWAY OVERVIEW

The SR 30 Tres Rios Freeway is located in the cities of Buckeye, Goodyear, Avondale, Phoenix and unincorporated Maricopa County. SR 30 is planned as an east-west facility south of I-10 (Papago), extending from I-17 to SR 85. The corridor is planned to be implemented in three segments, identified as the eastern segment (I-17 to Loop 202), center segment (Loop 202 to Loop 303), and the western segment (Loop 303 to SR 85).

Initial scoping, environmental, and right of way acquisition SR 30 (Tres Rios) occurred as part of the Proposition 400 freeway program, including a significant effort to secure critical right of way sections for the SR 30 center segment prior to Proposition 479 project construction.

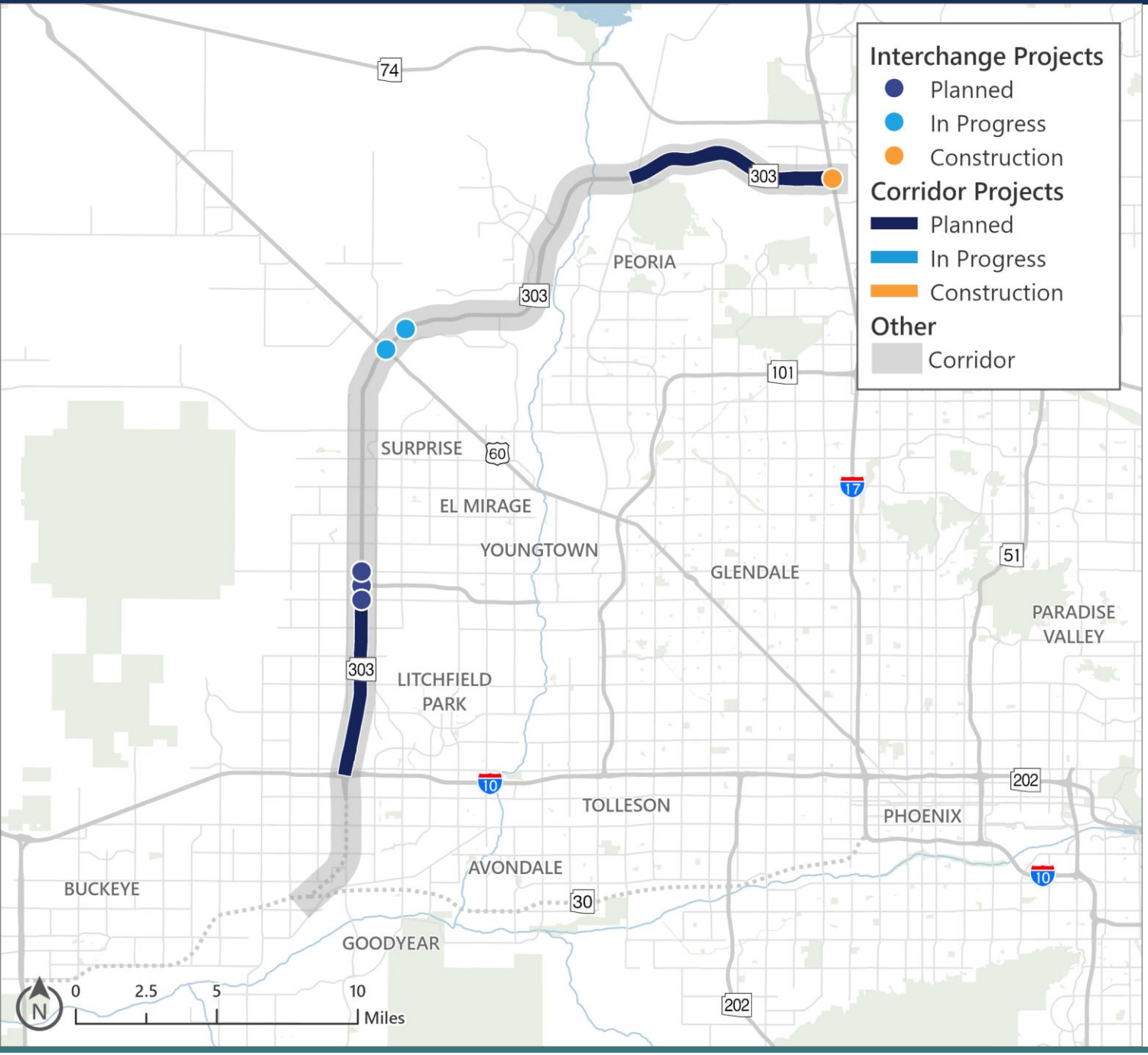
# STATE ROUTE 30 TRES RIOS FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| PHX-20-RTP-171 | IV | Loop 202 (South Mountain) to I-17 (Black Canyon) | $- | $- | $- | $- | $5,053.83 | $5,053.83 | Planned | |
| MAG-20-RTP-103A | I | 97th Avenue to Loop 202 (South Mountain) | $28.09 | $0.09 | $- | $28.17 | $1,300.27 | $1,328.44 | Design | *Includes $40.5 million previously approved under the Proposition 400 FLCP and $27.1 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-103B | I | Dysart Road to 97th Avenue | $1.06 | $- | $- | $1.06 | $664.95 | $666.01 | Design | *Includes $30.5 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-103D | II | Loop 303 (Estrella Parkway) to Dysart Road | $0.54 | $- | $- | $0.54 | $811.96 | $812.50 | Design | *Includes $28.3 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-103E | II | Loop 303/SR 30 System TI to Loop 303 (Estrella Parkway) | $1.18 | $- | $- | $1.18 | $987.53 | $988.71 | Design | *Includes $27.6 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-043C | IV | SR 85 to Loop 303 (Estrella) Interim Freeway Improvements | $- | $- | $- | $- | $1,488.38 | $1,488.38 | Planned | |
| | | | $30.87 | $0.09 | $- | $30.96 | $10,306.91 | $10,337.87 | | |

**Prop 400 fund balances temporarily bridge timing differences between Prop 479 expenditures and revenue collections, with amounts offset by Prop 479 revenues over the 20-year program.*

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# LOOP 303 ESTRELLA FREEWAY




## PHASE I

I-17 Black Canyon (51st Avenue to I-17)
**STATUS:** Construction

155th Avenue
**STATUS:** Development

Lake Pleasant Parkway to I-17 (51st Avenue to Lake Pleasant Parkway)
**STATUS:** Planned

## PHASE II

US 60 Grand Avenue (Ultimate Interchange)
**STATUS:** Predesign

## PHASE III

Northern Avenue
**STATUS:** Planned

Northern Parkway
**STATUS:** Planned

Olive Avenue
**STATUS:** Planned

## PHASE IV

I-10 (Papago) to Northern Avenue HOV
**STATUS:** Planned

# LOOP 303 ESTRELLA FREEWAY OVERVIEW

Loop 303 Estrella Freeway begins at Van Buren Street in Goodyear, crosses beneath I-10 (Papago), heads north under McDowell and Thomas roads, then over an interchange with Indian School Road. It passes over a BNSF Railway spur line near Olive Avenue. At the interchange with Greenway Road, Loop 303 turns northeast. The route heads over a bridge above US 60 (Grand) and a second BNSF railroad crossing. The freeway then turns eastward and continues until Lake Pleasant Parkway. Near the Happy Valley Parkway interchange the freeway heads north and then east again past Lake Pleasant Parkway, where the facility currently exists as an interim freeway until it comes to an end at the at-grade, signalized intersection with I-17.

Loop 303 (Estrella) was completed between 2011 and 2015 as part of the Proposition 400 freeway program, with an extension to Van Buren Street and a full system interchange with I-17 both currently underway.

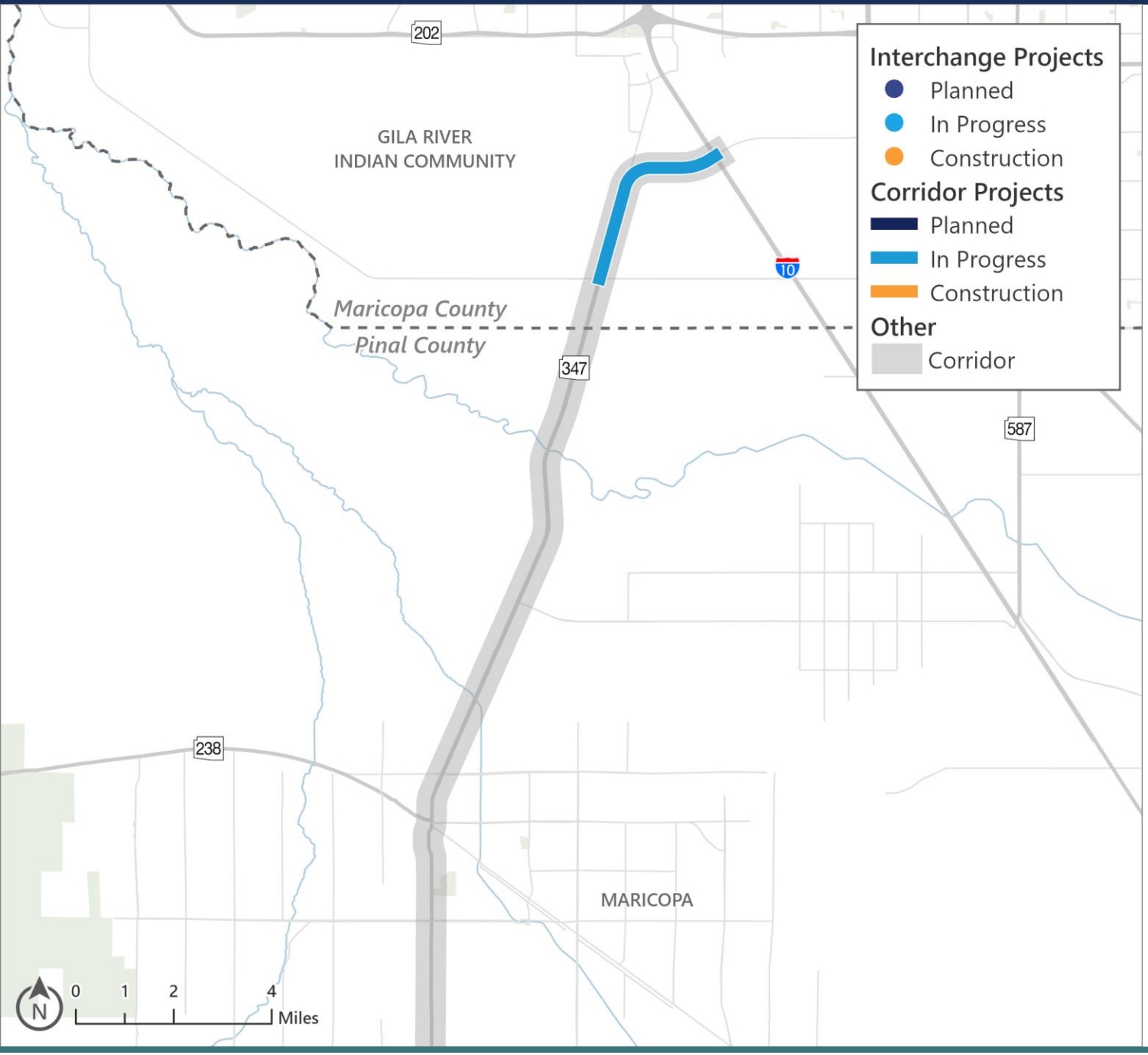
# LOOP 303 ESTRELLA FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-108 | I | I-17 Black Canyon (51st Avenue to I-17) | $- | $- | $19.62 | $19.62 | $155.14 | $174.76 | Construction | *Does not include $15 million in legislative appropriations previously expended to complete final design. Includes $260.4 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-802 | I | 155th Avenue | $1.03 | $- | $- | $1.03 | $97.67 | $98.70 | Design | *Includes $3.5 million in legislative appropriations and $3.6 million in Prop 400 funds advancing Prop 479 projects.** |
| MAG-20-RTP-007 | III | Northern Avenue | $- | $- | $- | $- | $24.40 | $24.40 | Planned | |
| GLN-20-RTP-009 | III | Northern Parkway | $- | $- | $- | $- | $320.62 | $320.62 | Planned | |
| MAG-20-RTP-006 | III | Olive Avenue | $- | $- | $- | $- | $54.99 | $54.99 | Planned | |
| MAG-20-RTP-082 | II | US 60 Grand Avenue (Ultimate Interchange) | $- | $0.03 | $- | $0.03 | $285.25 | $285.28 | Predesign | *Includes $10 million for advance right of way acquisition allocated from the FY 2026 Right of Way Advance Acquisition line item approved as part of the Proposition 400 FLCP.* |
| MAG-20-RTP-308 | IV | I-10 (Papago) to Northern Avenue HOV | $- | $- | $- | $- | $73.93 | $73.93 | Planned | |
| MAG-20-RTP-107 | I | Lake Pleasant Parkway to I-17 (51st Avenue to Lake Pleasant Parkway) | $- | $- | $- | $- | $75.26 | $75.26 | Planned | *Does not include $4 million in legislative appropriations previously expended to complete final design.* |
| | | | $1.03 | $0.00 | $19.62 | $20.68 | $1,087.26 | 1,107.94 | | |

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# STATE ROUTE 347

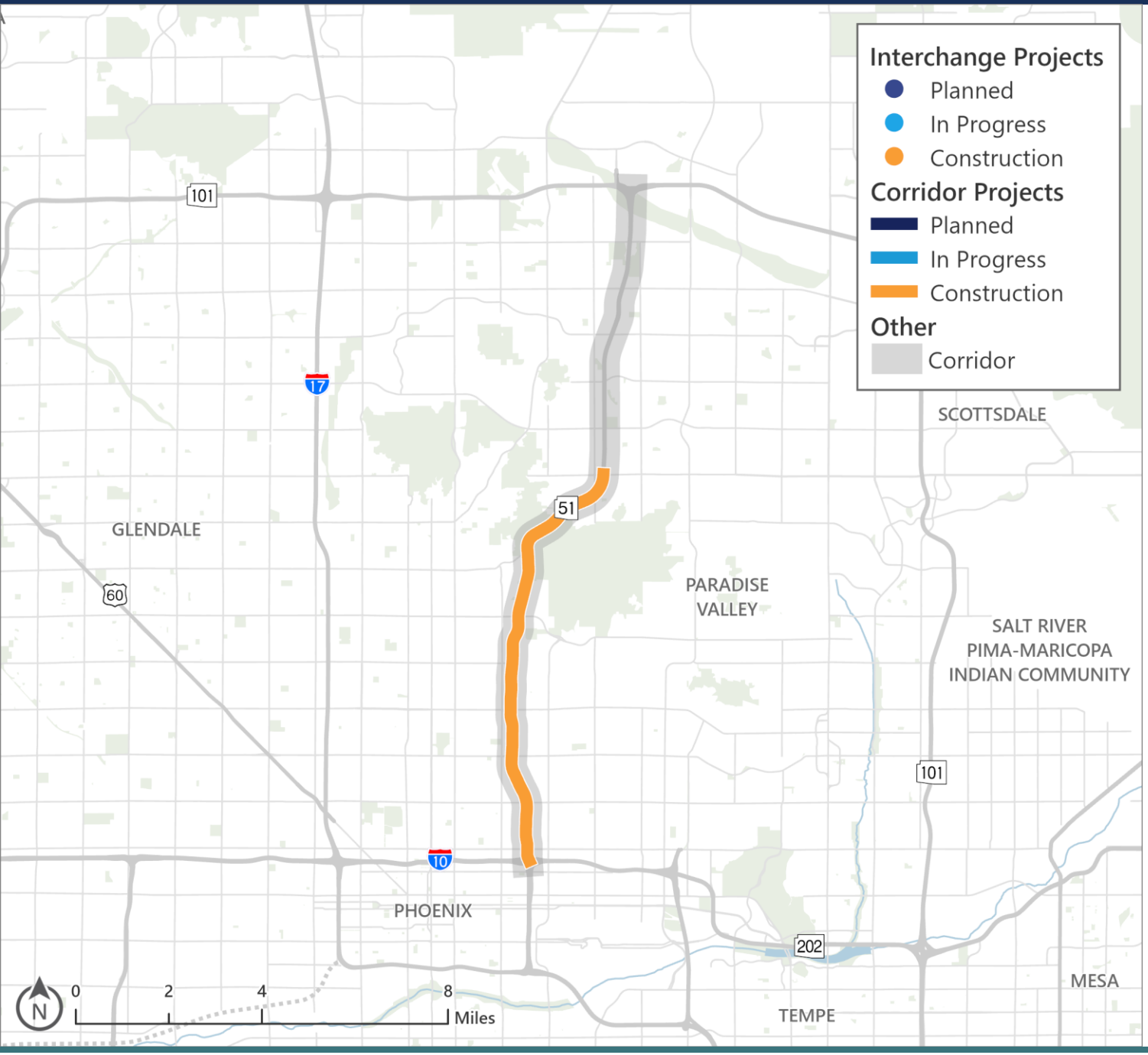



## PHASE II

I-10 (Maricopa) to Riggs Road

**STATUS:** Design

# STATE ROUTE 51 PIESTEWA FREEWAY

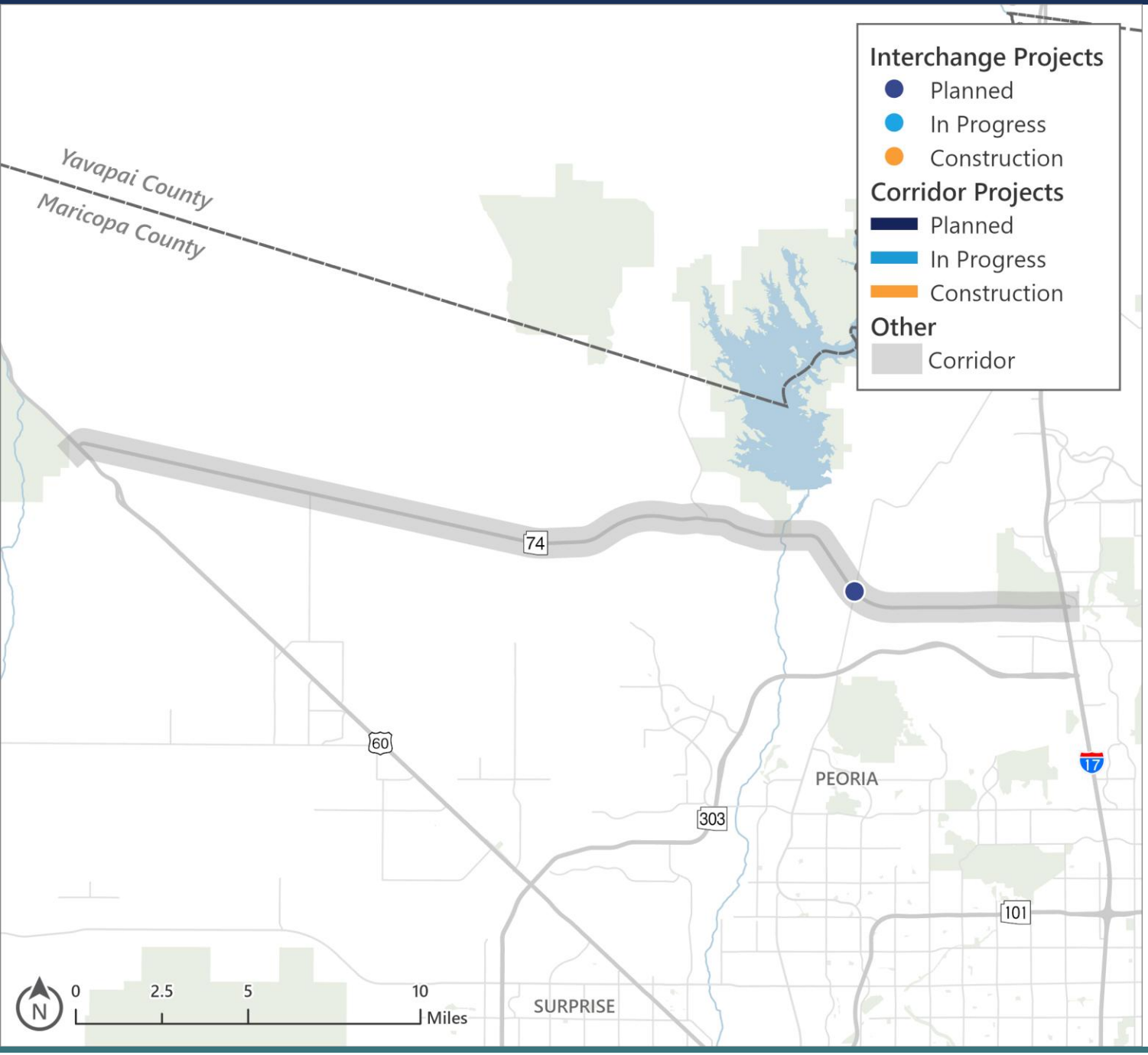



## PHASE I

I-10 (Papago) to Shea Boulevard (Pavement Rehabilitation)

**STATUS:** Construction

# STATE ROUTE 74

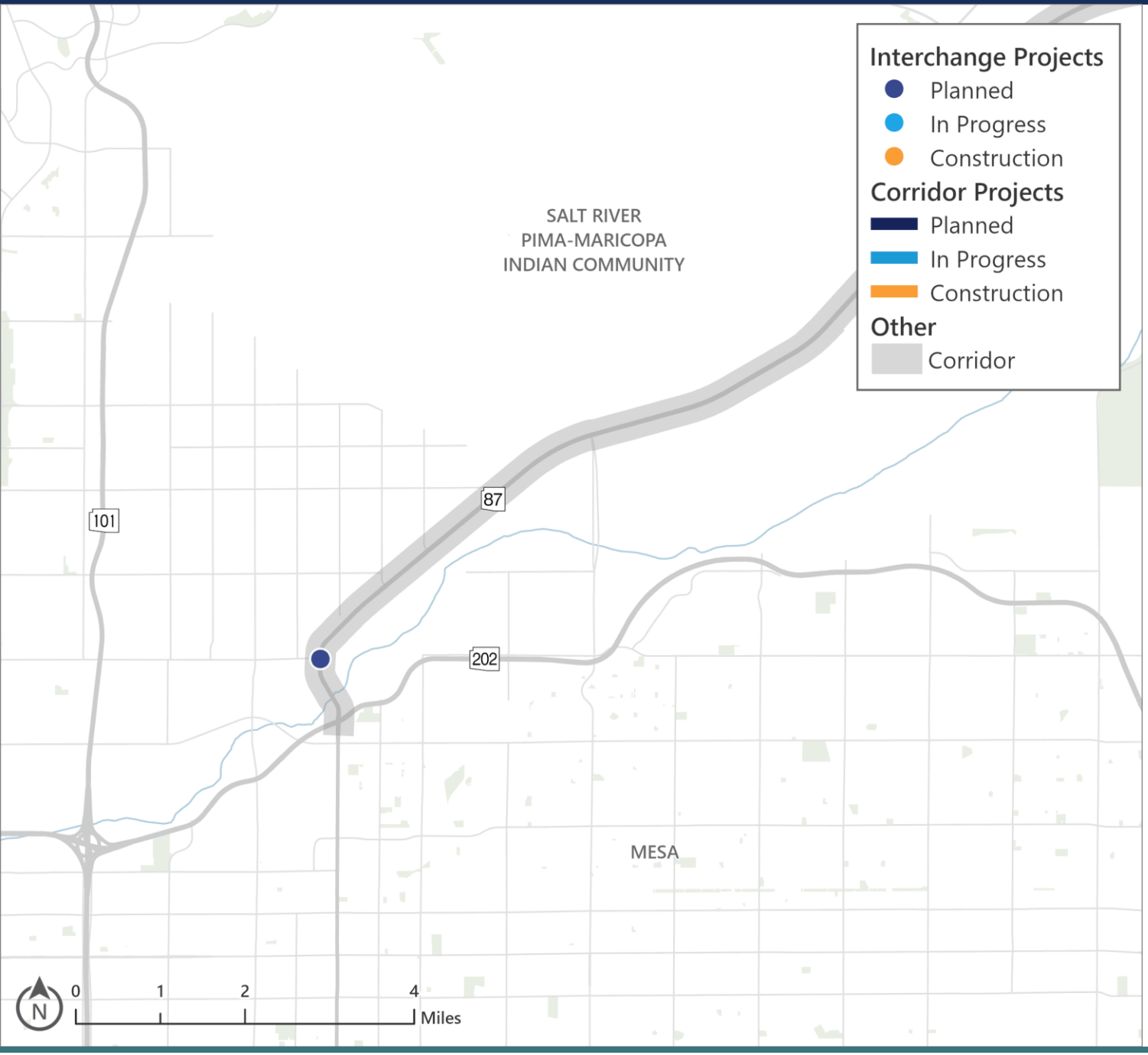



## PHASE II

Lake Pleasant Parkway

**STATUS:** Planned

# STATE ROUTE 87




## PHASE II

McDowell Road/Country Club Drive

**STATUS:** Planned

## STATE ROUTE 347 OVERVIEW

State Route 347 begins at the interchange of I-10 (Maricopa) and Queen Creek Road in the Gila River Indian Community and continues southwest through the Community for 14 miles. SR 347 reaches the City of Maricopa and continues south to a junction with SR 84 near its interchange with I-8.

SR 347, previously known as Maricopa Road, was accepted into the State Highway System in 1997. The first regional freeway program project on SR 347 is planned within the Proposition 479 FLCP.

## STATE ROUTE 51 PIESTEWA FREEWAY OVERVIEW

State Route 51 Piestewa Freeway begins at the interchange of I-10 (Maricopa) and Loop 202 (Red Mountain) often called the "Mini Stack." It heads north from the interchange through the Camelback Corridor area of Phoenix. The highway then begins to climb to the top of the Dreamy Draw, a mountain passage between Piestewa Peak and North Mountain, before descending into North Phoenix. It reaches its northern terminus at an interchange with Loop 101 (Pima).

SR 51 (Piestewa) was completed between 1988 and 2003. The City of Phoenix initiated development of the southernmost portion of SR 51 (Piestewa) in 1983, with completion occurring as part of the Proposition 300 freeway program. Further improvements were constructed as part of the Proposition 400 freeway program.

## STATE ROUTE 74 OVERVIEW

Carefree Highway is a state highway that stretches east to west from its junction with US 60 just south of Wickenburg to its junction with I-17 (Black Canyon) in North Phoenix. It serves as a northern bypass around the often-congested stretches of US 60 through the northwest suburbs of the Phoenix metropolitan area.

SR 74 was completed in 1974. Improvements to SR 74 were constructed as part of the Proposition 400 freeway program.

## STATE ROUTE 87 OVERVIEW

State Route 87 Beeline Highway begins at the interchange of Loop 202 (Red Mountain) and SR 87/Country Club Road in Mesa. SR 87 travels north over the Salt River, entering the Salt River Pima-Maricopa Indian Community. SR 87 continues northeast as a four-lane at-grade highway, then leaving the Community and providing a connection to Fountain Hills and the Fort McDowell Yavapai Nation. SR 87 then crosses the Verde River and continues northeast to Payson.

SR 87 Beeline Highway was completed in 1958. Improvements to SR 87 were funded as part of the Proposition 400 freeway program.

## STATE ROUTE 347 PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-301 | II | I-10 (Maricopa) to Riggs Road | $- | $- | $- | $- | $86.46 | $86.46 | Design | *Only includes Proposition 479 funding for construction of widening between I-10 and Riggs Road in Maricopa County. Does not include any state, legislative, or local funds otherwise allocated to the SR 347 CMAR corridor wide project, encompassing segments in Pinal County.* |
| | | | $- | $- | $- | $- | $86.46 | $86.46 | | |

## STATE ROUTE 51 PIESTEWA FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-703 | I | I-10 (Papago) to Shea Boulevard (Pavement Rehabilitation) | $- | $- | $6.76 | $6.76 | $17.74 | $24.50 | Construction | *Funding allocated from FY 2026 Capital Pavement Rehabilitation line item; includes $24.5 million in Prop 400 funds advancing Prop 479 projects.** |
| | | | $- | $- | $6.76 | $6.76 | $17.74 | $24.50 | | |

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## STATE ROUTE 74 PROJECTS

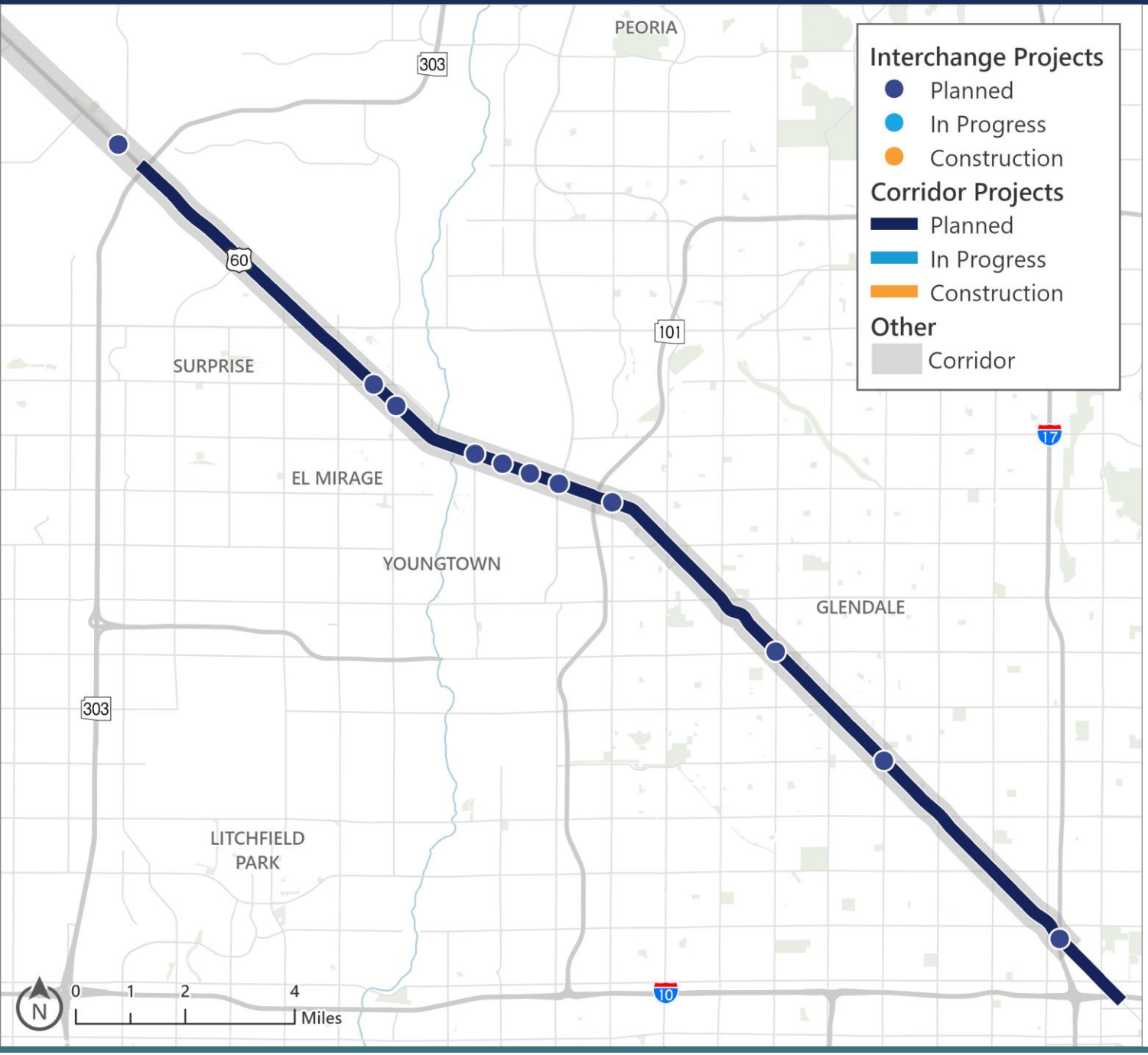
| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| PEO-20-RTP-035 | II | Lake Pleasant Parkway | $- | $- | $- | $- | $14.16 | $14.16 | Planned | |
| | | | $- | $- | $- | $- | $14.16 | $14.16 | | |

## STATE ROUTE 87 PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| SRP-20-RTP-012 | II | McDowell Road/Country Club Drive | $- | $- | $- | $- | $54.87 | $54.87 | Planned | |
| | | | $- | $- | $- | $- | $54.87 | $54.87 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# US 60 GRAND AVENUE




## PHASE II

51st Avenue/Bethany Home
**STATUS:** Planned

Loop 303 (Agua Fria to I-10 (Papago) Corridor Optimization
**STATUS:** Planned

## PHASE III

103rd Avenue
**STATUS:** Planned

111th Avenue
**STATUS:** Planned

99th Avenue
**STATUS:** Planned

BNSF Ennis Spur Grade Separation
**STATUS:** Planned

Del Webb Boulevard/107th Avenue
**STATUS:** Planned

Greenway Road
**STATUS:** Planned

Loop 101 (Agua Fria)/91st Avenue
**STATUS:** Planned

## PHASE IV

163rd Avenue
**STATUS:** Planned

I-17 (Black Canyon) DHOV
**STATUS:** Planned

Northern Avenue
**STATUS:** Planned

# US 60 GRAND AVENUE OVERVIEW

The US 60 Grand Avenue corridor begins north of Loop 303 at the town of Wickenburg, where it connects to US 93. It continues south to the traffic interchange with Loop 303 in the city of Surprise, and US 60 transitions to continue on the I-17 (Black Canyon). Grand Avenue continues southeast through Phoenix, terminating at Van Buren and 7th Avenue. The corridor is oriented northwest-southeast and passes through portions of Surprise, El Mirage, Youngtown, unincorporated Maricopa County, Peoria, Glendale, and Phoenix . The six-lane facility provides connections between the downtown cores of most of the municipalities it passes through.

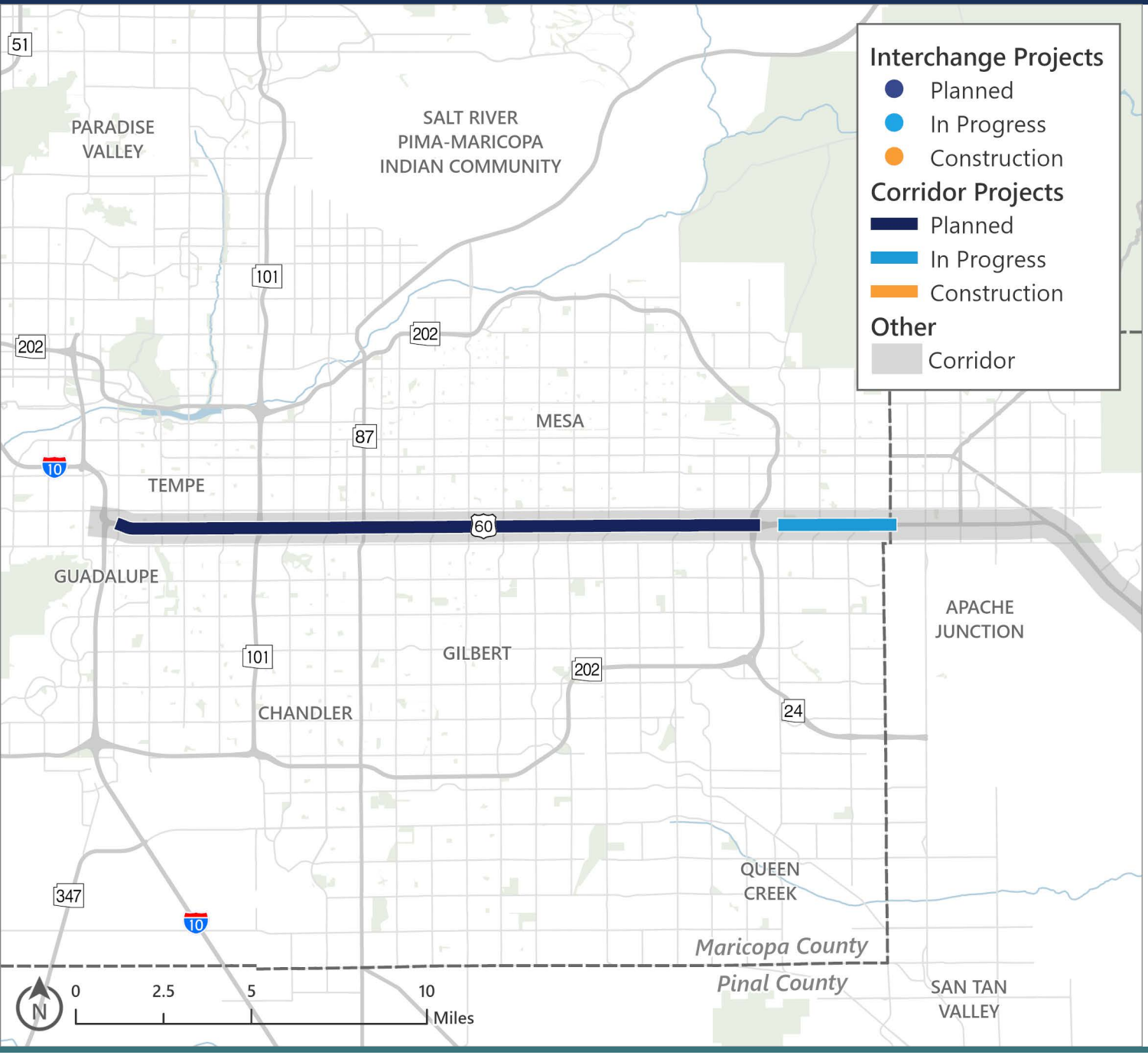
US 60 (Grand) was historically one of the primary state highways providing intercity access to and from the region. Under the Proposition 300 and 400 freeway programs, the region committed funds to construct improvements at many of the six-legged intersections along the corridor.

# US 60 GRAND AVENUE PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-025 | III | 103rd Avenue | $- | $- | $- | $- | $119.91 | $119.91 | Planned | |
| MAG-20-RTP-024 | III | 111th Avenue | $- | $- | $- | $- | $65.74 | $65.74 | Planned | |
| SUR-20-RTP-102 | IV | 163rd Avenue | $- | $- | $- | $- | $88.99 | $88.99 | Planned | |
| GLN-20-RTP-008 | II | 51st Avenue/Bethany Home | $- | $- | $- | $- | $201.83 | $201.83 | Planned | |
| MAG-20-RTP-026 | III | 99th Avenue | $- | $- | $- | $- | $107.35 | $107.35 | Planned | |
| MAG-20-RTP-110 | III | BNSF Ennis Spur Grade Separation | $- | $- | $- | $- | $60.57 | $60.57 | Planned | |
| MAG-20-RTP-023 | III | Del Webb Boulevard/107th Avenue | $- | $- | $- | $- | $72.40 | $72.40 | Planned | |
| MAG-20-RTP-033 | III | Greenway Road | $- | $- | $- | $- | $4.07 | $4.07 | Planned | |
| PHX-20-RTP-162 | IV | I-17 (Black Canyon) DHOV | $- | $- | $- | $- | $171.60 | $171.60 | Planned | |
| GLN-20-RTP-010 | IV | Northern Avenue | $- | $- | $- | $- | $339.62 | $339.62 | Planned | |
| PEO-20-RTP-047 | III | Loop 101 (Agua Fria)/91st Avenue | $- | $- | $- | $- | $148.56 | $148.56 | Planned | |
| MAG-20-RTP-414 | II | Loop 303 (Agua Fria to I-10 (Papago) Corridor Optimization | $- | $- | $- | $- | $278.26 | $278.26 | Planned | |
| | | | $- | $- | $- | $- | $1,658.90 | $1,658.90 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# US 60 SUPERSTITION FREEWAY




## PHASE I

Ellsworth Road to Meridian Road (GPL)

**STATUS:** Design

## PHASE III

Ellsworth Road to Meridian Road (HOV)

**STATUS:** Design

## PHASE IV

Corridor Multimodal Optimization

**STATUS:** Planned

# US 60 SUPERSTITION FREEWAY OVERVIEW

The US 60 Superstition Freeway is an east-west freeway corridor beginning at I-10/US 60 system interchange in Tempe and ends at US 60 at Mountain View Road in Apache Junction. The corridor provides connections for the East Valley and Southeast Valley cities to downtown Phoenix, Arizona State University, and Phoenix Sky Harbor International Airport. US 60 (Superstition) is a regional facility that connects to three important regional freeways (I-10, Loop 101, Loop 202) as well as the future North-South corridor in the far East Valley of the region.

US 60 (Superstition) was completed between 1970 and 1990, with improvements constructed as part of the Proposition 400 freeway program.

# US 60 SUPERSTITION FREEWAY PROJECTS

| RTP ID | PHASE | LOCATION | DESIGN COSTS TO DATE | RIGHT OF WAY COSTS TO DATE | CONST. COSTS TO DATE | TOTAL COSTS TO DATE | FUTURE EST. COSTS | TOTAL EST. PROJECT COSTS | PROGRESS TO DATE | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-415 | IV | Corridor Multimodal Optimization | $- | $- | $- | $- | $409.21 | $409.21 | Planned | |
| MAG-20-RTP-044B | I | Ellsworth Road to Meridian Road (GPL) | $- | $- | $- | $- | $94.77 | $94.77 | Design | |
| MAG-20-RTP-045B | III | Ellsworth Road to Meridian Road (HOV) | $- | $- | $- | $- | $66.16 | $66.16 | Design | |
| | | | $- | $- | $- | $- | $570.14 | $570.14 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# REGIONWIDE

The RSTIIP also identified regionwide programmatic elements to be managed through the Prop 479 FLCP, such as the continuation of litter, landscape, and sweeping; freeway subprograms (preliminary engineering, advance right of way acquisition, minor improvements, etc.); and freeway pavement rehabilitation. Some of these allocations are subsequently approved to be used for specific project needs. The allocations and expenditures then become part of the specific project total.

In FY 2026, the following allocations were approved for specific project needs:

- FY 2026 Freeway Pavement Capital Rehabilitation:

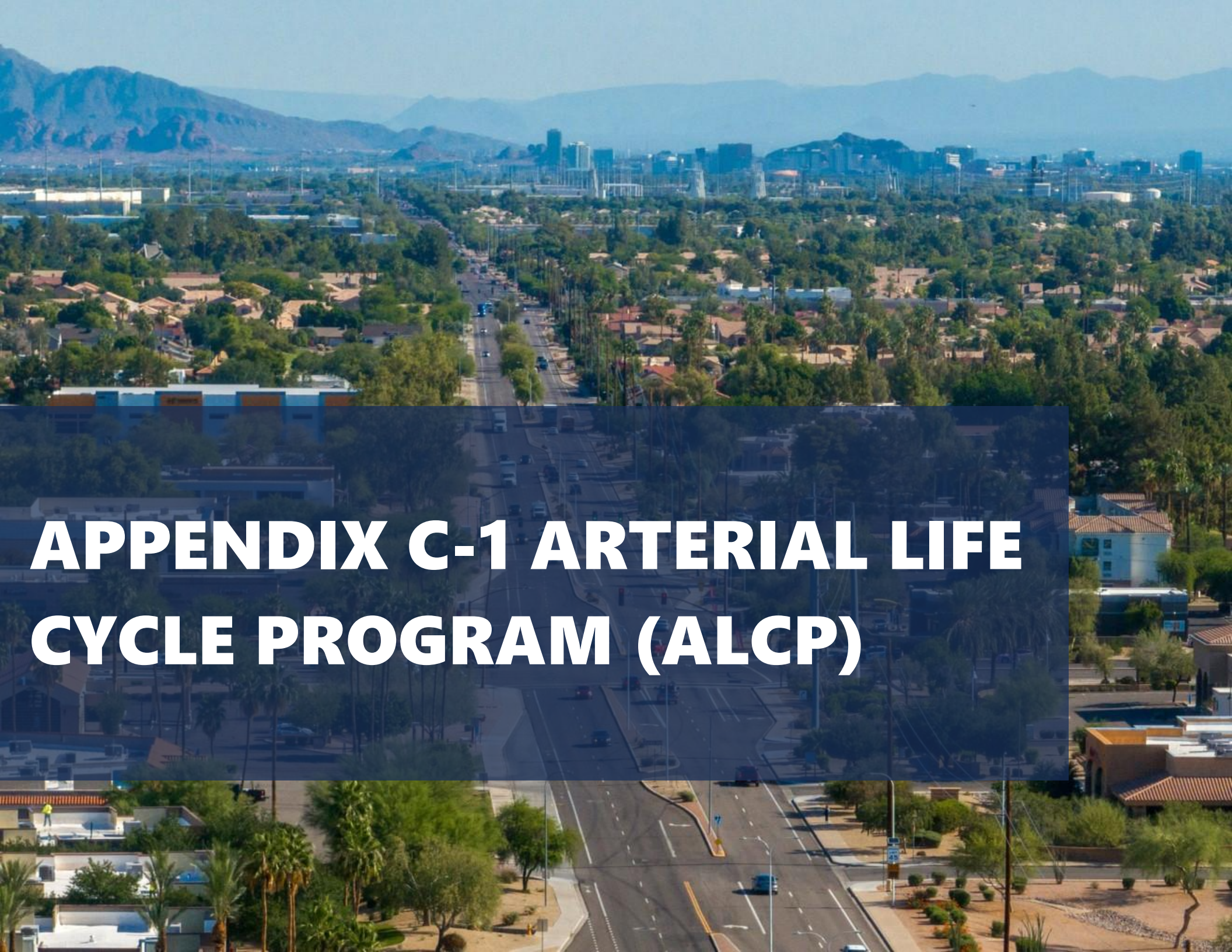
  *Loop 202 (Red Mountain): SR 51 to Priest Drive (Pavement Rehabilitation)*

  *SR 51 (Piestewa): I-10 (Papago) to Shea Boulevard (Pavement Rehabilitation)*

# REGIONWIDE LINE ITEMS: FREEWAY PROGRAM IMPLEMENTATION SUPPORT

| RTP ID | LOCATION | TOTAL COSTS TO DATE | FUTURE EST. COSTS (PHASE I) | FUTURE EST. COSTS (PHASE II) | FUTURE EST. COSTS (PHASE III) | FUTURE EST. COSTS (PHASE IV) | TOTAL EST. COSTS | NOTES |
|---|---|---|---|---|---|---|---|---|
| MAG-20-RTP-305A | Freeway Management System | $- | $2.88 | $3.60 | $3.60 | $4.32 | $14.40 | |
| MAG-20-RTP-305B | Freeway Service Patrols | $- | $4.00 | $5.00 | $5.00 | $6.00 | $20.00 | |
| MAG-20-RTP-305C | Posting Travel Times on DMS | $- | $0.68 | $0.85 | $0.85 | $1.02 | $3.40 | |
| MAG-20-RTP-305D | Design Change Orders | $- | $10.00 | $12.50 | $12.50 | $15.00 | $50.00 | |
| MAG-20-RTP-305E/F | Preliminary Engineering | $- | $16.00 | $20.00 | $20.00 | $24.00 | $80.00 | |
| MAG-20-RTP-305G | Right of Way Advance Acquisition | $- | $6.00 | $7.50 | $7.50 | $9.00 | $30.00 | |
| MAG-20-RTP-305H | Right of Way Plans & Titles | $- | $3.60 | $4.50 | $4.50 | $5.40 | $18.00 | |
| MAG-20-RTP-305I | Right of Way Property Management | $- | $1.60 | $2.00 | $2.00 | $2.40 | $8.00 | |
| MAG-20-RTP-305J | Risk Analysis Panel | $- | $0.30 | $0.38 | $0.38 | $0.45 | $1.50 | |
| MAG-20-RTP-305K | Risk Management Indemnification | $- | $9.20 | $11.50 | $11.50 | $13.80 | $46.00 | |
| MAG-20-RTP-114 | Pavement Capital Rehabiliation | $- | $- | $162.57 | $108.75 | $51.59 | $322.91 | |
| MAG-20-RTP-304 | Litter, Landscape, & Sweep | $- | $75.30 | $105.35 | $112.10 | $131.67 | $424.42 | |
| MAG-20-RTP-411 | Minor Improvements | $- | $40.00 | $50.00 | $50.00 | $60.00 | $200.00 | |
| MAG-20-RTP-800 | System Supporting Infrastructure | $- | $- | $142.37 | $173.65 | $197.82 | $513.84 | |
| | | $- | $ 169.56 | $ 528.11 | $ 512.33 | $ 522.47 | $1,732.47 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*



# APPENDIX C-1 ARTERIAL LIFE CYCLE PROGRAM (ALCP)

# ARTERIAL LIFE CYCLE PROGRAM FINANCIAL SUMMARY

## *Actual and Future Estimated Reimbursements by RSTIIP Phase of Construction**

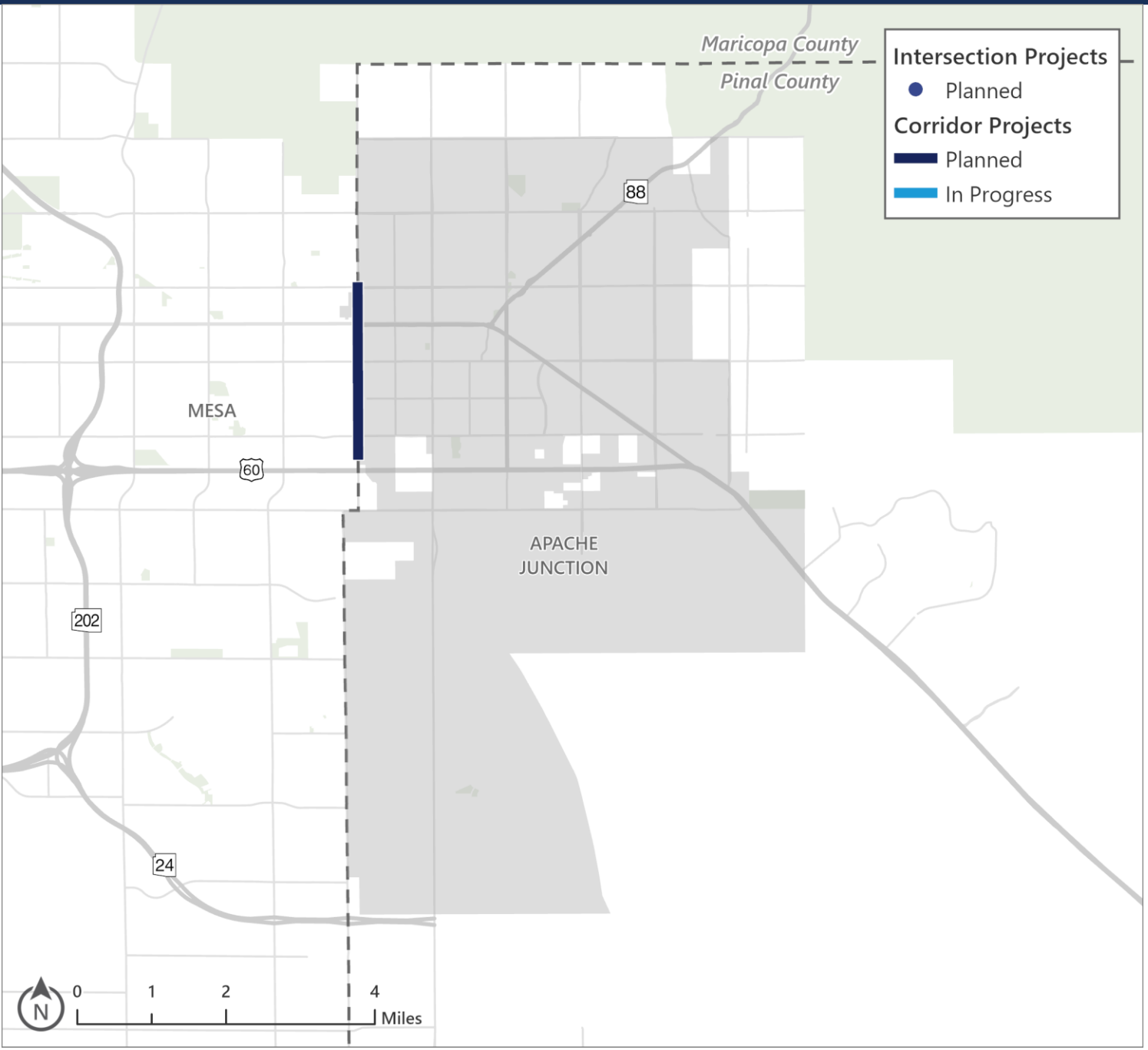
| | PHASE I | PHASE II | PHASE III | PHASE IV | TOTAL |
|---|---|---|---|---|---|
| FY 2026 Design Reimbursements | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| Est. Future Design Reimbursements | $32.77 | $38.94 | $52.86 | $60.90 | $185.47 |
| FY 2026 Right of Way Expenditures | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| Est. Future Right of Way Reimbursements | $93.34 | $116.83 | $158.58 | $182.69 | $551.44 |
| FY 2026 Construction Reimbursements | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| Est. Future Construction Reimbursements | $279.57 | $304.81 | $317.16 | $365.37 | $1,266.91 |
| **Total Reimbursements to Date*** | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 |
| **Total Estimated Future Reimbursements*** | $405.68 | $460.58 | $528.60 | $608.95 | $2,003.82 |

## *Actual and Future Estimated Reimbursements*

| | FY 2026 REIMBURSEMENTS | ESTIMATED FUTURE REIMBURSEMENTS | TOTAL |
|---|---|---|---|
| Design | $0.00 | $185.47 | $185.47 |
| Right of Way | $0.00 | $551.44 | $551.44 |
| Construction | $0.00 | $1,266.91 | $1,266.91 |
| Studies | $0.00 | $43.91 | $43.91 |
| **Total** | $0.00 | $2,047.73 | $2,047.73 |

**Excludes Studies.*
*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. ALCP project costs are not inflated beyond the current year; inflationary increases for future programmed reimbursements may occur annually as detailed in Chapter 5.*

# CITY OF APACHE JUNCTION




## PHASE III

**Meridian Road:**
US 60 (Superstition Highway) to Superstition Boulevard
**STATUS:** Planned

# CITY OF APACHE JUNCTION ALCP OVERVIEW

The City of Apache Junction is the lead agency for one project included within the funded portion of the Proposition 479 ALCP. This project will improve 2.25 miles of roadway and represents $17.39 million in regional funding commitments.

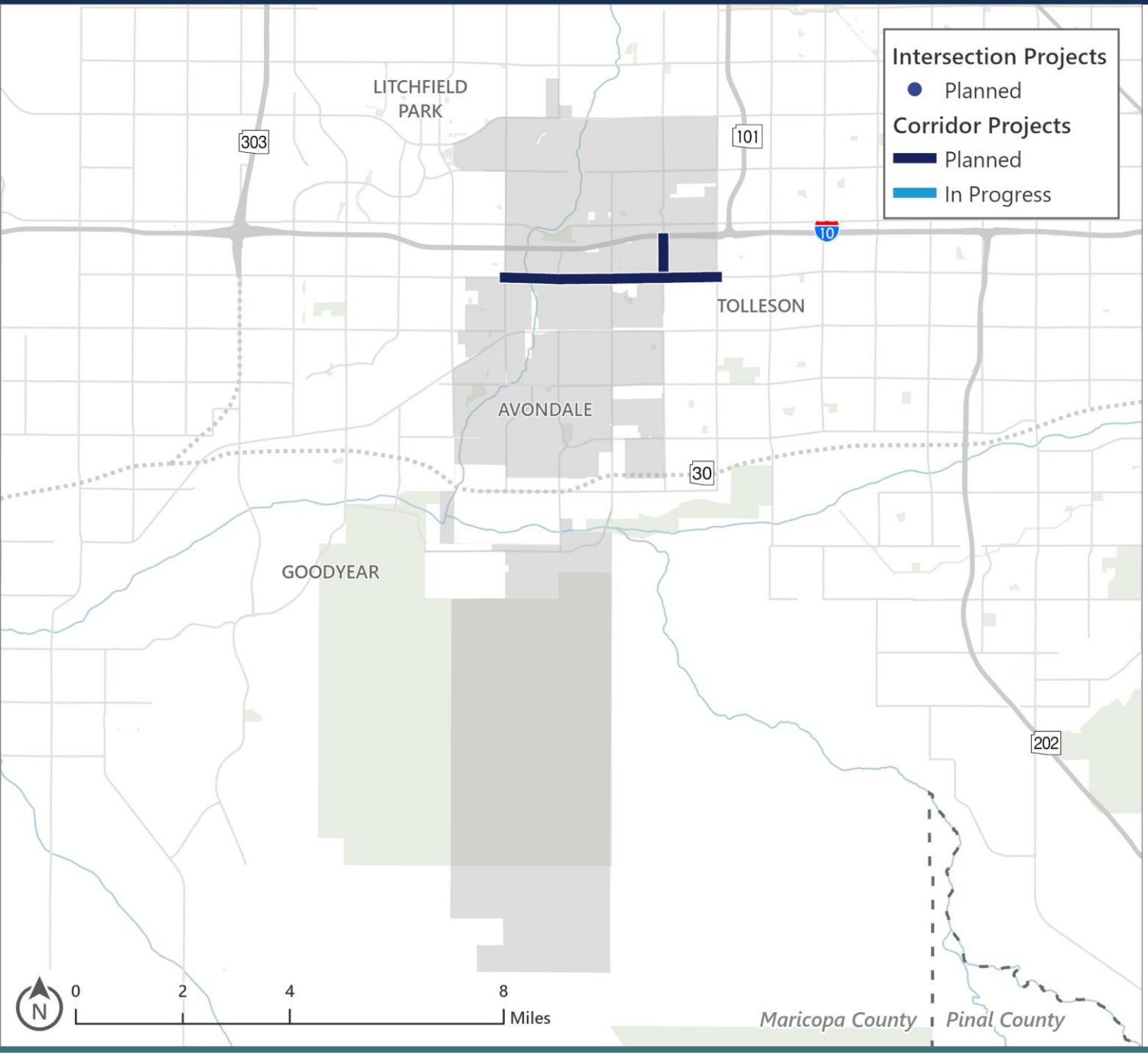
In FY 2026, the City of Apache Junction had no ALCP projects programmed for reimbursement.

# CITY OF APACHE JUNCTION ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| APJ-20-RTP-011 | III | Meridian Road: US 60 (Superstition Highway) to Superstition Boulevard | Apache Junction | $0.00 | $0.00 | $17.39 | $17.39 | $26.24 | 2037 | 2.25 | Planned | |
| | | | | $0.00 | $0.00 | $17.39 | $17.39 | $26.24 | | 2.25 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF AVONDALE




## PHASE II

**Van Buren:**
Dysart Road to 99th Avenue
**STATUS:** Planned

## PHASE III

**107th Avenue:**
Van Buren Street to I-10
**STATUS:** Planned

# CITY OF AVONDALE ALCP OVERVIEW

The City of Avondale is the lead agency for two projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 4.75 miles of roadway and represent $34.48 million in regional funding commitments.

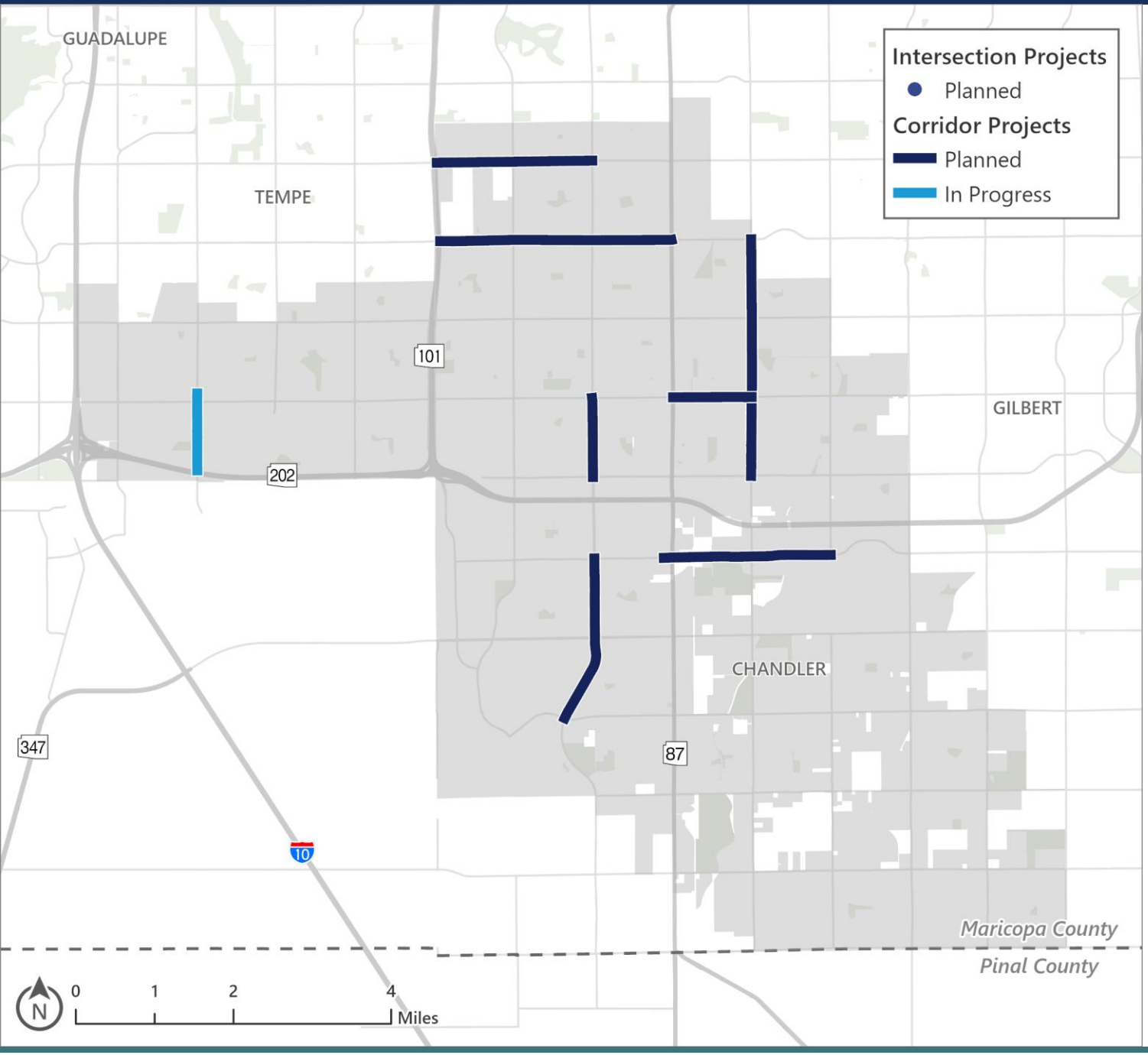
In FY 2026, the City of Avondale had no ALCP projects programmed for reimbursement.

# CITY OF AVONDALE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AVN-20-RTP-003 | III | 107th Avenue: Van Buren Street to I-10 | Avondale | $0.00 | $0.00 | $7.51 | $7.51 | $11.33 | 2040 | 0.75 | Planned | |
| AVN-20-RTP-010 | II | Van Buren: Dysart Road to 99th Avenue | Avondale | $0.00 | $0.00 | $26.97 | $26.97 | $40.70 | 2034 | 4.00 | Planned | |
| | | | | $0.00 | $0.00 | $34.48 | $34.48 | $52.03 | | 4.75 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF CHANDLER




## PHASE I

**Kyrene Road:**
North of Chandler Boulevard to Loop 202
**STATUS:** Design/ROW

**McQueen Road:**
North of Warner Road to Pecos Road
**STATUS:** Planned

## PHASE II

**Warner Road:**
Price Road to Arizona Avenue
**STATUS:** Planned

## PHASE III

**Germann Road:**
West of Arizona Avenue to Cooper Road
**STATUS:** Planned

## PHASE IV

**Alma School Road:**
Germann Road to Ocotillo Road
**STATUS:** Planned

**Alma School Road:**
Pecos Road to Chandler Boulevard
**STATUS:** Planned

**Chandler Boulevard:**
Arizona Avenue to McQueen Road
**STATUS:** Planned

**Elliot Road:**
Price Road to Alma School Road
**STATUS:** Planned

# CITY OF CHANDLER ALCP OVERVIEW

The City of Chandler is the lead agency for eight projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 15.5 miles of roadway and represent $139.27 million in regional funding commitments.

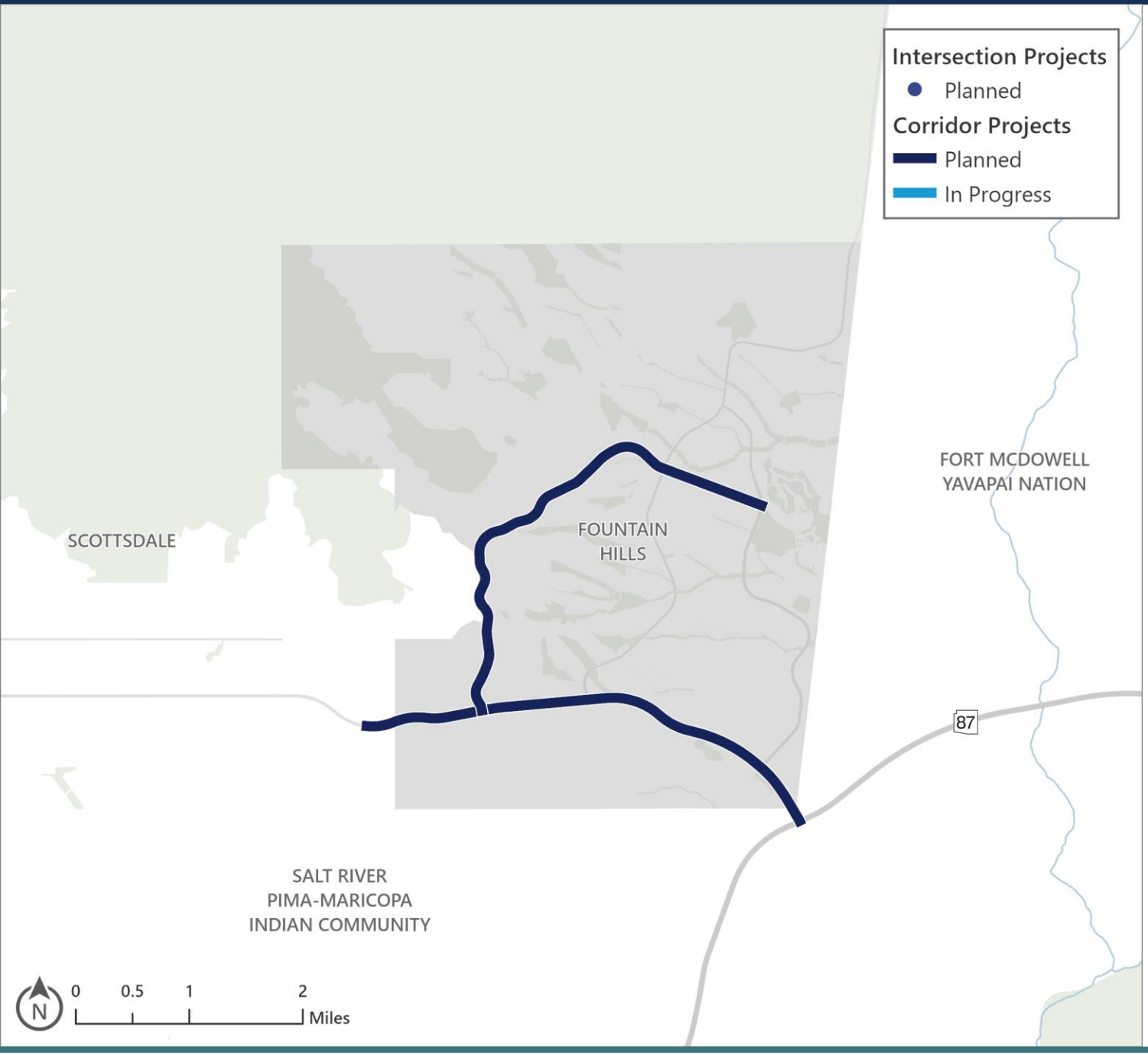
In FY 2026, the City of Chandler had a total of $1,381,633.8 programmed for reimbursement for one ALCP project on Kyrene Road from Chandler Boulevard to Loop 202. No reimbursements were made, pending execution of the Project Agreement.

# CITY OF CHANDLER ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHN-20-RTP-061 | IV | Alma School Road: Germann Road to Ocotillo Road | Chandler | $0.00 | $0.00 | $14.90 | $14.90 | $22.49 | 2043 | 2.10 | Planned | |
| CHN-20-RTP-062 | IV | Alma School Road: Pecos Road to Chandler Boulevard | Chandler | $0.00 | $0.00 | $5.90 | $5.90 | $8.90 | 2037 | 1.15 | Planned | |
| CHN-20-RTP-068 | IV | Chandler Boulevard: Arizona Avenue to McQueen Road | Chandler | $0.00 | $0.00 | $11.40 | $11.40 | $17.20 | 2043 | 1.00 | Planned | |
| CHN-20-RTP-058 | IV | Elliot Road: Price Road to Alma School Road | Chandler | $0.00 | $0.00 | $14.18 | $14.18 | $21.40 | 2041 | 1.65 | Planned | |
| CHN-20-RTP-069 | III | Germann Road: West of Arizona Avenue to Cooper Road | Chandler | $0.00 | $0.00 | $23.87 | $23.87 | $36.01 | 2044 | 2.10 | Planned | |
| CHN-20-RTP-060 | I | Kyrene Road: North of Chandler Boulevard to Loop 202 | Chandler | $0.00 | $5.53 | $8.29 | $13.82 | $20.85 | 2028 | 2.00 | Design/ROW | |
| CHN-20-RTP-064 | I | McQueen Road: North of Warner Road to Pecos Road | Chandler | $0.00 | $0.00 | $28.13 | $28.13 | $42.45 | 2030 | 3.00 | Planned | |
| CHN-20-RTP-059 | II | Warner Road: Price Road to Arizona Avenue | Chandler | $0.00 | $0.00 | $27.08 | $27.08 | $40.86 | 2035 | 2.50 | Planned | |
| | | | | $0.00 | $5.53 | $133.74 | $139.27 | $210.15 | | 15.50 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# TOWN OF FOUNTAIN HILLS




## PHASE II

**Shea Boulevard:**
Palisades Boulevard to Technology Drive
**STATUS:** Planned

## PHASE IV

**Palisades Boulevard:**
Shea Boulevard to Saguaro Boulevard
**STATUS:** Planned

# TOWN OF FOUNTAIN HILLS ALCP OVERVIEW

The Town of Fountain hills is the lead agency for two projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 3.8 miles of roadway and represent $61.59 million in regional funding commitments.

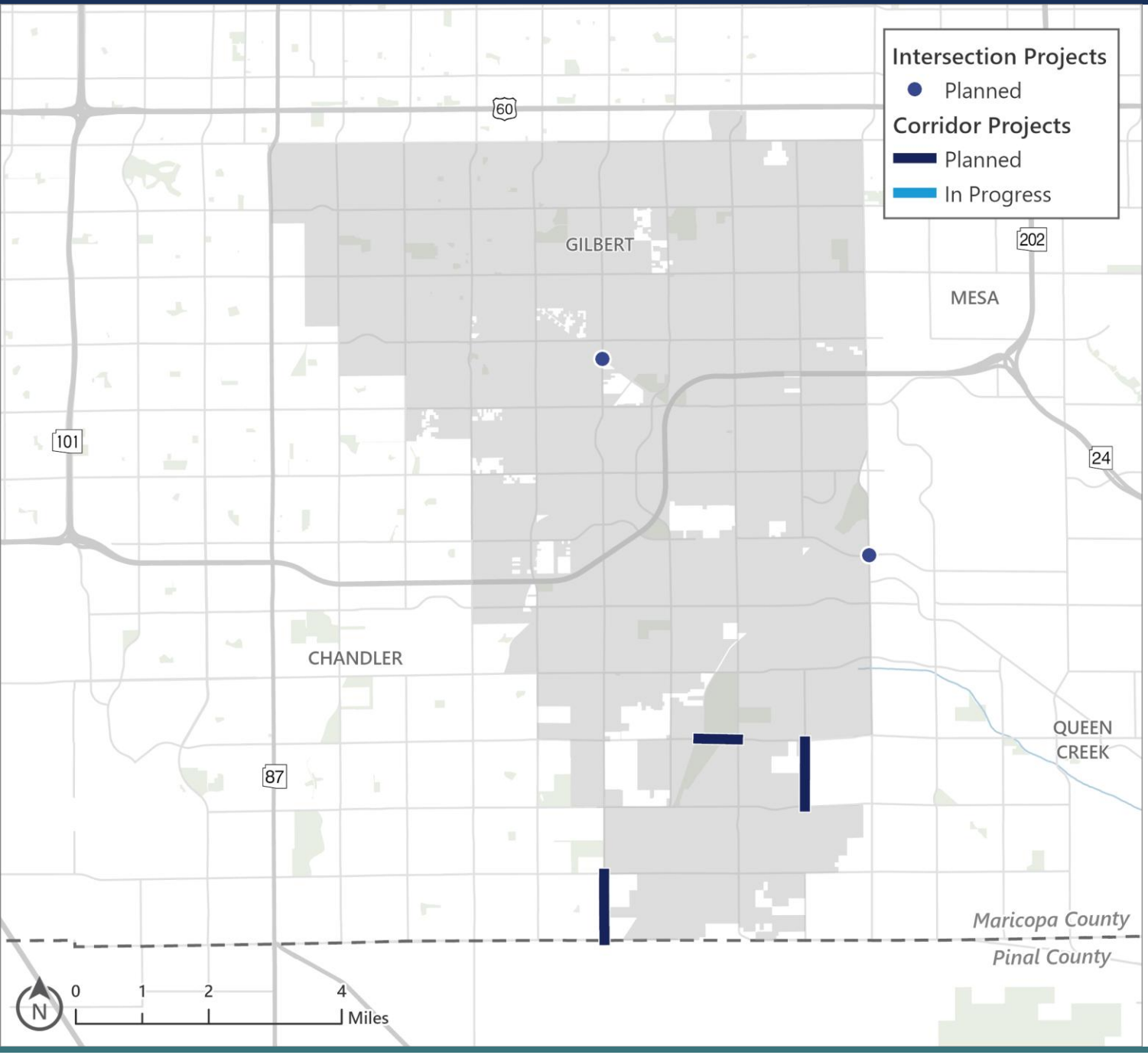
In FY 2026, the Town of Fountain Hills had no ALCP projects programmed for reimbursement.

# TOWN OF FOUNTAIN HILLS ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FTH-20-RTP-002 | IV | Palisades Boulevard from Shea Boulevard to Saguaro Boulevard | Fountain Hills | $0.00 | $0.00 | $21.25 | $21.25 | $32.06 | 2043 | 1.50 | Planned | |
| FTH-20-RTP-001 | II | Shea Boulevard: Palisades Boulevard to Technology Drive | Fountain Hills | $0.00 | $0.00 | $40.34 | $40.34 | $60.88 | 2031 | 2.30 | Planned | |
| | | | | $0.00 | $0.00 | $61.59 | $61.59 | $92.94 | | 3.80 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# TOWN OF GILBERT




## PHASE I

**Ocotillo Road:**
Greenfield Road to Higley Road
**STATUS:** Planned

## PHASE II

**Recker Road:**
Ocotillo Road to Chandler Heights
**STATUS:** Planned

**Val Vista Road:**
At Union Pacific Railroad Grade Separation
**STATUS:** Planned

## PHASE III

**Val Vista Drive:**
Riggs Road to Hunt Highway
**STATUS:** Planned

## PHASE IV

**Power Road:**
At Pecos Road Grade Separation
**STATUS:** Planned

# TOWN OF GILBERT ALCP OVERVIEW

The Town of Gilbert is the lead agency for five projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 3.18 miles of roadway and represent $196.71 million in regional funding commitments.

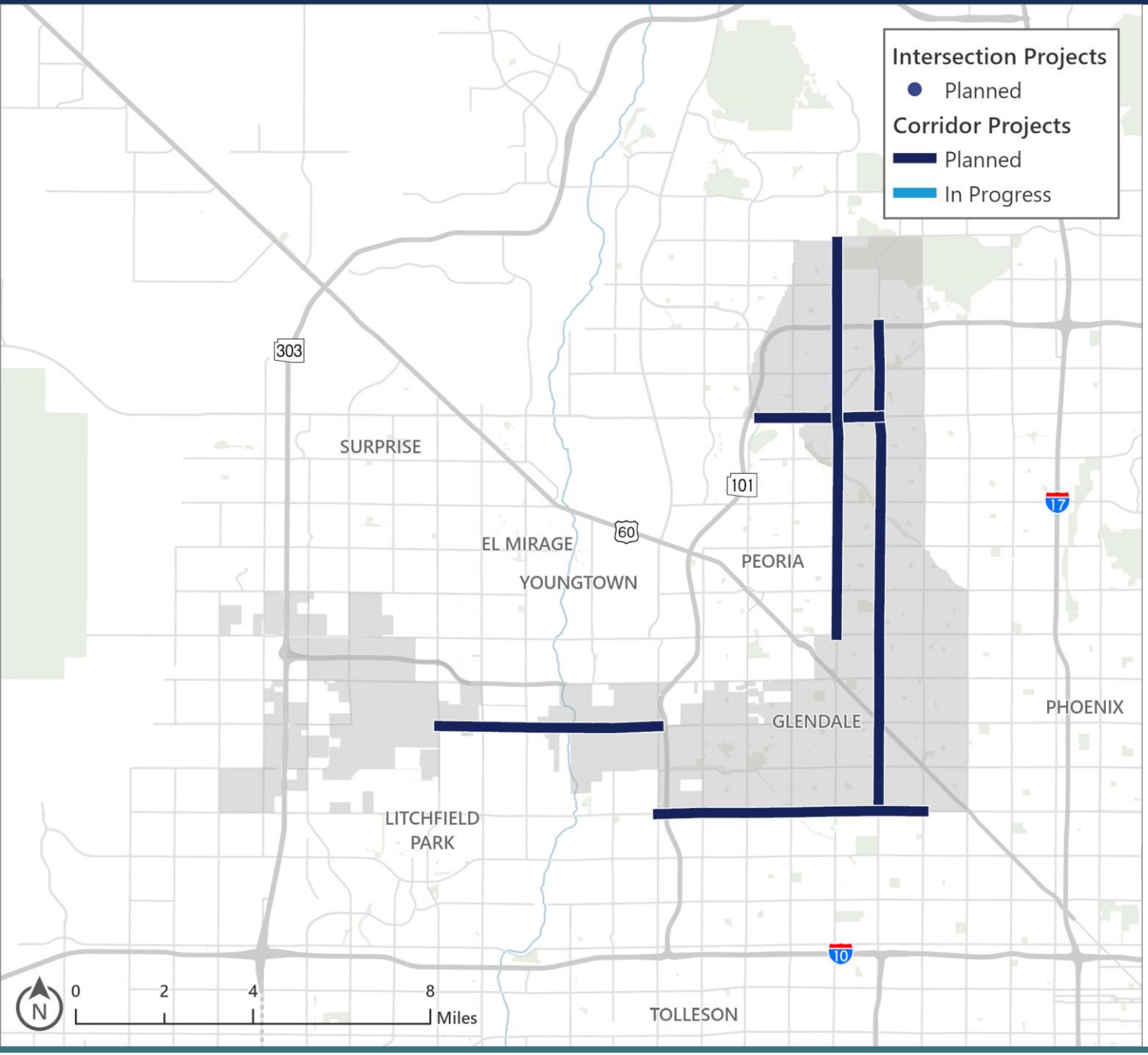
In FY 2026, the Town of Gilbert had no ALCP projects programmed for reimbursement.

# TOWN OF GILBERT ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLB-20-RTP-002 | I | Ocotillo Road: Greenfield Road to Higley Road | Gilbert | $0.00 | $5.79 | $52.15 | $57.95 | $87.44 | 2029 | 0.73 | Planned | |
| GLB-20-RTP-006 | IV | Power Road at Pecos Road Grade Separation | Gilbert | $0.00 | $0.00 | $99.37 | $99.37 | $149.94 | 2045 | 0.45 | Planned | |
| GLB-20-RTP-044 | II | Recker Road: Ocotillo Road to Chandler Heights | Gilbert | $0.00 | $0.00 | $8.94 | $8.94 | $13.48 | 2034 | 1.00 | Planned | |
| GLB-20-RTP-049 | III | Val Vista Drive: Riggs Road to Hunt Highway | Gilbert | $0.00 | $0.00 | $8.97 | $8.97 | $13.54 | 2028 | 1.00 | Planned | |
| GLB-20-RTP-102 | II | Val Vista Road at Union Pacific Railroad Grade Separation | Gilbert | $0.00 | $0.00 | $21.49 | $21.49 | $32.43 | 2034 | 0.00 | Planned | |
| | | | | $0.00 | $5.79 | $190.91 | $196.71 | $296.83 | | 3.18 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF GLENDALE




## PHASE I

**59th Avenue:**
Camelback to Loop 101
**STATUS:** Planned

## PHASE II

**67th Avenue:**
Olive Avenue to Pinnacle Peak Road
**STATUS:** Planned

**Camelback Road:**
99th Avenue to 51st Avenue
**STATUS:** Planned

## PHASE III

**Glendale Avenue:**
Litchfield Road to 99th Avenue
**STATUS:** Planned

## PHASE IV

**Bell Road:**
59th Avenue to 83rd Avenue
**STATUS:** Planned

# CITY OF GLENDALE ALCP OVERVIEW

The City of Glendale is the lead agency for five projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 16.82 miles of roadway and represent $188.31 million in regional funding commitments.

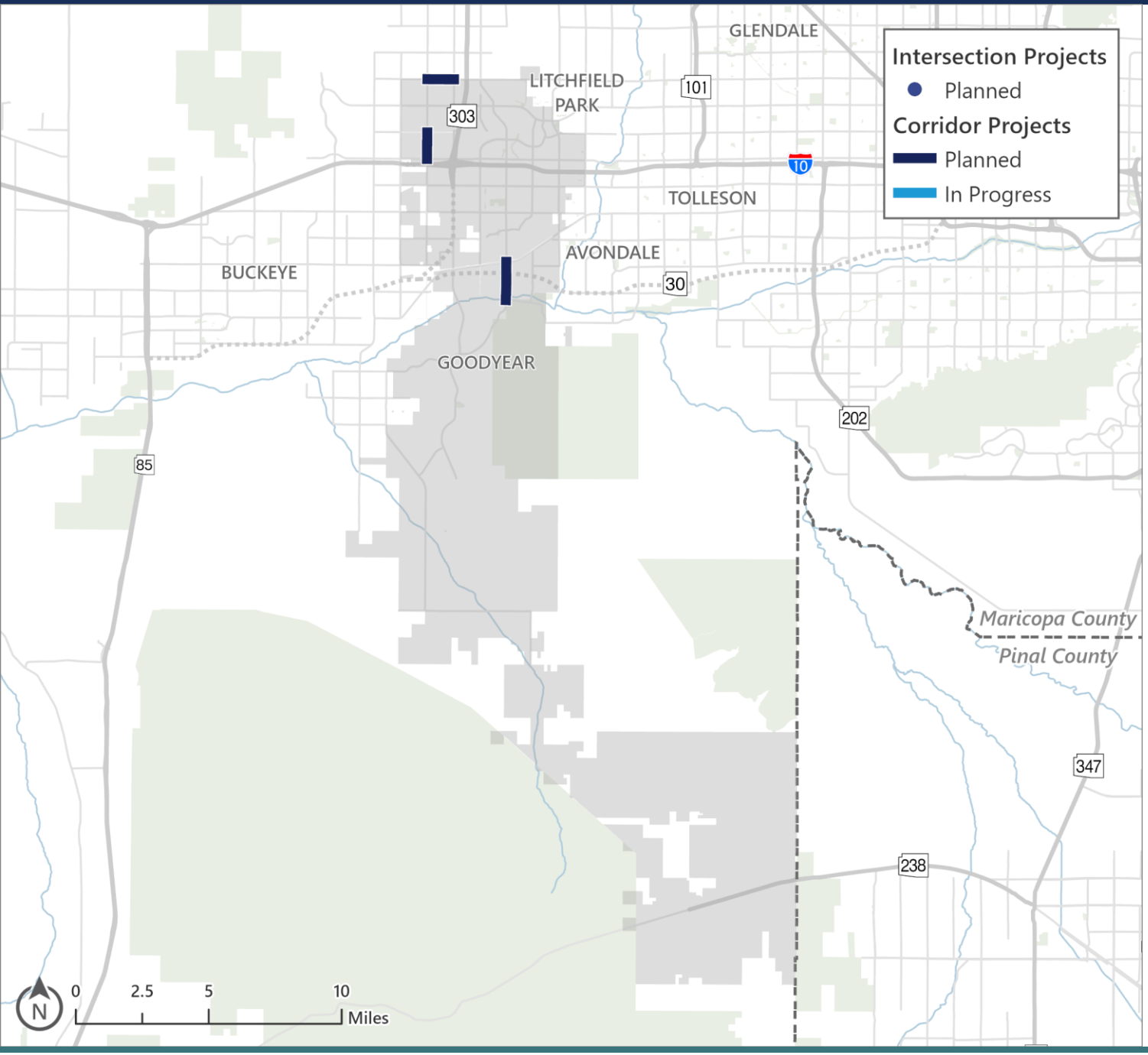
In FY 2026, the City of Glendale had no ALCP projects programmed for reimbursement.

# CITY OF GLENDALE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLN-20-RTP-001 | I | 59th Avenue: Camelback to Loop 101 | Glendale | $0.00 | $2.15 | $19.31 | $21.46 | $32.38 | 2029 | 11.00 | Planned | |
| GLN-20-RTP-034B | II | 67th Avenue: Olive Avenue to Pinnacle Peak Road | Glendale | $0.00 | $0.00 | $42.57 | $42.57 | $64.24 | 2034 | 1.25 | Planned | |
| GLN-20-RTP-038 | IV | Bell Road: 59th Avenue to 83rd Avenue | Glendale | $0.00 | $0.00 | $15.85 | $15.85 | $23.92 | 2044 | 1.67 | Planned | |
| GLN-20-RTP-035 | II | Camelback Road: 99th Avenue to 51st Avenue | Glendale | $0.00 | $0.00 | $51.98 | $51.98 | $78.43 | 2037 | 1.90 | Planned | |
| GLN-20-RTP-059 | III | Glendale Avenue: Litchfield Road to 99th Avenue | Glendale | $0.00 | $0.00 | $56.46 | $56.46 | $85.19 | 2039 | 1.00 | Planned | |
| | | | | $0.00 | $2.15 | $186.17 | $188.31 | $284.16 | | 16.82 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF GOODYEAR




## PHASE II

**Estrella Parkway:**
MC 85 to Vineyard Avenue
**STATUS:** Planned

## PHASE III

**Camelback Road:**
Citrus Road to Cotton Lane
**STATUS:** Planned

## PHASE IV

**Citrus Road:**
McDowell Road to Thomas Road
**STATUS:** Planned

# CITY OF GOODYEAR ALCP OVERVIEW

The City of Goodyear is the lead agency for three projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 3.5 miles of roadway and represent $52.34 million in regional funding commitments.

In the FY 2026 ALCP midyear update, Goodyear deleted two ALCP projects, one on Yuma Road (GDY-20-RTP-020) the other on Yuma Road Bridge (GDY-20-RTP-022) and shifted their funding to a new project on Estrella Parkway from MC 85 to Vineyard Avenue (GDY-26-RTP-001). Goodyear proposed these project change requests because the new project was of a higher priority and the two existing ALCP projects were not in the city's current capital improvement program. The project change requests were approved by Regional Council on October 22, 2025.

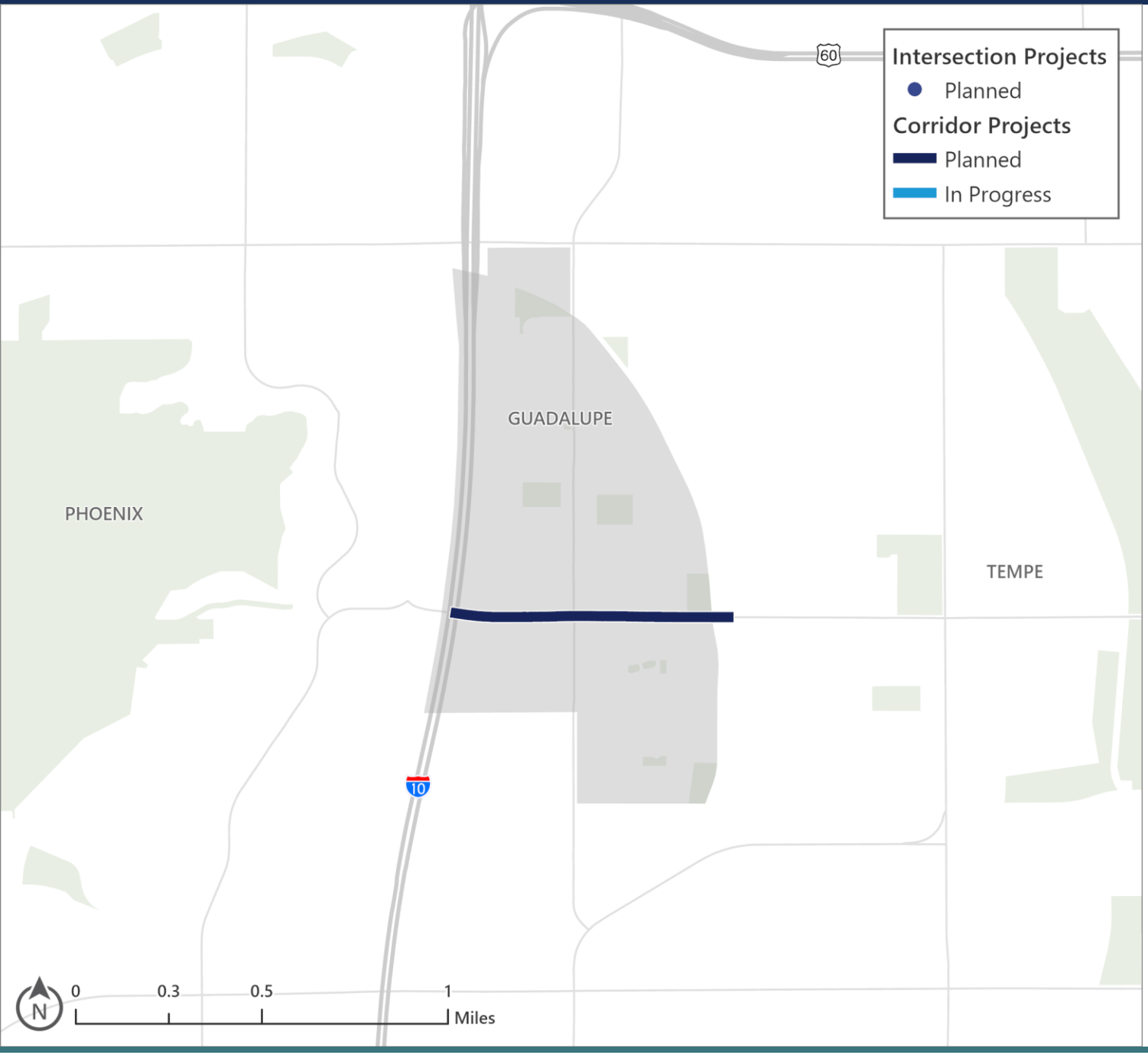
In FY 2026, the City of Goodyear had no ALCP projects programmed for reimbursement.

# CITY OF GOODYEAR ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GDY-20-RTP-027 | III | Camelback Road: Citrus Road to Cotton Lane | Goodyear | $0.00 | $0.00 | $12.91 | $12.91 | $19.48 | 2038 | 1.00 | Planned | |
| GDY-20-RTP-032 | IV | Citrus Road: McDowell Road to Thomas Road | Goodyear | $0.00 | $0.00 | $8.63 | $8.63 | $13.02 | 2045 | 1.00 | Planned | |
| GDY-20-RTP-020 | I | Yuma Road: Estrella Parkway to Litchfield Road | Goodyear | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2028 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to GDY-26-RTP-001in FY 2026. |
| GDY-20-RTP-022 | I | Yuma Road Bridge at Bullard Wash | Goodyear | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2028 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to GDY-26-RTP-001in FY 2026. |
| GDY-26-RTP-001 | II | Estrella Parkway: MC 85 to Vineyard Avenue | Goodyear | $0.00 | $0.00 | $30.80 | $30.80 | $44.00 | 2035 | 1.50 | Planned | |
| | | | | $0.00 | $0.00 | $52.34 | $52.34 | $76.51 | | 3.50 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# TOWN OF GUADALUPE




## PHASE II

**Guadalupe Road:**
I-10 to Parkside Drive
**STATUS:** Planned

# TOWN OF GUADALUPE ALCP OVERVIEW

The Town of Guadalupe is the lead agency for one project included within the funded portion of the Proposition 479 ALCP. This project will improve 0.7 miles of roadway and represent $2.58 million in regional funding commitments.

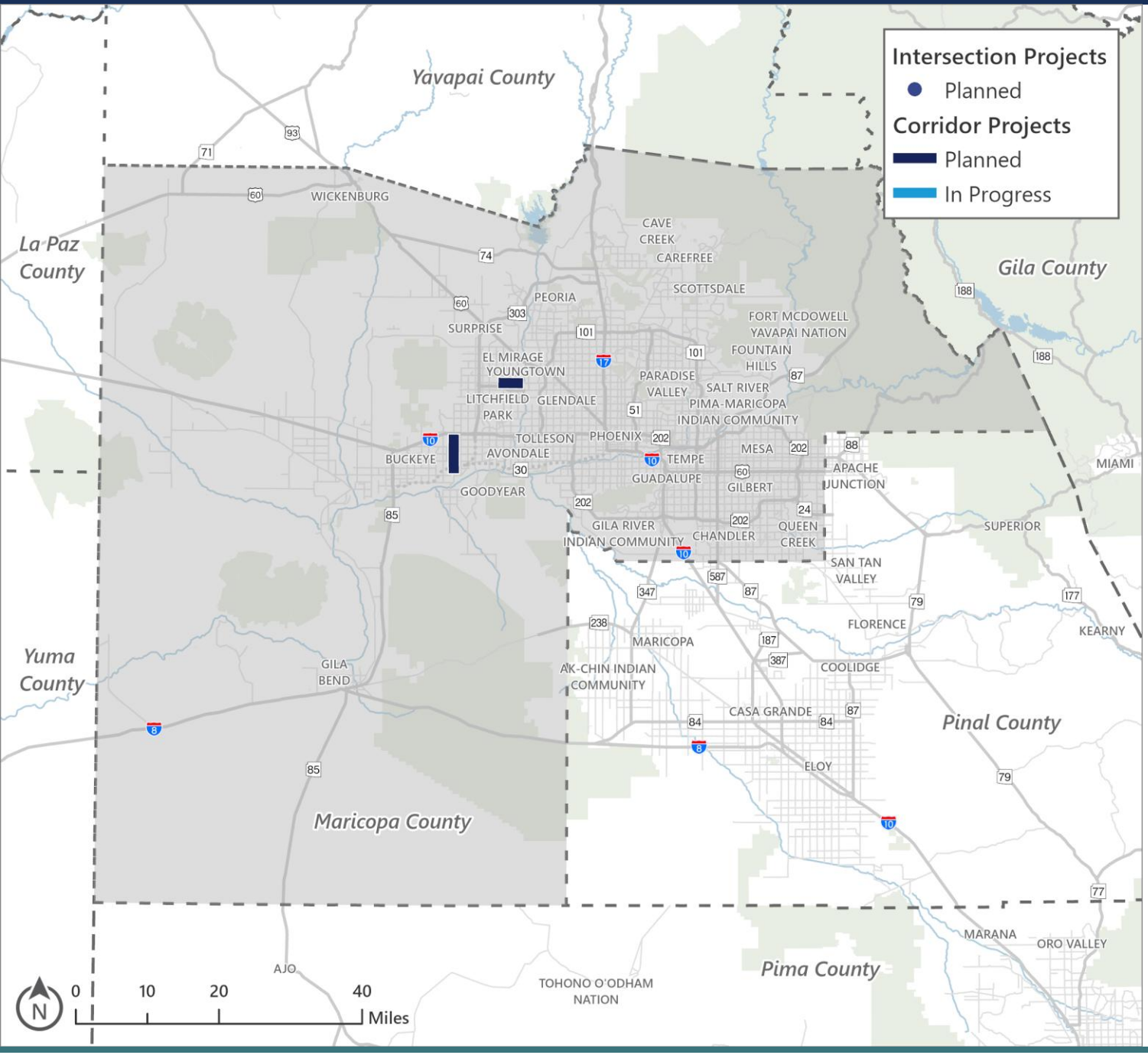
In FY 2026, the Town of Guadalupe had no ALCP projects programmed for reimbursement.

# TOWN OF GUADALUPE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GDL-20-RTP-001 | II | Guadalupe Road: I-10 to Parkside Drive | Guadalupe | $0.00 | $0.00 | $2.58 | $2.58 | $3.89 | 2033 | 0.70 | Planned | |
| | | | | $0.00 | $0.00 | $2.58 | $2.58 | $3.89 | | 0.70 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# MARICOPA COUNTY




## PHASE II

**Olive Avenue:**
Litchfield Road to El Mirage Road
**STATUS:** Planned

## PHASE III

**Jackrabbit Trail:**
Southern Avenue to Van Buren Street
**STATUS:** Planned

# MARICOPA COUNTY ALCP OVERVIEW

Maricopa County is the lead agency for two projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 5.5 miles of roadway and represent $57.54 million in regional funding commitments.

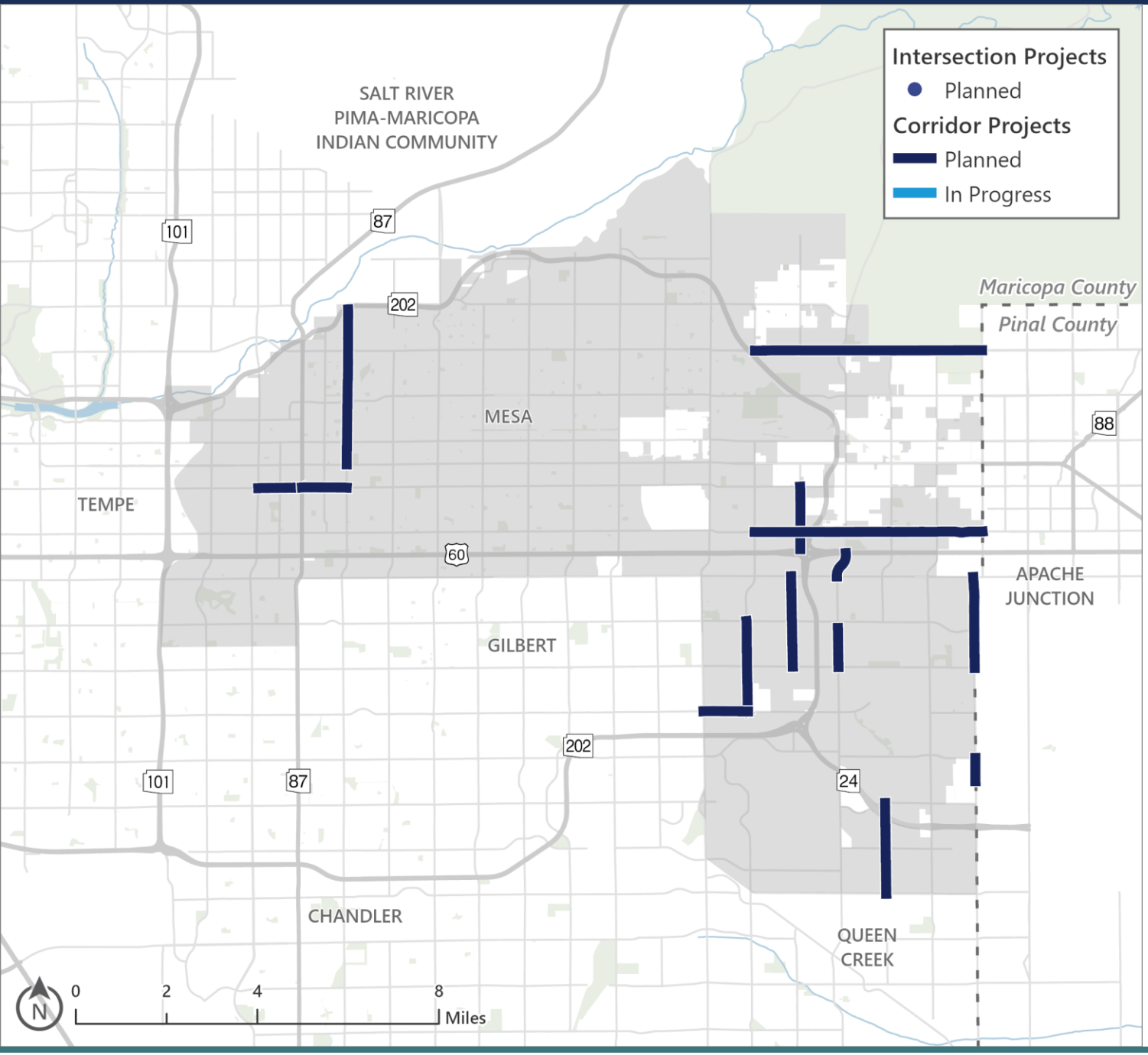
In FY 2026, Maricopa County had no ALCP projects programmed for reimbursement.

# MARICOPA COUNTY ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MMA-20-RTP-006 | III | Jackrabbit Trail: Southern Avenue to Van Buren Street | Maricopa County | $0.00 | $0.00 | $35.70 | $35.70 | $53.87 | 2043 | 1.50 | Planned | |
| MMA-20-RTP-003 | II | Olive Avenue: Litchfield Road to El Mirage Road | Maricopa County | $0.00 | $0.00 | $21.84 | $21.84 | $32.95 | 2031 | 2.30 | Planned | |
| | | | | $0.00 | $0.00 | $57.54 | $57.54 | $86.82 | | 5.50 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF MESA




## PHASE I

**Ellsworth Road:**
US 60 (Superstition)) to Baseline Road
**STATUS:** Planned

**Mesa Drive:**
Main Street to McKellips Road
**STATUS:** Planned

**Warner Road:**
Power Road to Sossaman Road
**STATUS:** Planned

## PHASE II

**Broadway Road:**
Country Club to Mesa Drive
**STATUS:** Planned

**Ellsworth Road:**
1/4 Mile South of Guadalupe Road to Elliot Road
**STATUS:** Planned

**Hawes Road:**
Baseline Road to Elliot Road
**STATUS:** Planned

**Hawes Road:**
Broadway Road to US 60 (Superstition)
**STATUS:** Planned

**Southern Avenue:**
Sossaman Road to Meridian Road
**STATUS:** Planned

## PHASE III

**Broadway Road:**
Country Club to Alma School
**STATUS:** Planned

**Crismon Road:**
Williams Field Road to Germann Road
**STATUS:** Planned

**Sossaman Road:**
1/2 South of Guadalupe Road to Warner Road
**STATUS:** Planned

**Meridian Road:**
Ray Road to State Route 24
**STATUS:** Planned

## PHASE IV

**McKellips Road:**
East of Sossaman Road to Meridian Road
**STATUS:** Planned

**Meridian Road:**
Baseline Road to Elliot Road
**STATUS:** Planned

# CITY OF MESA ALCP OVERVIEW

The City of Mesa is the lead agency for 14 projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 24.82 miles of roadway and represent $230.33 million in regional funding commitments.

In FY 2026, the City of Mesa had no ALCP projects programmed for reimbursement.

# CITY OF MESA ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MES-20-RTP-165 | III | Broadway Road: Country Club to Alma School | Mesa | $0.00 | $0.00 | $10.64 | $10.64 | $16.06 | 2038 | 0.97 | Planned | |
| MES-20-RTP-166 | II | Broadway Road: Country Club to Mesa Drive | Mesa | $0.00 | $0.00 | $11.74 | $11.74 | $17.71 | 2035 | 1.00 | Planned | |
| MES-20-RTP-017 | III | Crismon Road: Williams Field Road to Germann Road | Mesa | $0.00 | $0.00 | $18.83 | $18.83 | $28.41 | 2040 | 2.00 | Planned | |
| MES-20-RTP-016 | II | Ellsworth Road: 1/4 Mile South of Guadalupe Road to Elliot Road | Mesa | $0.00 | $0.00 | $1.92 | $1.92 | $2.90 | 2033 | 0.50 | Planned | |
| MES-20-RTP-019 | I | Ellsworth Road: US 60 (Superstition) to Baseline Road | Mesa | $0.00 | $0.00 | $4.80 | $4.80 | $7.25 | 2030 | 0.60 | Planned | |
| MES-20-RTP-007 | II | Hawes Road: Baseline Road to Elliot Road | Mesa | $0.00 | $0.00 | $8.33 | $8.33 | $12.56 | 2034 | 1.30 | Planned | |
| MES-20-RTP-006 | II | Hawes Road: Broadway Road to US 60 (Superstition) | Mesa | $0.00 | $0.00 | $8.52 | $8.52 | $12.85 | 2035 | 1.40 | Planned | |
| MES-20-RTP-008 | IV | McKellips Road: East of Sossaman Road to Meridian Road | Mesa | $0.00 | $0.00 | $41.99 | $41.99 | $63.36 | 2043 | 3.60 | Planned | |

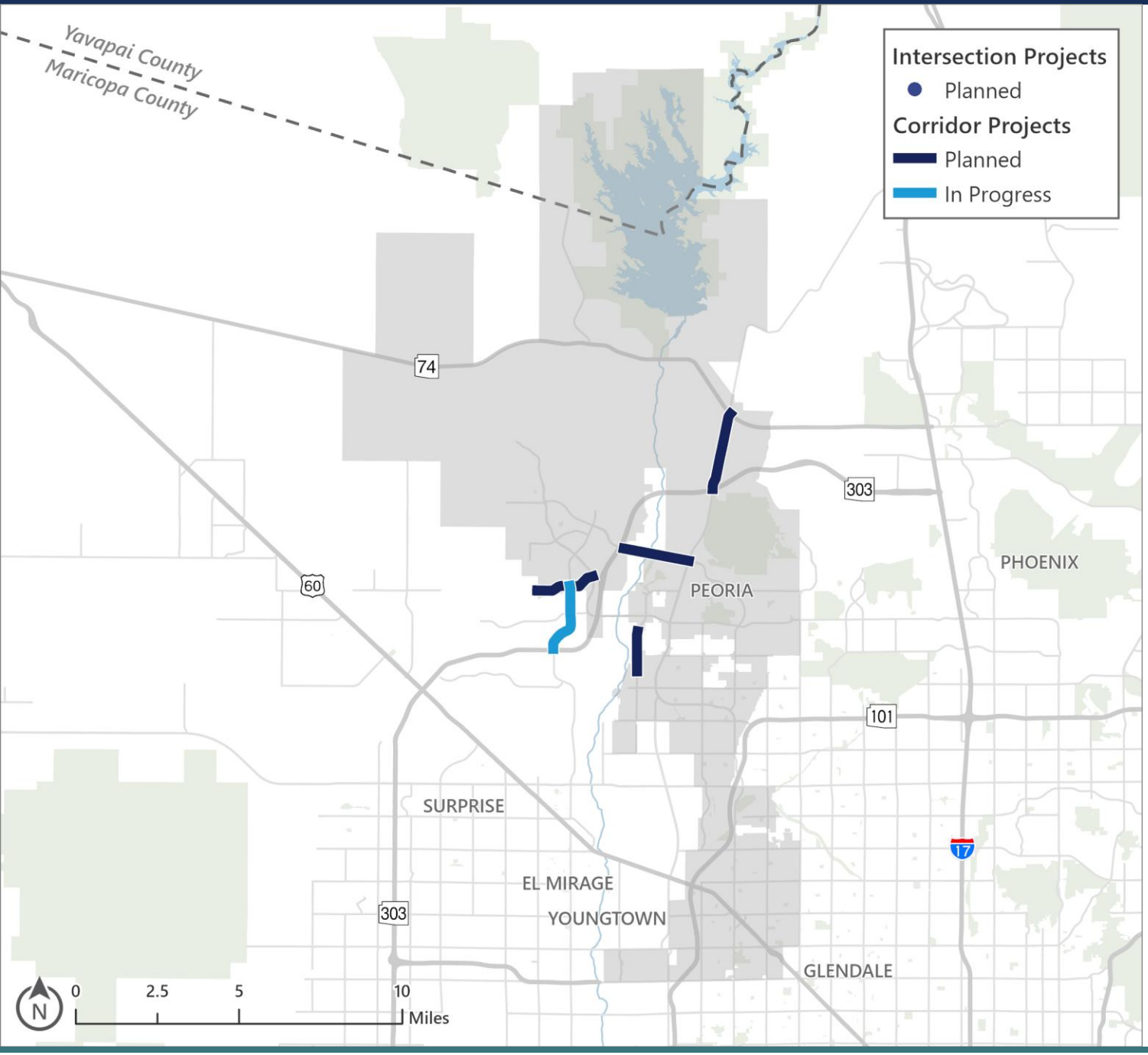
*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF MESA ALCP PROJECTS CONTINUED

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MES-20-RTP-009 | I | Mesa Drive: Main Street to McKellips Road | Mesa | $0.00 | $0.00 | $30.98 | $30.98 | $46.75 | 2030 | 3.45 | Planned | |
| MES-20-RTP-020 | III | Sossaman Road: 1/2 South of Guadalupe Road to Warner Road | Mesa | $0.00 | $0.00 | $18.40 | $18.40 | $28.63 | 2039 | 1.50 | Planned | |
| MES-20-RTP-011 | II | Southern Avenue: Sossaman Road to Meridian Road | Mesa | $0.00 | $0.00 | $16.84 | $16.84 | $25.42 | 2033 | 5.00 | Planned | |
| MES-20-RTP-031 | I | Warner Road: Power Road to Sossaman Road | Mesa | $0.00 | $0.00 | $21.38 | $21.38 | $32.26 | 2030 | 1.00 | Planned | |
| MES-20-RTP-038 | IV | Meridian Road: Baseline Road to Elliot Road | Mesa | $0.00 | $0.00 | $28.18 | $28.18 | $42.52 | 2043 | 2.00 | Planned | |
| MES-20-RTP-036 | III | Meridian Road: Ray Road to State Route 24 | Mesa | $0.00 | $0.00 | $7.78 | $7.78 | $11.74 | 2039 | 0.50 | Planned | |
| | | | | $0.00 | $0.00 | $230.33 | $230.33 | $348.43 | | 24.82 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF PEORIA




## PHASE I

**El Mirage Road:**
Loop 303 to Jomax Road
**STATUS:** Design/ROW

## PHASE II

**107th Avenue:**
Williams Road to Hatfield Road
**STATUS:** Planned

## PHASE III

**Jomax Road:**
Dysart Road to Vistancia Boulevard
**STATUS:** Planned

## PHASE IV

**Lake Pleasant Parkway:**
Loop 303 to State Route 74
**STATUS:** Planned

**Lone Mountain:**
Loop 303 to Lake Pleasant Parkway
**STATUS:** Planned

# CITY OF PEORIA ALCP OVERVIEW

The City of Peoria is the lead agency for five projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 9.78 miles of roadway and represent $150.72 million in regional funding commitments.

In the FY 2026 ALCP midyear update, Peoria deleted two ALCP projects, one on 107th Avenue (PEO-20-RTP-042) and the other on Thunderbird Road (PEO-20-RTP-044) and shifted their funding to an existing ALCP project on El Mirage Road. (PEO-RTP-001) Peoria proposed these project change requests because the El Mirage Road project was of a higher priority and the two deleted ALCP projects were not in the city's current capital improvement program. The project change requests were approved by Regional Council on October 22, 2025.

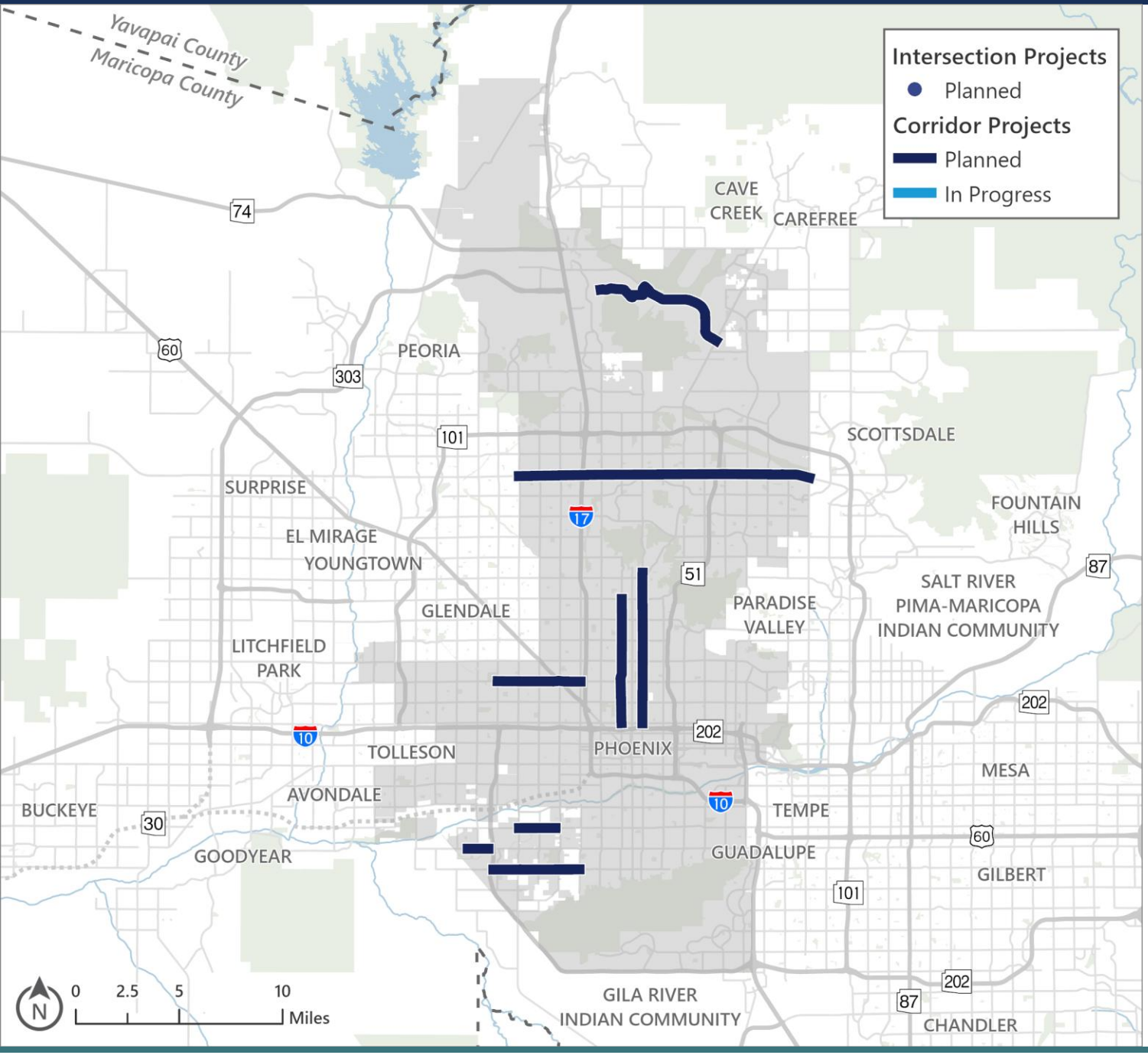
In FY 2026, the City of Peoria had a total of $ 21,046,424 programmed for reimbursement for one ALCP project on El Mirage Road from the Loop 303 to Jomax Road. No reimbursements were made pending execution of the Project Agreement.

# CITY OF PEORIA ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PEO-20-RTP-043 | II | 107th Avenue: Williams Road to Hatfield Road | Peoria | $0.00 | $0.00 | $8.87 | $8.87 | $13.38 | 2035 | 1.23 | Planned | |
| PEO-20-RTP-001 | I | El Mirage Road: Loop 303 to Jomax Road | Peoria | $0.00 | $21.05 | $24.49 | $45.54 | $65.05 | 2033 | 2.20 | Design/ROW | |
| PEO-20-RTP-021 | III | Jomax Road: Dysart Road to Vistancia Boulevard | Peoria | $0.00 | $0.00 | $20.49 | $20.49 | $30.92 | 2040 | 1.85 | Planned | |
| PEO-20-RTP-023 | IV | Lake Pleasant Parkway: Loop 303 to State Route 74 | Peoria | $0.00 | $0.00 | $30.18 | $30.18 | $45.54 | 2045 | 2.50 | Planned | |
| PEO-20-RTP-022 | IV | Lone Mountain: Loop 303 to Lake Pleasant Parkway | Peoria | $0.00 | $0.00 | $45.64 | $45.64 | $68.87 | 2043 | 2.00 | Planned | |
| PEO-20-RTP-042 | II | 107th Avenue: Union Hills Drive to Beardsley Road | Peoria | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2033 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to PEO-20-RTP-001 in FY 2026. |
| PEO-20-RTP-044 | I | Thunderbird Road: 83rd Avenue to 67th Avenue | Peoria | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2030 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to PEO-20-RTP-001 in FY 2026. |
| | | | | $0.00 | $21.05 | $129.67 | $150.72 | $223.77 | | 9.78 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF PHOENIX




## PHASE I

**Dobbins Road:**
Loop 202 South Mountain to 27th Avenue
**STATUS:** Planned

**Southern Avenue:**
51st Avenue to 37th Avenue
**STATUS:** Planned

## PHASE II

**7th Street:**
McDowell Road to Hatcher Road
**STATUS:** Planned

**Baseline Road:**
71st Avenue to 63rd Avenue
**STATUS:** Planned

## PHASE III

**7th Avenue:**
McDowell Road to Northern Avenue
**STATUS:** Planned

**Bell Road:**
51st Avenue to Scottsdale Road
**STATUS:** Planned

**Indian School Road:**
59th Avenue to 27th Avenue
**STATUS:** Planned

## PHASE IV

**Sonoran Desert Drive:**
Dove Valley Road to Cave Creek Road
**STATUS:** Planned

# CITY OF PHOENIX ALCP OVERVIEW

The City of Phoenix is the lead agency for eight projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 45.67 miles of roadway and represent $261.85 million in regional funding commitments.

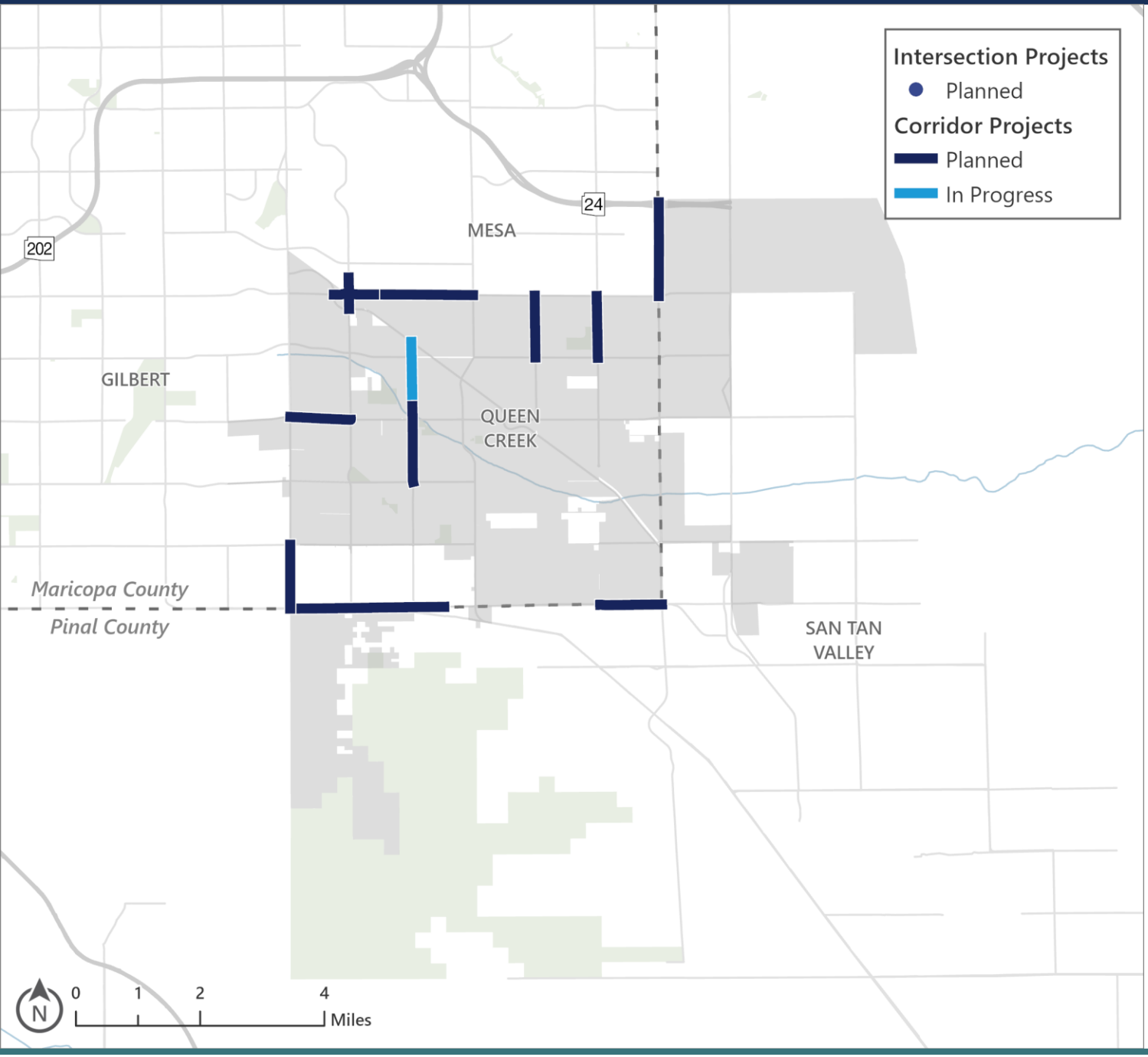
In FY 2026, the City of Phoenix had no ALCP projects programmed for reimbursement.

# CITY OF PHOENIX ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHX-20-RTP-058B | III | 7th Avenue: McDowell Road to Northern Avenue | Phoenix | $0.00 | $0.00 | $21.10 | $21.10 | $32.83 | 2038 | 6.00 | Planned | |
| PHX-20-RTP-058A | II | 7th Street: McDowell Road to Hatcher Road | Phoenix | $0.00 | $0.00 | $21.39 | $21.39 | $33.28 | 2036 | 7.30 | Planned | |
| PHX-20-RTP-129D | II | Baseline Road: 71st Avenue to 63rd Avenue | Phoenix | $0.00 | $0.00 | $7.20 | $7.20 | $11.20 | 2038 | 0.50 | Planned | |
| PHX-20-RTP-108 | III | Bell Road: 51st Avenue to Scottsdale Road | Phoenix | $0.00 | $0.00 | $24.22 | $24.22 | $37.69 | 2040 | 14.10 | Planned | |
| PHX-20-RTP-109 | I | Dobbins Road: Loop 202 South Mountain to 27th Avenue | Phoenix | $0.00 | $0.00 | $38.31 | $38.31 | $59.61 | 2032 | 4.16 | Planned | |
| PHX-20-RTP-064 | III | Indian School Road: 59th Avenue to 27th Avenue | Phoenix | $0.00 | $0.00 | $11.88 | $11.88 | $18.49 | 2038 | 4.01 | Planned | |
| PHX-20-RTP-113 | IV | Sonoran Desert Drive: Dove Valley Road to Cave Creek Road | Phoenix | $0.00 | $0.00 | $125.59 | $125.59 | $195.43 | 2043 | 7.80 | Planned | |
| PHX-20-RTP-129C | I | Southern Avenue: 51st Avenue to 37th Avenue | Phoenix | $0.00 | $4.86 | $7.30 | $12.16 | $18.93 | 2028 | 1.80 | Planned | |
| | | | | $0.00 | $4.86 | $256.99 | $261.85 | $407.46 | | 45.67 | | |

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# TOWN OF QUEEN CREEK




## PHASE I

**Germann Road:**
Rittenhouse to 194th Way (Sossaman/UPRR)
**STATUS:** Planned

**Hawes Road:**
Rittenhouse Road to Jude Drive
**STATUS:** Design/ROW

**Hawes Road:**
Jude Drive to Chandler Heights Road
**STATUS:** Planned

## PHASE II

**Meridian Road:**
Germann Road to State Route 24
**STATUS:** Planned

## PHASE III

**Crimson Road:**
Germann Road to Queen Creek Road
**STATUS:** Planned

**Germann Road:**
Sossaman Road to Ellsworth Road
**STATUS:** Planned

**Ocotillo Road:**
Power Road to Sossaman Road
**STATUS:** Planned

**Power Road:**
Riggs Road to Hunt Highway
**STATUS:** Planned

**Signal Butte Road:**
Germann Road to Ryan Road
**STATUS:** Planned

**Sossaman Road:**
Germann Road to Rittenhouse Road
**STATUS:** Planned

## PHASE IV

**Empire Road:**
Signal Butte to Gary Road
**STATUS:** Planned

**Hunt Highway:**
Power Road to Ellsworth Road
**STATUS:** Planned

# TOWN OF QUEEN CREEK ALCP OVERVIEW

The Town of Queen Creek is the lead agency for 12 projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 15.97 miles of roadway and represent $156.29 million in regional funding commitments.

In FY 2026, Queen Creek segmented an original ALCP project on Hawes Road from Rittenhouse Road (QNC-20-RTP-053) to Chandler Heights to two projects. The two new project segments are Hawes Road from Rittenhouse Road to Jude Drive (QNC-26-RTP-053-A) and Hawes Road from Jude Drive to Chandler Heights Road (QNC-26-RTP-053-B). Queen Creek requested to segment the original ALCP project to match the ALCP with how the town intends to deliver the project. The project change requests were approved by Regional Council on March 25, 2026.

In FY 2026, the Town of Queen Creek had a total of $1,400,000 programmed for reimbursement for one ALCP project on Hawes Road from Rittenhouse Road to Jude Drive. No reimbursements were made pending execution of the Project Agreement.

# TOWN OF QUEEN CREEK ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| QNC-20-RTP-024 | III | Crimson Road: Germann Road to Queen Creek Road | Queen Creek | $0.00 | $0.00 | $6.55 | $6.55 | $9.89 | 2039 | 1.00 | Planned | |
| QNC-20-RTP-021 | IV | Empire Road: Signal Butte to Gary Road | Queen Creek | $0.00 | $0.00 | $8.27 | $8.27 | $12.49 | 2035 | 1.00 | Planned | |
| QNC-20-RTP-036 | III | Germann Road: Sossaman Road to Ellsworth Road | Queen Creek | $0.00 | $0.00 | $16.37 | $16.37 | $24.70 | 2040 | 1.63 | Planned | |
| QNC-20-RTP-035 | I | Germann Road: Rittenhouse to 194th Way (Sossaman/UPRR) | Queen Creek | $0.00 | $1.29 | $10.44 | $11.74 | $17.71 | 2028 | 0.61 | Planned | |
| QNC-26-RTP-053-A | I | Hawes Road: Rittenhouse Road to Jude Drive | Queen Creek | $0.00 | $13.56 | $0.00 | $13.56 | $19.37 | 2027 | 2.25 | Design/ROW | Segmented from QNC-20-RTP-053 in FY 2026 |
| QNC-26-RTP-053-B | I | Hawes Road: Jude Drive to Chandler Heights Road | Queen Creek | $0.00 | $1.88 | $14.67 | $16.55 | $23.64 | 2028 | 2.25 | Planned | Segmented from QNC-20-RTP-053 in FY 2026 |
| QNC-20-RTP-038 | IV | Hunt Highway: Power Road to Ellsworth Road | Queen Creek | $0.00 | $0.00 | $28.42 | $28.42 | $42.89 | 2046 | 2.98 | Planned | |
| QNC-20-RTP-004 | III | Ocotillo Road: Power Road to Sossaman Road | Queen Creek | $0.00 | $0.00 | $8.88 | $8.88 | $13.40 | 2040 | 0.97 | Planned | |

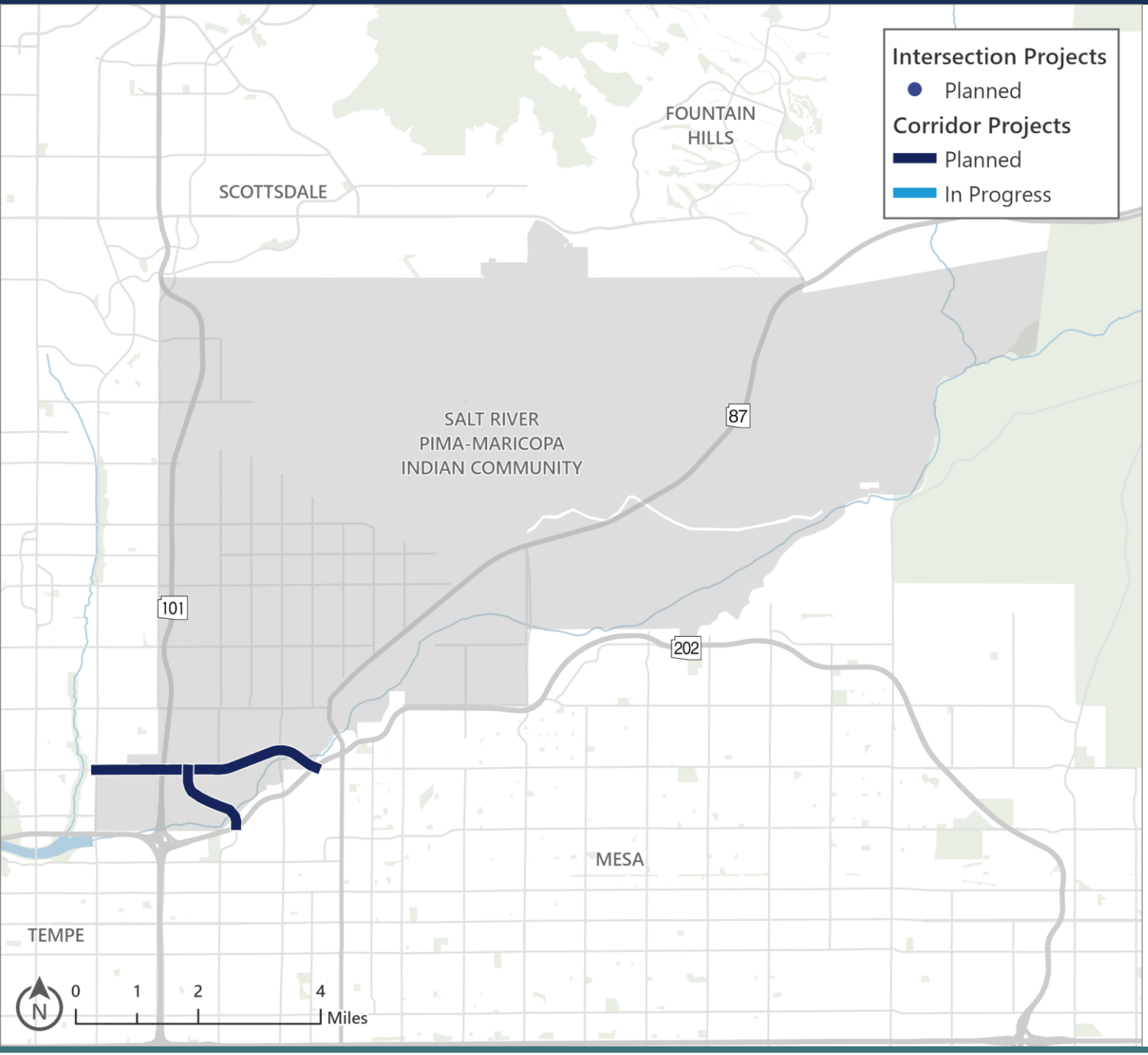
*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# TOWN OF QUEEN CREEK ALCP PROJECTS CONTINUED

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| QNC-20-RTP-050 | III | Power Road: Riggs Road to Hunt Highway | Queen Creek | $0.00 | $0.00 | $11.28 | $11.28 | $17.01 | 2040 | 1.03 | Planned | |
| QNC-20-RTP-025 | III | Signal Butte Road: Germann Road to Ryan Road | Queen Creek | $0.00 | $0.00 | $7.14 | $7.14 | $10.78 | 2039 | 0.50 | Planned | |
| QNC-20-RTP-034 | III | Sossaman Road: Germann Road to Rittenhouse Road | Queen Creek | $0.00 | $0.00 | $6.46 | $6.46 | $9.74 | 2038 | 0.25 | Planned | |
| QNC-20-RTP-032 | II | Meridian Road: Germann Road to State Route 24 | Queen Creek | $0.00 | $0.00 | $21.06 | $21.06 | $31.78 | 2033 | 1.50 | Planned | |
| | | | | $0.00 | $16.74 | $139.55 | $156.29 | $233.41 | | 15.97 | | |

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# SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY




## PHASE III

**Dobson Road Bridge:**
At the Salt River
**STATUS:** Planned

## PHASE IV

**McKellips Road:**
Hayden Road to Loop 202
**STATUS:** Planned

# SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY ALCP OVERVIEW

The Salt River Pima-Maricopa Indian Community is the lead agency for two projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 5.1 miles of roadway and represent $89.2 million in regional funding commitments.

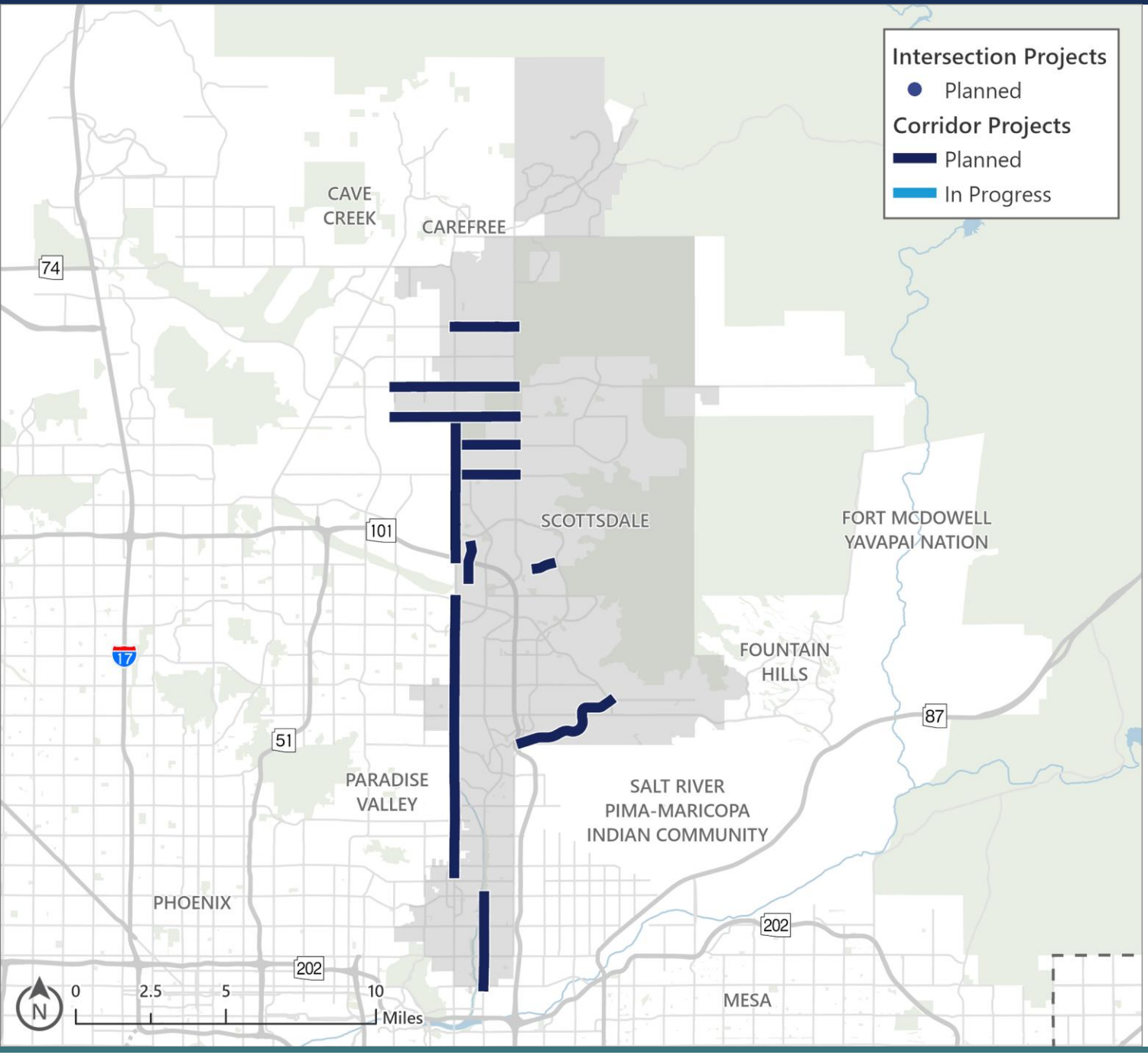
In FY 2026, the Salt River Pima-Maricopa Indian Community had no ALCP projects programmed for reimbursement.

# SALT RIVER PIMA-MARICOPA INDIAN COMMUNITY ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SRP-20-RTP-001 | III | Dobson Road Bridge at the Salt River | SRPMIC/ MCDOT | $0.00 | $0.00 | $48.21 | $48.21 | $72.75 | 2038 | 1.50 | Planned | |
| SRP-20-RTP-009 | IV | McKellips Road: Hayden Road to Loop 202 | SRPMIC/ MCDOT | $0.00 | $0.00 | $40.99 | $40.99 | $61.85 | 2044 | 3.60 | Planned | |
| | | | | $0.00 | $0.00 | $89.20 | $89.20 | $134.60 | | 5.10 | | |

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# CITY OF SCOTTSDALE




## PHASE I

**Dynamite Boulevard:**
56th Street to Pima Road
**STATUS:** Planned

**Legacy Boulevard Bridge:**
94th Street to 98th Street
**STATUS:** Planned

**Pinnacle Peak Road:**
Scottsdale Road to Pima Road
**STATUS:** Planned

## PHASE II

**Hayden Road:**
McKellips Road to Indian School Road
**STATUS:** Planned

**Miller Road:**
Princess Drive to Legacy Boulevard
**STATUS:** Planned

**Scottsdale Road:**
Loop 101 to Jomax Road
**STATUS:** Planned

**Via Linda:**
90th Street to Frank Lloyd Wright Boulevard
**STATUS:** Planned

## PHASE III

**Happy Valley Road:**
Scottsdale Road to Pima Road
**STATUS:** Planned

**Jomax Road:**
56th Road to 94th Street
**STATUS:** Planned

**Scottsdale Road:**
Highland Avenue to Frank Lloyd Wright Boulevard
**STATUS:** Planned

## PHASE IV

**Lone Mountain Road:**
68th Street to Pima Road
**STATUS:** Planned

# CITY OF SCOTTSDALE ALCP OVERVIEW

The City of Scottsdale is the lead agency for 11 projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 33.56 miles of roadway and represent $247.96 million in regional funding commitments.

In FY 2026, the City of Scottsdale had a total of $320,177.10 programmed for reimbursement for one ALCP project on Legacy Boulevard bridge from 94th Street to 98th Street. No reimbursements were made pending execution of the Project Agreement.

# CITY OF SCOTTSDALE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCT-20-RTP-016 | I | Dynamite Boulevard: 56th Street to Pima Road | Scottsdale | $0.00 | $0.00 | $45.30 | $45.30 | $68.36 | 2030 | 4.00 | Planned | |
| SCT-20-RTP-001 | III | Happy Valley Road: Scottsdale Road to Pima Road | Scottsdale | $0.00 | $0.00 | $20.32 | $20.32 | $30.66 | 2040 | 1.80 | Planned | |
| SCT-20-RTP-011 | II | Hayden Road: McKellips Road to Indian School Road | Scottsdale | $0.00 | $0.00 | $10.55 | $10.55 | $15.93 | 2032 | 3.00 | Planned | |
| SCT-20-RTP-031 | III | Jomax Road: 56th Road to 94th Street | Scottsdale | $0.00 | $0.00 | $29.96 | $29.96 | $45.20 | 2040 | 4.02 | Planned | |
| SCT-20-RTP-004 | I | Legacy Boulevard Bridge: 94th Street to 98th Street | Scottsdale | $0.00 | $1.28 | $1.92 | $3.20 | $4.83 | 2028 | 0.50 | Planned | |
| SCT-20-RTP-041 | IV | Lone Mountain Road: 68th Street to Pima Road | Scottsdale | $0.00 | $0.00 | $14.25 | $14.25 | $21.50 | 2046 | 2.50 | Planned | |
| MAG-20-RTP-079 | II | Miller Road: Princess Drive to Legacy Boulevard | Scottsdale | $0.00 | $0.00 | $14.81 | $14.81 | $22.35 | 2034 | 1.00 | Planned | |
| SCT-20-RTP-006 | I | Pinnacle Peak Road: Scottsdale Road to Pima Road | Scottsdale | $0.00 | $0.00 | $16.90 | $16.90 | $25.50 | 2030 | 2.00 | Planned | |

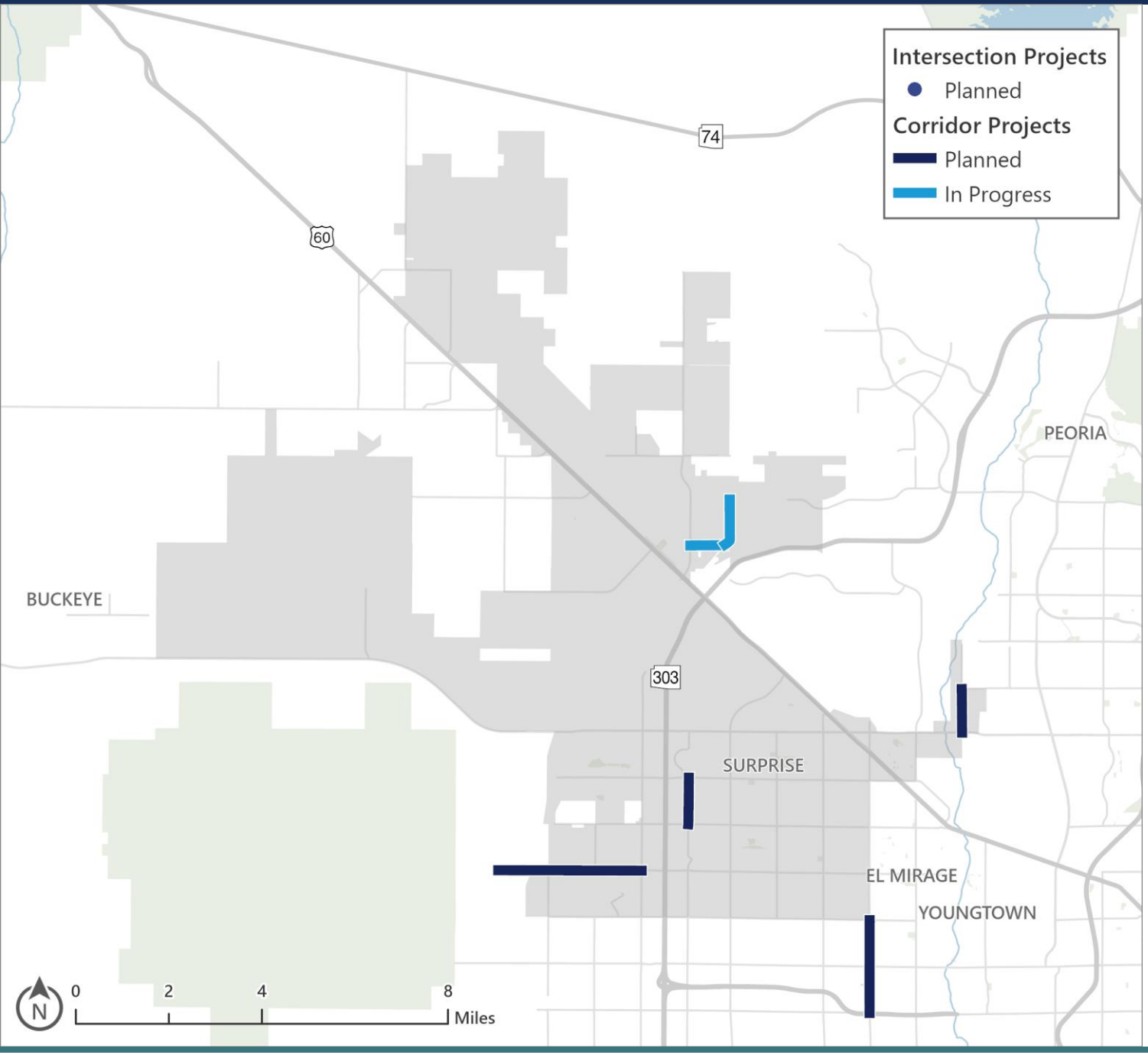
*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF SCOTTSDALE ALCP PROJECTS CONTINUED

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SCT-20-RTP-028 | III | Scottsdale Road: Highland Avenue to Frank Lloyd Wright Boulevard | Scottsdale | $0.00 | $0.00 | $44.12 | $44.12 | $66.58 | 2039 | 6.34 | Planned | |
| SCT-20-RTP-023 | II | Scottsdale Road: Loop 101 to Jomax Road | Scottsdale | $0.00 | $0.00 | $29.02 | $29.02 | $43.78 | 2035 | 4.70 | Planned | |
| SCT-20-RTP-068 | II | Via Linda: 90th Street to Frank Lloyd Wright Boulevard | Scottsdale | $0.00 | $0.00 | $19.54 | $19.54 | $29.49 | 2032 | 3.70 | Planned | |
| | | | | $0.00 | $1.28 | $246.68 | $247.96 | $374.17 | | 33.56 | | |

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# CITY OF SURPRISE




## PHASE I

**155th Avenue:**
Pinnacle Peak Road to Happy Valley Road
**STATUS:** Design/ROW

**Pinnacle Peak Road:**
163rd Avenue to 155th Avenue
**STATUS:** Design/ROW

## PHASE II

**Sarival Avenue:**
Greenway Road to Waddell Road
**STATUS:** Planned

## PHASE III

**115th Avenue:**
Bell Road to Union Hills Drive
**STATUS:** Planned

## PHASE IV

**Cactus Road:**
Jackrabbit Trail to Cotton Lane
**STATUS:** Planned

**Dysart Road:**
Northern Avenue to Peoria Avenue
**STATUS:** Planned

# CITY OF SURPRISE ALCP OVERVIEW

The City of Surprise is the lead agency for six projects included within the funded portion of the Proposition 479 ALCP. These projects will improve 9.07 miles of roadway and represent $90.83 million in regional funding commitments.

In the FY 2026 ALCP midyear update, Surprise deleted two ALCP projects, one on Waddell Road (SUR-20-RTP-126) and the other on 163rd Avenue (SUR-20-RTP-026) and shifted their funding to two new projects on 155th Avenue (SUR-26-RTP-001) and Pinnacle Peak Road (SUR-26-RTP-002). Surprise proposed these project change requests because the two new projects were of a higher priority and were to be constructed alongside freeway interchange improvements made to the U.S. 60 and the Loop 303. The project change requests were approved by Regional Council on October 22, 2025.

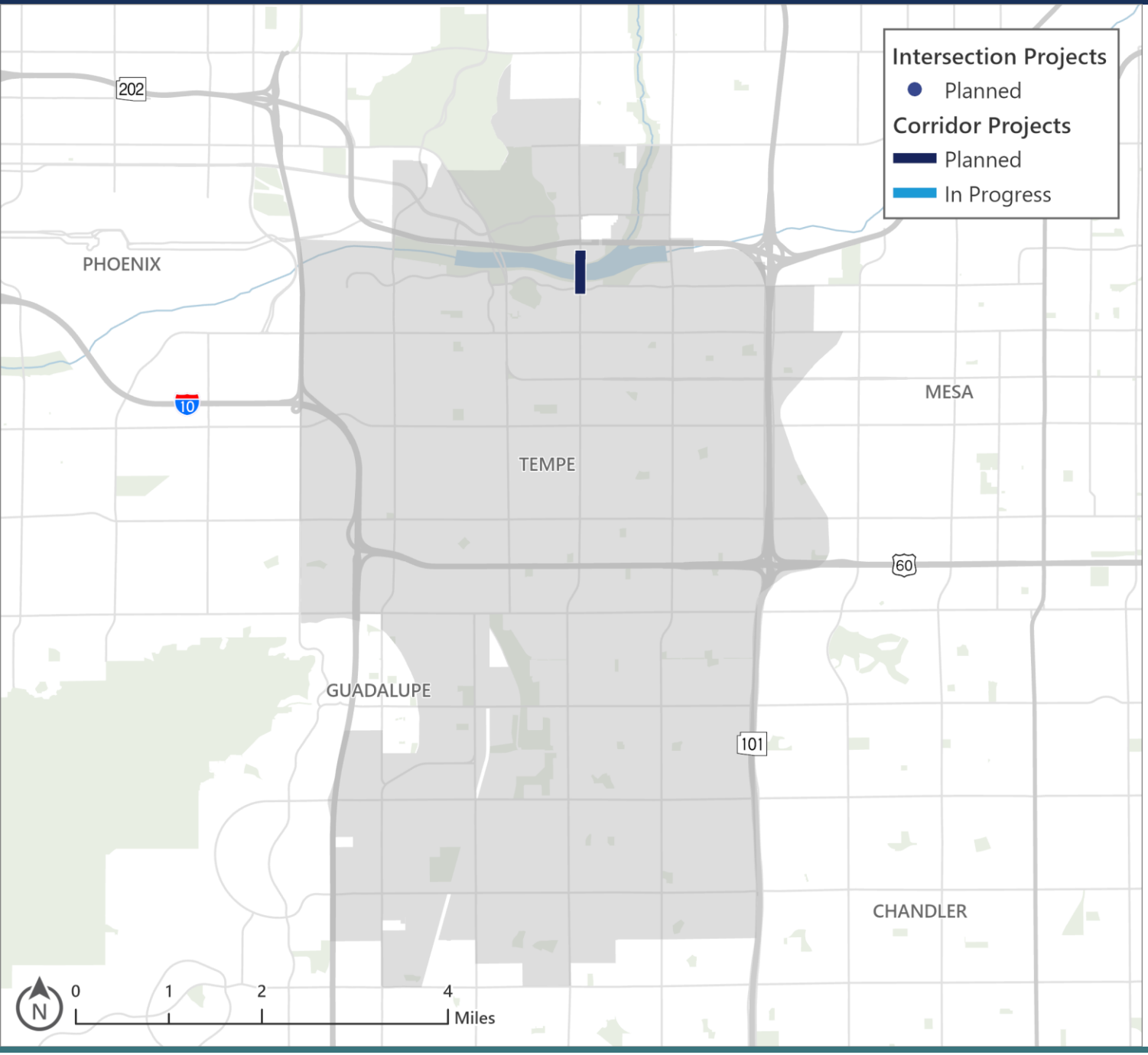
In FY 2026, the City of Surprise had a total of $ 908,810.00 programmed for reimbursement for one ALCP project on 155th Avenue from Pinnacle Peak Road to Happy Valley Road. No reimbursements were made pending execution of the Project Agreement.

# CITY OF SURPRISE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUR-20-RTP-024 | III | 115th Avenue: Bell Road to Union Hills Drive | Surprise | $0.00 | $0.00 | $6.74 | $6.74 | $10.17 | 2040 | 1.00 | Planned | |
| SUR-20-RTP-026 | I | 163rd Avenue: US 60 (Grand Avenue) to Jomax Road | Surprise | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2028 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to SUR-26-RTP-001 in FY 2026. |
| SUR-26-RTP-001 | I | 155th Avenue: Pinnacle Peak Road to Happy Valley Road | Surprise | $0.00 | $5.19 | $13.54 | $18.72 | $26.75 | 2028 | 1.00 | Design/ROW | |
| SUR-20-RTP-047 | IV | Cactus Road: Jackrabbit Trail to Cotton Lane | Surprise | $0.00 | $0.00 | $35.75 | $35.75 | $53.95 | 2046 | 3.07 | Planned | |
| SUR-26-RTP-002 | I | Pinnacle Peak Road: 163rd Avenue to 155th Avenue | Surprise | $0.00 | $0.00 | $5.19 | $5.19 | $7.42 | 2030 | 1.00 | Design/ROW | |
| SUR-20-RTP-099 | II | Sarival Avenue: Greenway Road to Waddell Road | Surprise | $0.00 | $0.00 | $6.22 | $6.22 | $9.39 | 2033 | 1.00 | Planned | |
| SUR-20-RTP-082 | IV | Dysart Road: Northern Avenue to Peoria Avenue | Surprise | $0.00 | $0.00 | $18.20 | $18.20 | $27.47 | 2043 | 2.00 | Planned | |
| SUR-20-RTP-126 | I | Waddell Road: 175th Avenue to Cotton Lane | Surprise | $0.00 | $0.00 | $0.00 | $0.00 | $0.00 | 2027 | 0.00 | Substituted | Project substituted out of ALCP and funding shifted to SUR-26-RTP-002 in FY 2026. |
| | | | | $0.00 | $5.19 | $85.64 | $90.83 | $135.14 | | 9.07 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF TEMPE




## PHASE III

**Rural Road Bridge:**
At the Salt River
**STATUS:** Planned

# CITY OF TEMPE ALCP OVERVIEW

The City of Tempe is the lead agency for one project included within the funded portion of the Proposition 479 ALCP. This project will improve 0.25 miles of roadway and represent $13.37 million in regional funding commitments.

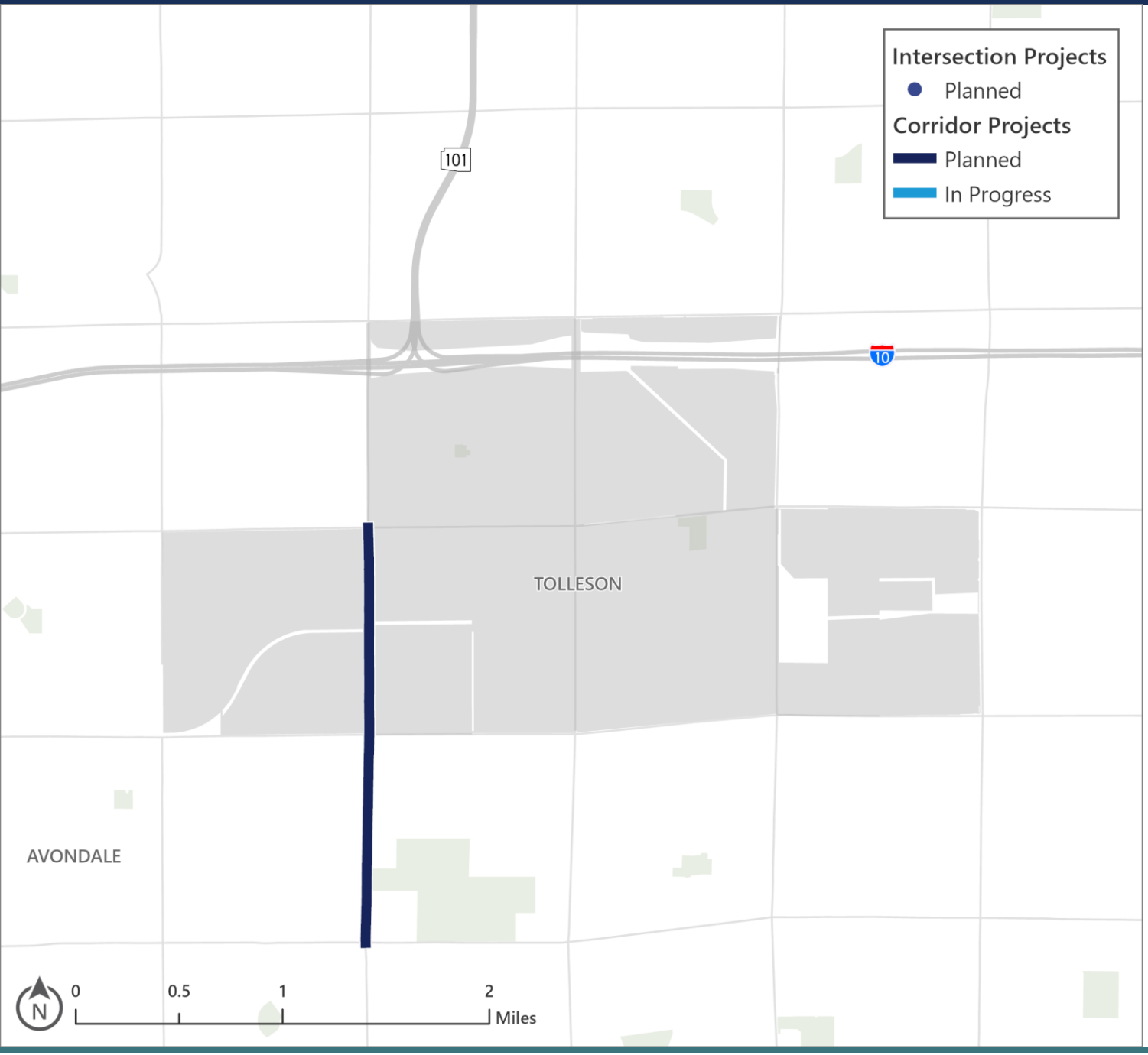
In FY 2026, the City of Tempe had no ALCP projects programmed for reimbursement.

# CITY OF TEMPE ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TMP-20-RTP-061 | III | Rural Road Bridge at the Salt River | Tempe | $0.00 | $0.00 | $13.37 | $13.37 | $20.18 | 2040 | 0.25 | Planned | |
| | | | | $0.00 | $0.00 | $13.37 | $13.37 | $20.18 | | 0.25 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# CITY OF TOLLESON




## PHASE III

**99th Avenue:**
Van Buren Street to Lower Buckeye Road (TOL)
**STATUS:** Planned

# CITY OF TOLLESON ALCP OVERVIEW

The City of Tolleson is the lead agency for one project included within the funded portion of the Proposition 479 ALCP. This project will improve 2 miles of roadway and represent $13.06 million in regional funding commitments.

In FY 2026, the City of Tolleson had no ALCP projects programmed for reimbursement.

# CITY OF TOLLESON ALCP PROJECTS

| RTP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOL-20-RTP-002 | III | 99th Avenue: Van Buren Street to Lower Buckeye Road (TOL) | Tolleson | $0.00 | $0.00 | $13.06 | $13.06 | $19.71 | 2038 | 2.00 | Planned | |
| | | | | $0.00 | $0.00 | $13.06 | $13.06 | $19.71 | | 2.00 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*




# APPENDIX D-1 TRANSIT LIFE CYCLE PROGRAM (TLCP)

# TRANSIT LIFE CYCLE PROGRAM (TLCP) OVERVIEW

***DETAILED APPENDIX REPORTING BEGINS FY 2027 WITH PROPOSITION 479 TLCP IMPLEMENTATION***



# APPENDIX E-1 REGIONAL COMPETITIVE PROGRAMS

# REGIONAL TRANSPORTATION INFRASTRUCTURE AND COMPETITIVE PROGRAMS SUMMARY

On June 23, 2021, the MAG Regional Council approved the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) to serve as the basis for Proposition 479. The RSTIIP represents the list of projects and programs funded through the Prop 479 and the other revenues available to the region. On August 1, 2023, Governor Hobbs signed Senate Bill 1102, enabling legislation for the extension of Proposition 400. As a result of that legislation, conforming changes were made to the RSTIIP and approved by the MAG Regional Council on September 27, 2023.

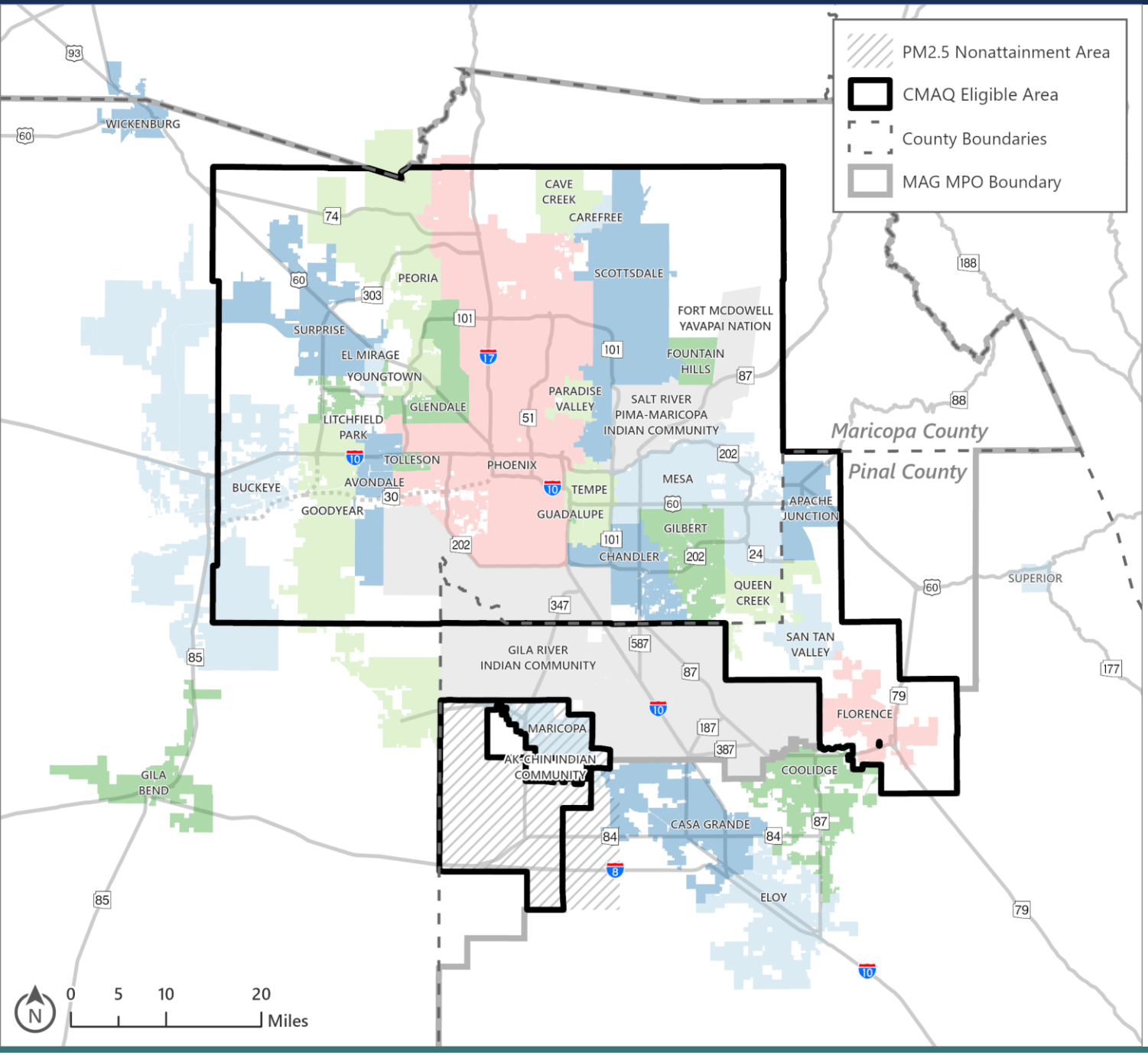
A core component of the RSTIIP is allocating funding not included within the life cycle programs through a competitive process. This section details each of the competitive programs with activities for the prior year and a look ahead. Based on SB 1102 the competitive funding is broken into two categories. Regional Transportation Infrastructure is the first category and includes nonmotorized mobility infrastructure, emerging technologies and air quality measures. The other category, Regional Competitive Programs, encompasses arterial rehabilitation, arterial widening, arterial intersection, safety, ITS and TDM expansion. This appendix includes reporting for the Enhanced Mobility Program, which is a subset of the transit element of the RSTIIP that is administered as an independent competitive program in alignment with federal requirements and interagency agreement.

## *Actual and Future Estimated Reimbursements*

| COMPETITIVE PROGRAM | PRIOR REIMBURSEMENTS | FY 2026 REIMBURSEMENTS | EST. FUTURE REIMBURSEMENTS | TOTAL AWARDED TO DATE |
|---|---|---|---|---|
| Arterial Rehabilitation and Reconstruction Program | $0.00 | $15.11 | $78.76 | $93.87 |
| Arterial Widening Program | $0.00 | $0.00 | $56.35 | $56.35 |
| Air Quality Program | $0.00 | $0.00 | $1.40 | $1.40 |
| Enhanced Mobility Program (Section 5310) | $0.00 | $0.00 | $7.36 | $7.36 |
| **Total** | $0.00 | $15.11 | $143.87 | $158.98 |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place.*

# AIR QUALITY PROGRAM




## PHASE I

**FY 2026 PM-10 Certified Street Sweepers Call for Projects**

**PROJECTS SELECTED:** 4

**TOTAL AWARDED:** $1.40M

# AIR QUALITY PROGRAM OVERVIEW

The RSTIIP continues the Air Quality competitive program, which is funded through the Regional Transportation Infrastructure set-aside. The Air Quality programs support air quality conformity efforts related to the Clean Air Act, including the procurement of PM-10 Certified Street Sweepers and Paving Unpaved Roads projects.

In FY 2026, a Call for Projects for PM-10 Certified Street Sweepers was conducted. A memo was sent out to members of the MAG Management Committee in August 2025, identifying $1,400,000 in available CMAQ funding for programming in FY 2026. Applications were due in late September 2025, and 21 applications were received by the deadline. The MAG Regional Council approved the prioritized project listing and recommended funding scenario on December 3, 2025, which included four PM-10 Certified Street Sweepers.

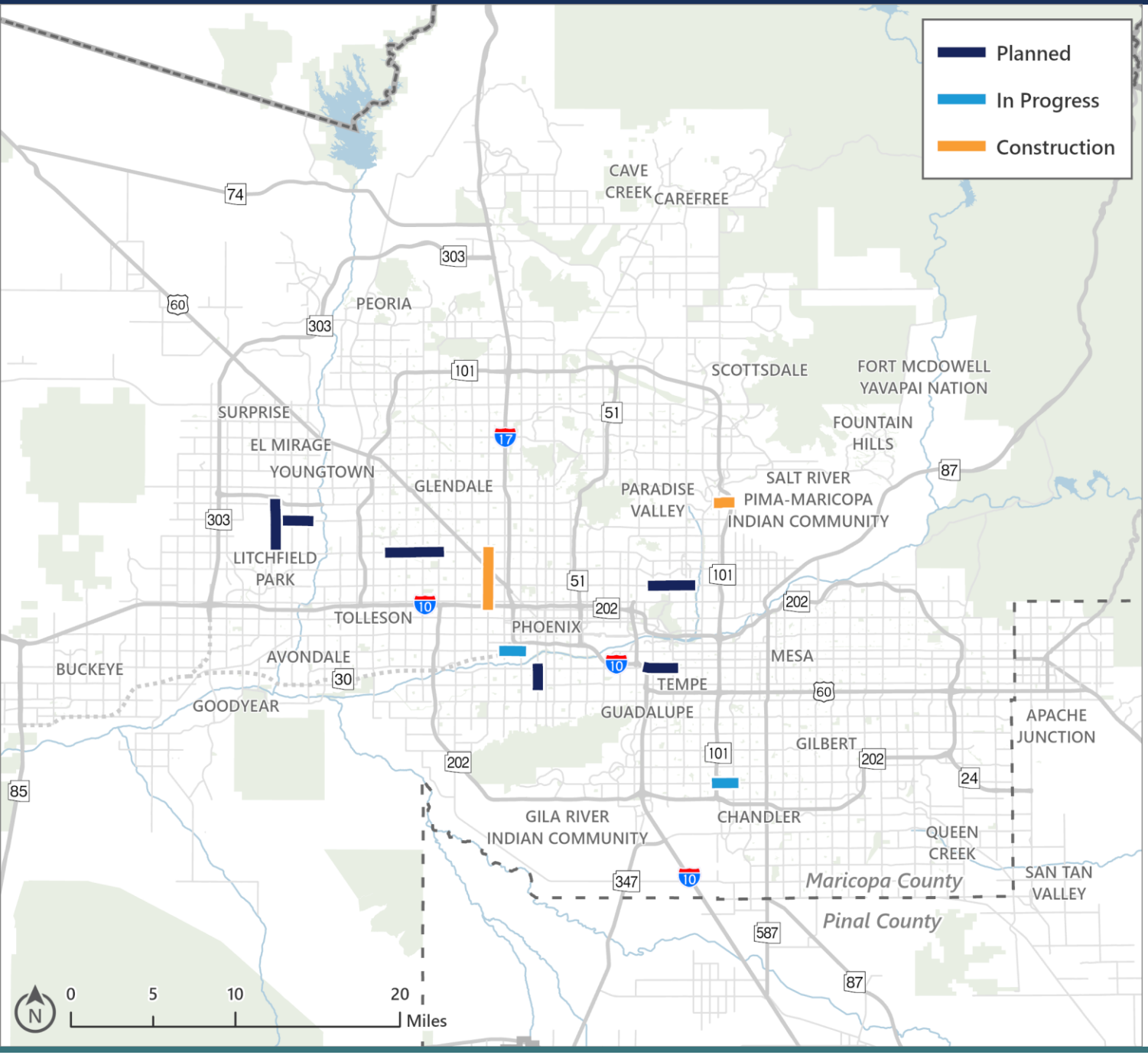
The Paving Unpaved Roads program is intended to reduce particulate emissions in the region. The paving of dirt roads, alleys, and shoulders is included in the MAG 2012 Five Percent Plan for PM-10. In addition, MAG also programs funding in the West Central Pinal PM-2.5 nonattainment area. Available regional federal funding for Paving Unpaved Roads projects is approximately $5.5 million annually. The most recent call for projects for Paving Unpaved Roads was completed in February 2025 for fiscal years 2026 through 2028. The next call for projects should be held in calendar year 2027 for fiscal years 2029 through 2031.

# AIR QUALITY PROGRAM PROJECTS (PM-10 CERTIFIED STREET SWEEPERS)

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| BKY26-580 | I | Expand Sweeper Area, Replace Sweeper | Buckeye | $0.00 | $0.21 | $0.21 | $0.46 | Partially funded |
| PEO26-580 | I | Replace Sweeper | Peoria | $0.00 | $0.37 | $0.37 | $0.39 | |
| PHX26-580 | I | Replace Sweeper | Phoenix | $0.00 | $0.44 | $0.44 | $0.47 | |
| TMP26-580 | I | Replace Sweeper | Tempe | $0.00 | $0.38 | $0.38 | $0.40 | |
| | | | | $0.00 | $1.40 | $1.40 | $1.72 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ARTERIAL REHABILITATION AND RECONSTRUCTION PROGRAM




## PHASE I

**FY 2026-2028 ARRP Call for Projects**

**PROJECTS SELECTED:** 10

**TOTAL AWARDED:** $93.87M

# ARTERIAL REHABILITATION AND RECONSTRUCTION PROGRAM OVERVIEW

The Arterial Rehabilitation and Reconstruction Program (ARRP) was established as part of the Regional Strategic Transportation Infrastructure Investment Plan (RTSIIP), last approved in September 2023. The goal of the program is to provide funding to member agencies to enhance regional mobility by upgrading current roadways and implementing improvements to improve mobility and safety, including lighting, signals, and bicycle/pedestrian facilities.

A notice for the Call for Projects was sent out to members of the Management Committee in late March 2025. A total of $93,750,000 in Surface Transportation Block Grant Program (STBGP) funding was available in FYs 2026, 2027, and 2028. Applications were due in early May 2025, and 24 eligible ARRP applications were received by the deadline. The MAG Regional Council approved the prioritized project listing and recommended funding scenario on June 25, 2025, which included 10 ARRP projects.

Awarded projects are currently in the early stages of implementation with foundational planning and coordination efforts underway. Agencies are focused on initiating key processes to ensure successful execution. As implementation progresses, emphasis will be placed on maintaining clear communication and meeting project milestones. Formal updates will be provided to MAG on a biannual basis, supplemented by smaller, ongoing updates in between to ensure transparency and provide timely insight into progress as milestones are reached. The first project from the ARRP began construction in April 2026.

# ARTERIAL REHABILITATION AND RECONSTRUCTION PROGRAM PROJECTS

| TIP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CHN26-520 | I | Chandler Blvd: Price Rd to Dobson Rd | Chandler | $0.00 | $0.18 | $4.25 | $4.43 | $16.30 | 2028 | 1.00 | Design | |
| GLN26-521 | I | Litchfield Road: Missouri Road to Northern Avenue | Glendale | $0.00 | $3.95 | $11.96 | $15.91 | $22.72 | 2028 | 2.50 | Planned | |
| GLN26-522 | I | Glendale Avenue: El Mirage Road to Litchfield Road | Glendale | $0.00 | $1.95 | $8.55 | $10.51 | $15.01 | 2028 | 2.00 | Planned | |
| GLN26-523 | I | Camelback Road: 59th Avenue to 83rd Avenue | Glendale | $0.00 | $1.35 | $12.54 | $13.89 | $19.85 | 2028 | 3.00 | Planned | |
| PHX26-520 | I | 35th Ave: I-10 to Camelback Rd | Phoenix | $10.03 | $0.00 | $0.00 | $10.03 | $14.33 | 2026 | 3.20 | Construction | Transferred to City's BUILD grant |
| PHX26-521 | I | Lower Buckeye Rd: 27th Ave to 19th Ave | Phoenix | $0.00 | $0.00 | $8.49 | $8.49 | $12.13 | 2028 | 1.01 | Design | |
| PHX26-523 | I | 7th Ave: Southern Ave to Broadway Rd | Phoenix | $0.00 | $0.00 | $4.00 | $4.00 | $13.04 | 2029 | 1.00 | Planned | Partially funded |
| SCT26-520 | I | Thomas Rd: 56th St to 74th St | Scottsdale | $0.00 | $0.27 | $17.11 | $17.38 | $24.85 | 2028 | 2.25 | Planned | |

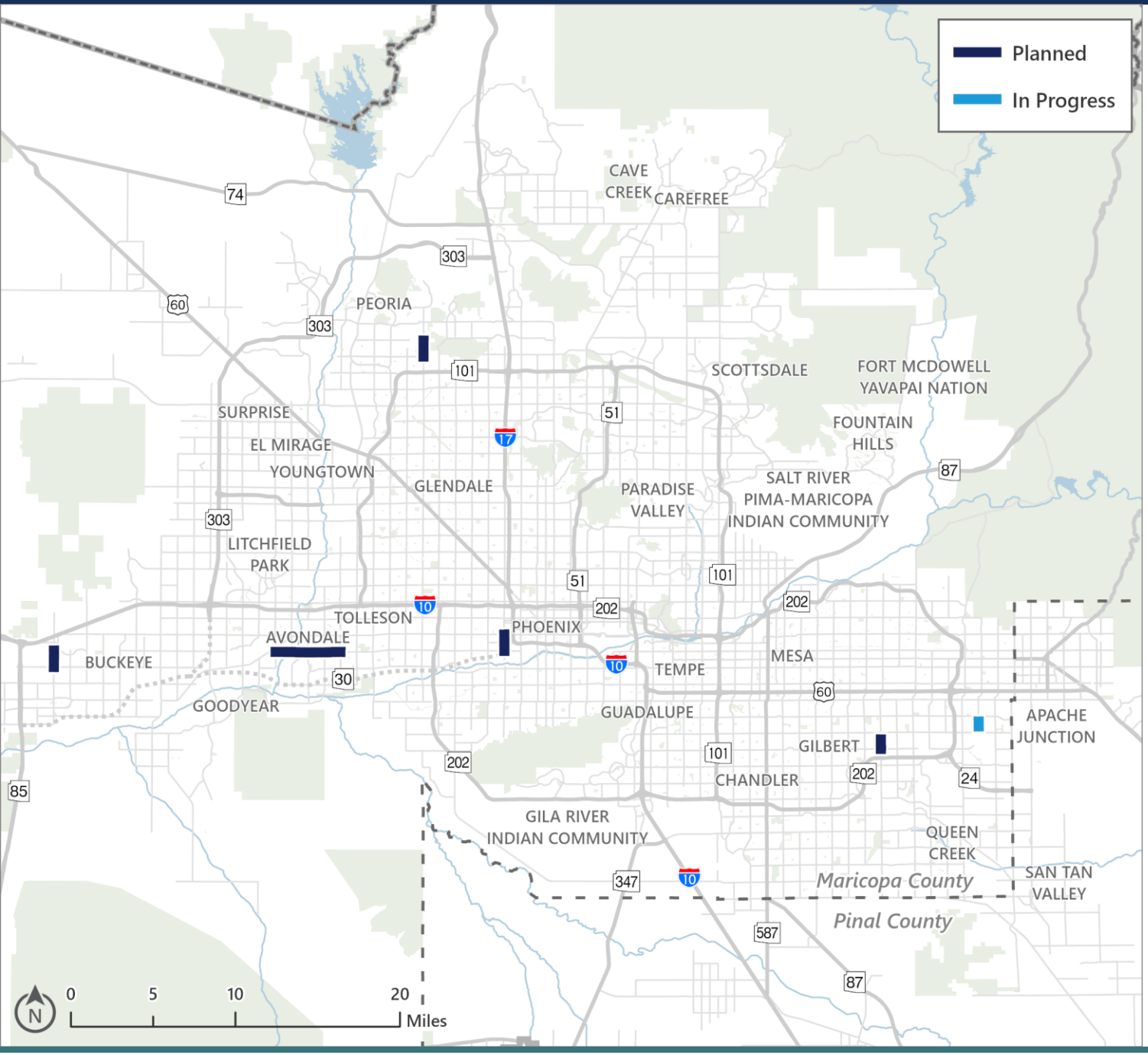
*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ARTERIAL REHABILITATION AND RECONSTRUCTION PROGRAM PROJECTS (CONTINUED)

| TIP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SRP26-520 | I | Via de Ventura: Pima Rd to Loop 101 (Pima Freeway) | SRPMIC | $5.08 | $0.00 | $0.00 | $5.08 | $7.26 | 2026 | 0.62 | Construction | Transferred to the Bureau of Indian Affairs |
| TMP26-520 | I | Broadway Rd: 55th St to Mill Ave | Tempe | $0.00 | $0.65 | $3.51 | $4.16 | $5.94 | 2028 | 1.50 | Planned | |
| | | | | $15.11 | $8.35 | $70.41 | $93.87 | $151.43 | | 18.08 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ARTERIAL WIDENING PROGRAM




## PHASE I

**FY 2026-2028 AWP Call for Projects**

**PROJECTS SELECTED:** 6

**TOTAL AWARDED:** $56.35M

# ARTERIAL WIDENING PROGRAM OVERVIEW

The Arterial Widening Program (AWP) was established as part of the Regional Strategic Transportation Infrastructure Investment Plan (RTSIIP), last approved in September 2023. The goal of the program is to provide funding to member agencies to increase regional mobility by improving capacity on existing roadways and allowing for the expansion of the network while continuing the region's focus on mobility and safety.

A notice for the Call for Projects was sent out to members of the Management Committee in late March 2025. A total of $56,250,000 in Surface Transportation Block Grant Program (STBGP) funding was available in FYs 2026, 2027, and 2028. Applications were due in early May 2025, and 14 eligible AWP applications were received by the deadline. The MAG Regional council approved the prioritized project listing and recommended funding scenario on June 25, 2025, which included seven AWP projects. During FY 2026 the City of Avondale combined their two awards into a singular project.

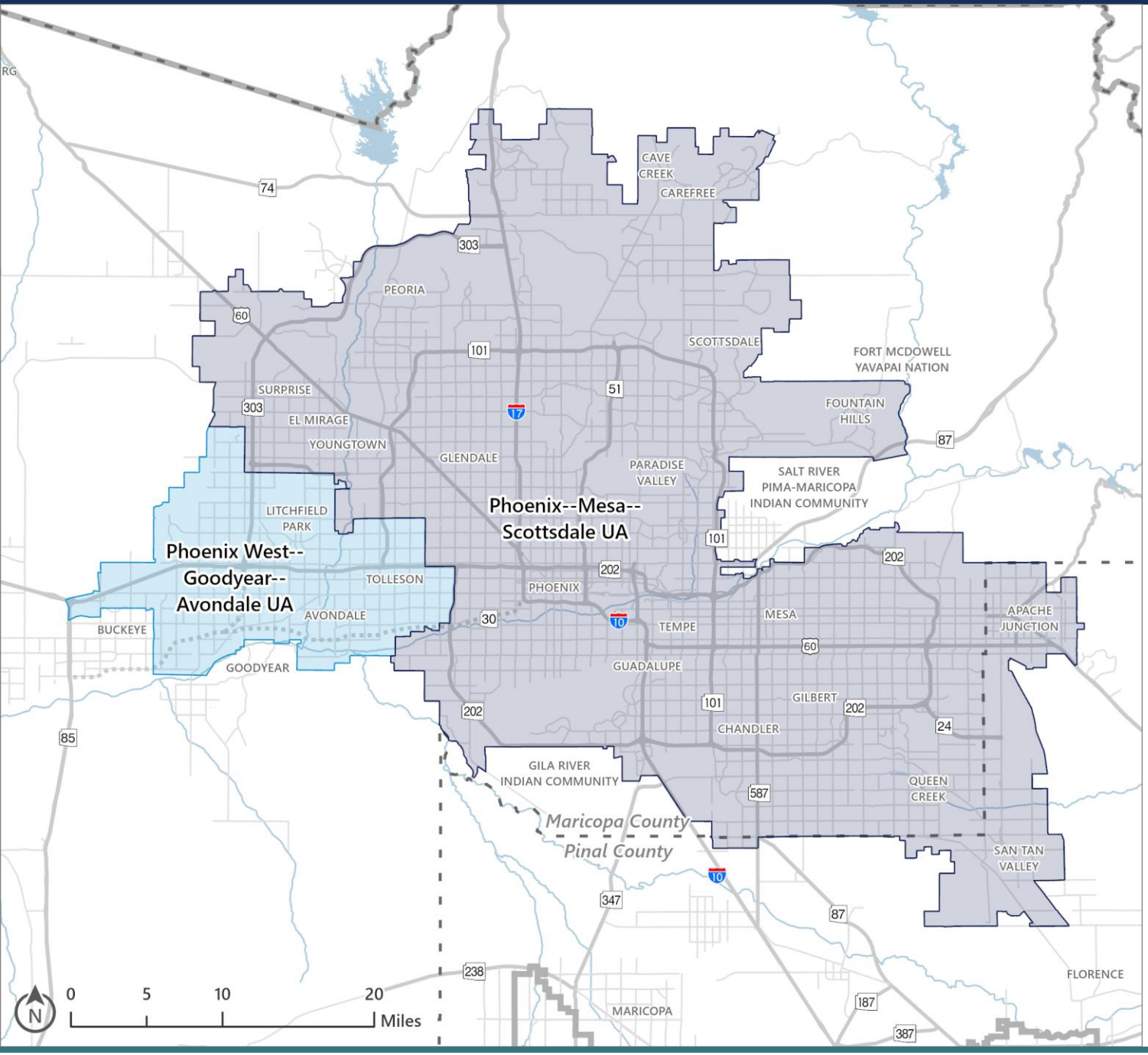
Awarded projects are currently in the early stages of implementation with foundational planning and coordination efforts underway. Agencies are focused on initiating key processes to ensure successful execution. As implementation progresses, emphasis will be placed on maintaining clear communication and meeting project milestones. Formal updates will be provided to MAG on a biannual basis, supplemented by smaller, ongoing updates in between to ensure transparency and provide timely insight into progress as milestones are reached.

# ARTERIAL WIDENING PROGRAM PROJECTS

| TIP ID | PHASE | FACILITY/LOCATION | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | FY 2028+ EST. REIMB | TOTAL EST. REIMB. | TOTAL EST. COST | FY FOR CONST. REIMB. | LENGTH (Miles) | STATUS | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AVN26-520 | I | Lower Buckeye Road: Litchfield Rd to S 107th Ave | Avondale | $0.00 | $5.77 | $19.32 | $25.09 | $35.84 | 2028 | 3.50 | Planned | |
| BKY26-520 | I | Miller Road: Broadway Rd to Lower Buckeye Rd | Buckeye | $0.00 | $0.02 | $6.62 | $6.64 | $9.48 | 2028 | 1.00 | Planned | |
| GLB26-520 | I | Higley Road: Warner Rd to Amber Lane | Gilbert | $0.00 | $2.18 | $6.63 | $8.81 | $12.59 | 2028 | 0.60 | Planned | |
| GLN26-520 | I | 67th Avenue: Deer Valley Rd to Pinnacle Peak Rd | Glendale | $0.00 | $2.14 | $6.75 | $8.89 | $12.70 | 2028 | 1.00 | Planned | |
| MES26-520 | I | Crismon Road Connection: Guadalupe to Elliot | Mesa | $0.00 | $3.82 | $0.00 | $3.82 | $5.68 | 2027 | 0.29 | Design | |
| PHX26-522 | I | 27th Avenue: Lower Buckeye Rd to Buckeye Rd | Phoenix | $0.00 | $0.00 | $3.11 | $3.11 | $14.13 | 2029 | 0.99 | Planned | Partially funded |
| | | | | $0.00 | $13.92 | $42.43 | $56.35 | $90.42 | | 7.38 | | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY (SECTION 5310) PROGRAM




## PHASE I

**FY 2026 FTA Section 5310 Enhanced Mobility Program Call for Projects**

**PROJECTS SELECTED:** 56

**TOTAL AWARDED:** $7.36M

# ENHANCED MOBILITY (SECTION 5310) PROGRAM OVERVIEW

The Federal Transit Administration (FTA) provides grant funding through the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program to improve mobility for older adults and individuals with disabilities. Under Proposition 479, Section 5310 funding is included as part of the transit element of the RSTIIP as the Enhanced Mobility Program; however, the program is administered as an independent competitive program, in alignment with federal requirements and interagency agreement. The Section 5310 program provides formula funding to states and designated recipients to improve mobility for seniors and individuals with disabilities.

On October 25, 2023, the Maricopa Association of Governments (MAG) Regional Council approved to request the Governor assign the City of Phoenix as the Designated Recipient of FTA funds for the Phoenix West-Goodyear-Avondale Urban Area. The City of Phoenix Public Transit Department ("City of Phoenix") is the Designated Recipient for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program for the PMS and the PGA urban areas. MAG coordinates the regional application process and the programming responsibilities. The MAG Elderly and Persons with Disabilities Transportation (EPDT) Committee develops the Section 5310 priority listings of projects for the PMS and PGA urban areas. The regional priority listings of projects are approved through the MAG committee process and forwarded to the City of Phoenix for submission to the FTA.

On January 15, 2026, the FY 2026 Section 5310 regional grant application was released. A total of $518,927 was available for the Phoenix West-Goodyear Avondale Urban Area and $6,844,262 was available for the Phoenix-Mesa-Scottsdale Urban Area. A total of 56 eligible applications were submitted by the February 24, 2026, deadline. MAG and the City of Phoenix Public Transit Department conducted a review process to ensure applications met federal eligibility and regional thresholds. The MAG Regional Council approved the prioritized project listing and recommended funding scenario on June 24, 2026, which included 54 projects across both urban areas.

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – MEMBER AGENCY PROJECTS

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| CHN26-600T | I | Public Transportation Alternatives | Chandler | $0.00 | $0.08 | $0.08 | $0.16 | |
| GLN26-601T | I | Preventive Maintenance | Glendale | $0.00 | $0.06 | $0.06 | $0.11 | |
| PHX26-600T | I | Public Transportation Alternatives | Phoenix | $0.00 | $0.25 | $0.25 | $0.49 | |
| PHX26-601T | I | Program Administration | Phoenix | $0.00 | $0.57 | $0.57 | $0.57 | |
| VMT26-600T | I | Public Transportation Alternatives | Valley Metro | $0.00 | $0.13 | $0.13 | $0.26 | |
| VMT26-601T | I | Public Transportation Alternatives | Valley Metro | $0.00 | $0.11 | $0.11 | $0.14 | |
| VMT26-602T | I | Public Transportation Alternatives | Valley Metro | $0.00 | $0.11 | $0.11 | $0.22 | |
| | | Member Agency Projects | | $0.00 | $1.30 | $1.30 | $1.95 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – NON-PROFIT AGENCY PROJECTS

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| PNP26-636T | I | Equipment | ACCEL | $0.00 | $0.01 | $0.01 | $0.02 | |
| PNP26-638T | I | Vehicles | ACCEL | $0.00 | $0.13 | $0.13 | $0.15 | |
| PNP26-643T | I | Preventive Maintenance | ACCEL | $0.00 | $0.03 | $0.03 | $0.04 | |
| PNP26-639T | I | Equipment | Allthrive 365 (FSL) | $0.00 | $0.02 | $0.02 | $0.03 | |
| PNP26-641T | I | Preventive Maintenance | Allthrive 365 (FSL) | $0.00 | $0.01 | $0.01 | $0.01 | |
| PNP26-644T | I | Preventive Maintenance | Arizona Center for the Blind and Visually Impaired | $0.00 | $0.01 | $0.01 | $0.01 | |
| PNP26-621T | I | Public Transportation Alternatives | Aster Aging | $0.00 | $0.05 | $0.05 | $0.10 | |
| PNP26-626T | I | Preventive Maintenance | Aster Aging | $0.00 | $0.00 | $0.00 | $0.01 | |
| PNP26-642T | I | Vehicles | Bethesda Foundation | $0.00 | $0.13 | $0.13 | $0.15 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – NON-PROFIT AGENCY PROJECTS (CONTINUED)

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| PNP26-634T | I | Vehicles | Central Arizona Council on Developmental Disabilities | $0.00 | $0.37 | $0.37 | $0.43 | |
| PNP26-600T | I | Preventive Maintenance | Chandler Gilbert Arc | $0.00 | $0.09 | $0.09 | $0.11 | |
| PNP26-602T | I | Vehicles | Chandler Gilbert Arc | $0.00 | $0.11 | $0.11 | $0.13 | |
| PNP26-607T | I | Mobility Management | Chandler Gilbert Arc | $0.00 | $0.04 | $0.04 | $0.05 | |
| PNP26-628T | I | Preventive Maintenance | Civitan | $0.00 | $0.05 | $0.05 | $0.06 | |
| PNP26-630T PNP26-631T | I | Vehicles | Civitan | $0.00 | $0.37 | $0.37 | $0.43 | |
| PNP26-617T | I | Public Transportation Alternatives | Duet | $0.00 | $0.10 | $0.10 | $0.20 | |
| PNP26-615T PNP26-616T | I | Vehicles | Fellowship Square | $0.00 | $0.46 | $0.46 | $0.54 | |
| PNP26-620T | I | Public Transportation Alternatives | Foothills Caring Corps | $0.00 | $0.11 | $0.11 | $0.22 | |
| PNP26-622T | I | Preventive Maintenance | Foothills Caring Corps | $0.00 | $0.02 | $0.02 | $0.02 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – NON-PROFIT AGENCY PROJECTS (CONTINUED)

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| PNP26-635T | I | Vehicles | Goldensun Peace Ministries | $0.00 | $0.11 | $0.11 | $0.13 | |
| PNP26-601T | I | Vehicles | Gompers | $0.00 | $0.29 | $0.29 | $0.35 | |
| PNP26-605T | I | Preventive Maintenance | Gompers | $0.00 | $0.13 | $0.13 | $0.17 | |
| PNP26-606T | I | Mobility Management | Gompers | $0.00 | $0.04 | $0.04 | $0.05 | |
| PNP26-614T | I | Equipment | Gompers | $0.00 | $0.01 | $0.01 | $0.01 | |
| PNP26-619T | I | Preventive Maintenance | Hacienda | $0.00 | $0.04 | $0.04 | $0.05 | |
| PNP26-623T | I | Vehicles | Hacienda | $0.00 | $0.08 | $0.08 | $0.09 | |
| PNP26-637T | I | Vehicles | Lifestream | $0.00 | $0.40 | $0.40 | $0.48 | |
| PNP26-610T | I | Public Transportation Alternatives | NAU (Arizona Board of Regents) | $0.00 | $0.12 | $0.12 | $0.23 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – NON-PROFIT AGENCY PROJECTS (CONTINUED)

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| PNP26-612T | I | Preventive Maintenance | One Step Beyond | $0.00 | $0.01 | $0.01 | $0.02 | |
| PNP26-613T | I | Vehicles | One Step Beyond | $0.00 | $0.48 | $0.48 | $0.56 | |
| PNP26-633T | I | Vehicles | Opportunity Tree | $0.00 | $0.26 | $0.26 | $0.31 | |
| PNP26-618T | I | Vehicles | STARS | $0.00 | $0.24 | $0.24 | $0.28 | |
| PNP26-624T | I | Preventive Maintenance | STARS | $0.00 | $0.04 | $0.04 | $0.05 | |
| PNP26-625T | I | Mobility Management | STARS | $0.00 | $0.04 | $0.04 | $0.05 | |
| PNP26-603T | I | Vehicles | The Centers for Habilitation | $0.00 | $0.36 | $0.36 | $0.43 | |
| PNP26-604T | I | Preventive Maintenance | The Centers for Habilitation | $0.00 | $0.06 | $0.06 | $0.07 | |
| PNP26-609T | I | Mobility Management | The Centers for Habilitation | $0.00 | $0.04 | $0.04 | $0.05 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX-MESA-SCOTTSDALE URBAN AREA – NON-PROFIT AGENCY PROJECTS (CONTINUED)

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| PNP26-627T | I | Preventive Maintenance | Treasure House | $0.00 | $0.01 | $0.01 | $0.01 | |
| PNP26-629T | I | Vehicles | Treasure House | $0.00 | $0.11 | $0.11 | $0.13 | |
| PNP26-608T | I | Vehicles | UCP of Central AZ | $0.00 | $0.36 | $0.36 | $0.43 | |
| PNP26-611T | I | Preventive Maintenance | UCP of Central AZ | $0.00 | $0.02 | $0.02 | $0.02 | |
| PNP26-632T | I | Public Transit Alternatives | Valley of the Sun YMCA | $0.00 | $0.09 | $0.09 | $0.18 | |
| PNP26-640T | I | Vehicles | Westminster Village | $0.00 | $0.11 | $0.11 | $0.13 | |
| | | Non-Profit Agency Projects | | $0.00 | $5.54 | $5.54 | $6.96 | |
| | | All Projects Total | | $0.00 | $6.84 | $6.84 | $8.91 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*

# ENHANCED MOBILITY PROGRAM PROJECTS (SECTION 5310) PHOENIX WEST-GOODYEAR-AVONDALE URBAN AREA

| TIP ID | PHASE | PROJECT TYPE | LEAD AGENCY | REIMB. TO DATE | FY 2027 EST. REIMB. | TOTAL EST. REIMB. | TOTAL EST. COST | NOTES |
|---|---|---|---|---|---|---|---|---|
| VMT26-601T | I | Public Transportation Alternatives | Valley Metro | $0.00 | $0.03 | $0.03 | $0.06 | |
| PHX26-602T | I | Program Administration | Phoenix | $0.00 | $0.05 | $0.05 | $0.05 | |
| | | Member Agency Projects | | $0.00 | $0.08 | $0.08 | $0.11 | |
| PMP26-645T | I | Mobility Management | One Step Beyond | $0.00 | $0.04 | $0.04 | $0.05 | |
| PMP26-646T | I | Preventive Maintenance | One Step Beyond | $0.00 | $0.00 | $0.00 | $0.00 | |
| PMP26-647T | I | Vehicles | One Step Beyond | $0.00 | $0.37 | $0.37 | $0.43 | |
| PMP26-648T | I | Public Transportation Alternatives | Valley of the Sun YMCA | $0.00 | $0.03 | $0.03 | $0.05 | |
| | | Non-Profit Agency Projects | | $0.00 | $0.44 | $0.44 | $0.54 | |
| | | All Projects Total | | $0.00 | $0.52 | $0.52 | $0.65 | |

*All figures are in millions of year of expenditure dollars, rounded to the second decimal place. Total Est. Cost includes regional funding and required local match.*