

# YOU HAVE A PLAN, NOW WHAT?

COMPASS  
March 11, 2026



# OUTLINE



Why We Have A Plan



How We Built The Plan



Policy and Funding



Dollars to Action



Next Steps

# REGION OVERVIEWS



In 2025, **5.2 million** people  
in the Valley of the Sun

**10,600** square miles

Formed in **1967**, MPO  
established in **1972**



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho

In 2025, **856 thousand** people  
in the Treasure Valley

**1,660** square miles

Formed in **1958**, MPO  
established in **1977**

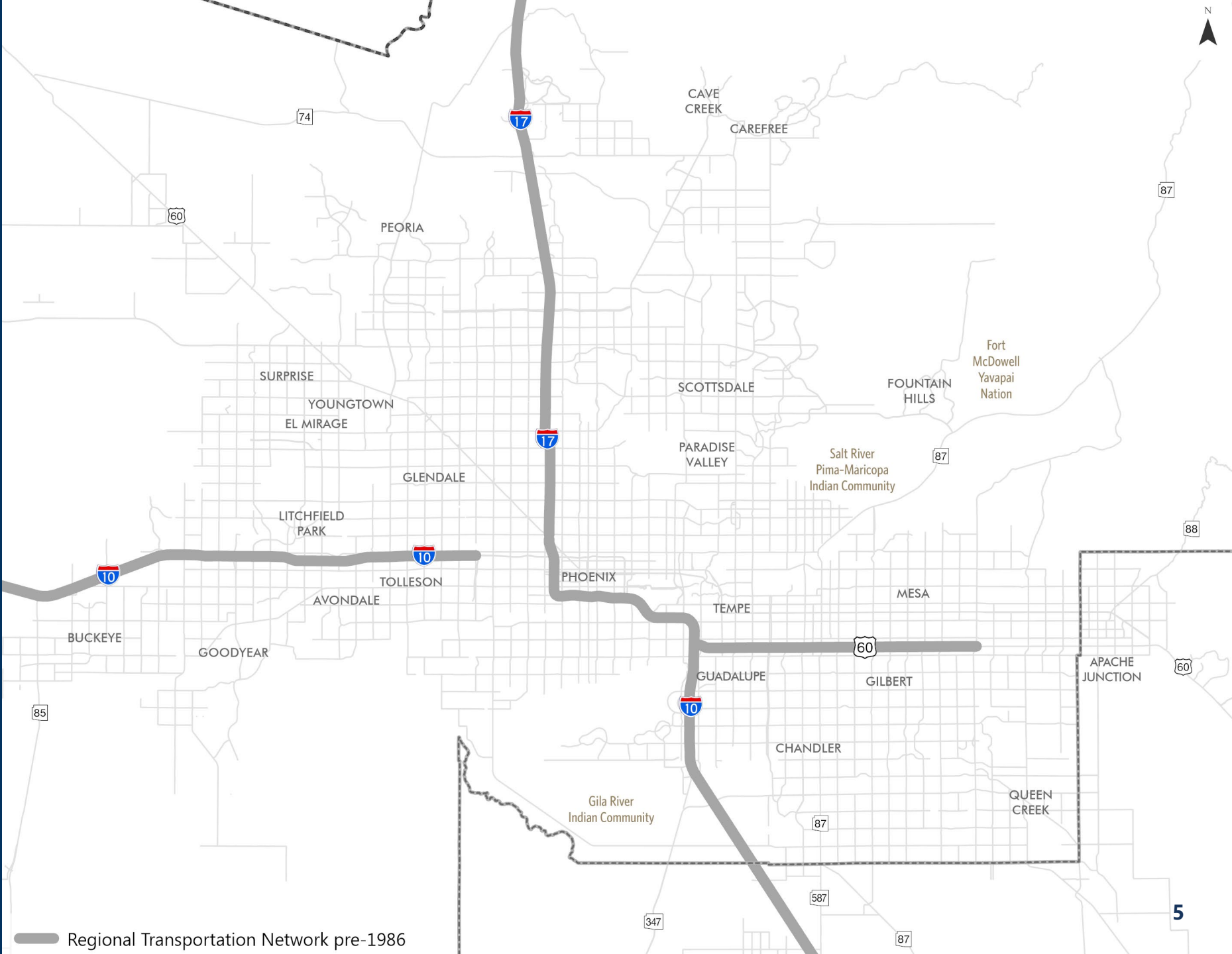


# WHY WE HAVE A PLAN

# REGIONAL TRANSPORTATION NETWORK: *PRE-1986*

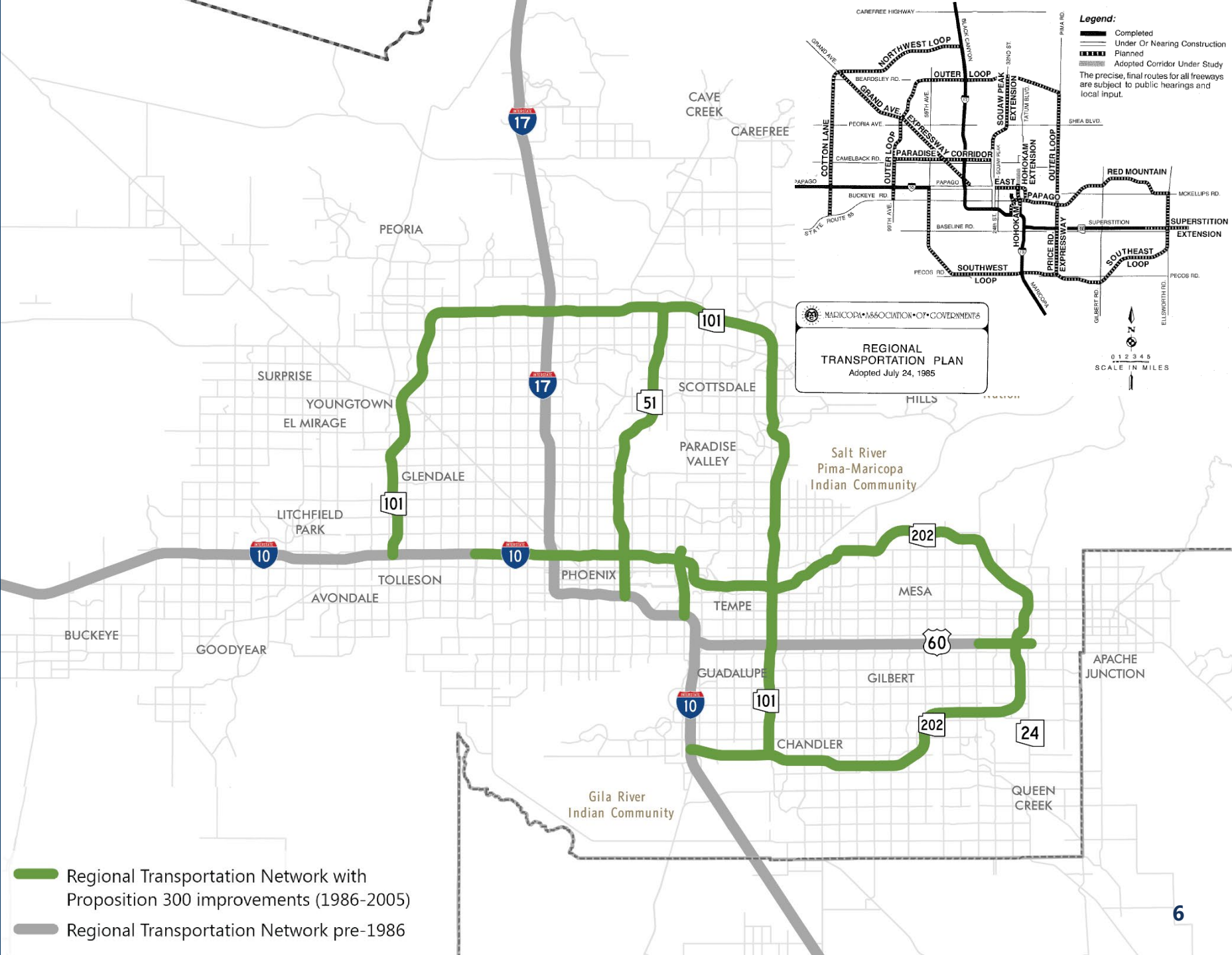
## JULY 1985:

- 70.5 miles of completed freeways
- 16 miles were under construction, including the last remaining section of Interstate 10



# REGIONAL TRANSPORTATION NETWORK: PROPOSITION 300 (1986 – 2005)

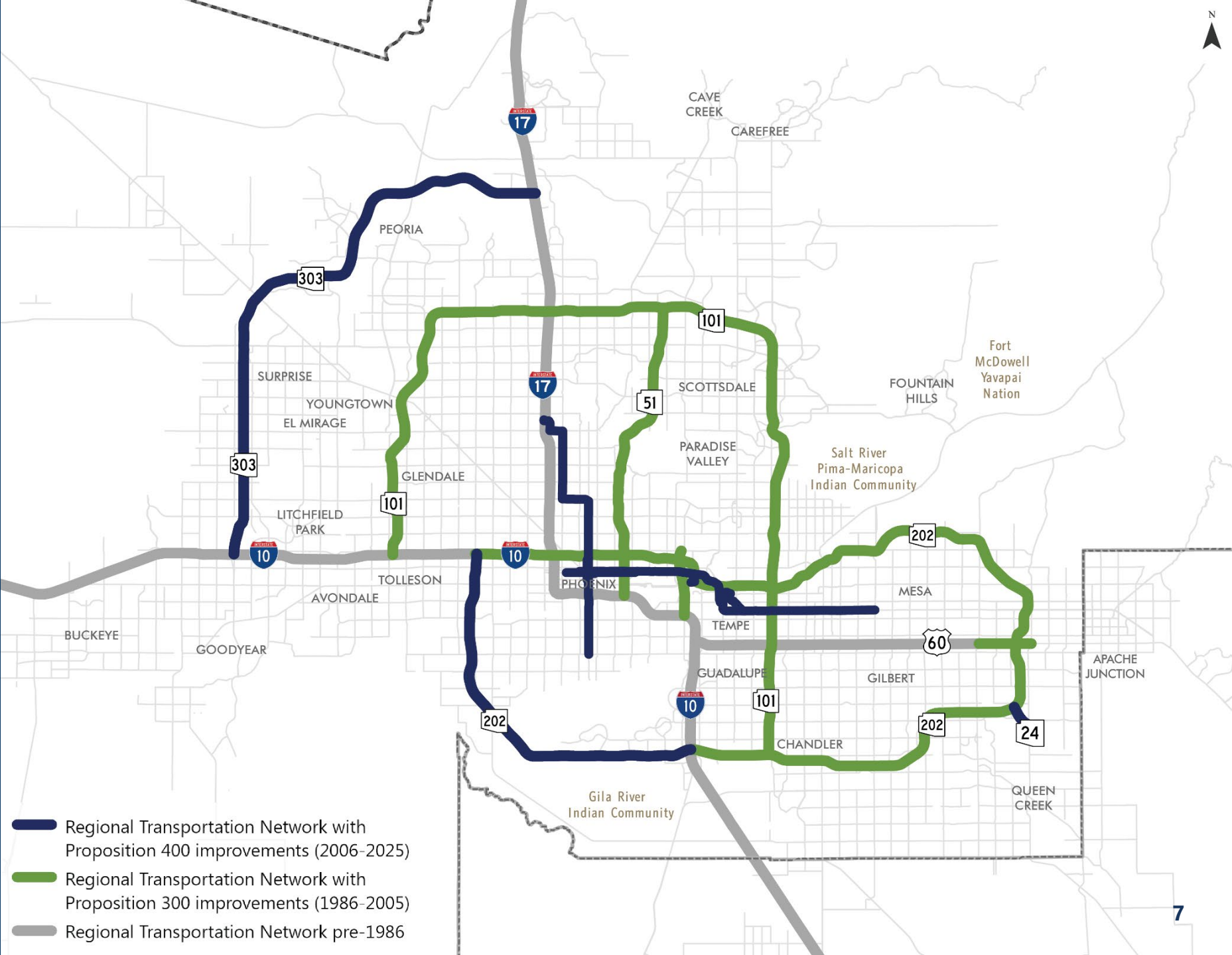
- Completion of the loop system
- Cotton Lane/Northwest Loop (Loop 303) and the Southwest Loop were deferred out of plan due to revenue shortfalls.






# REGIONAL TRANSPORTATION NETWORK: PROPOSITION 400 (2006 – 2025)

## ADDITIONAL INVESTMENTS:



-  7.6 million bus transit revenue miles in FY 2022
-  Funding for ADA Paratransit
- 252 miles of new/improved roads
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements

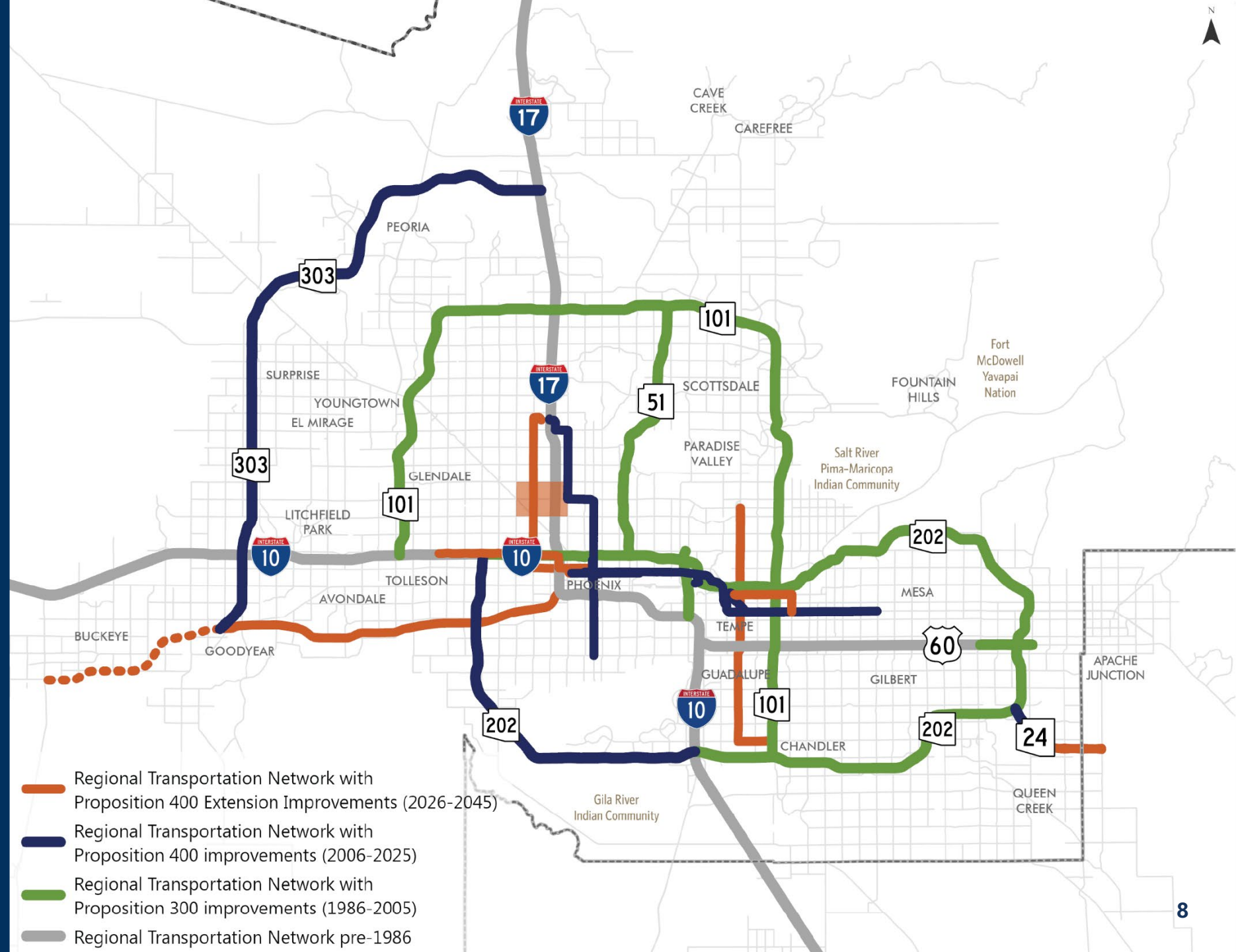


 Regional Transportation Network with Proposition 400 improvements (2006-2025)  
 Regional Transportation Network with Proposition 300 improvements (1986-2005)  
 Regional Transportation Network pre-1986

# REGIONAL TRANSPORTATION NETWORK: PROPOSITION 479 (2026 – 2045)

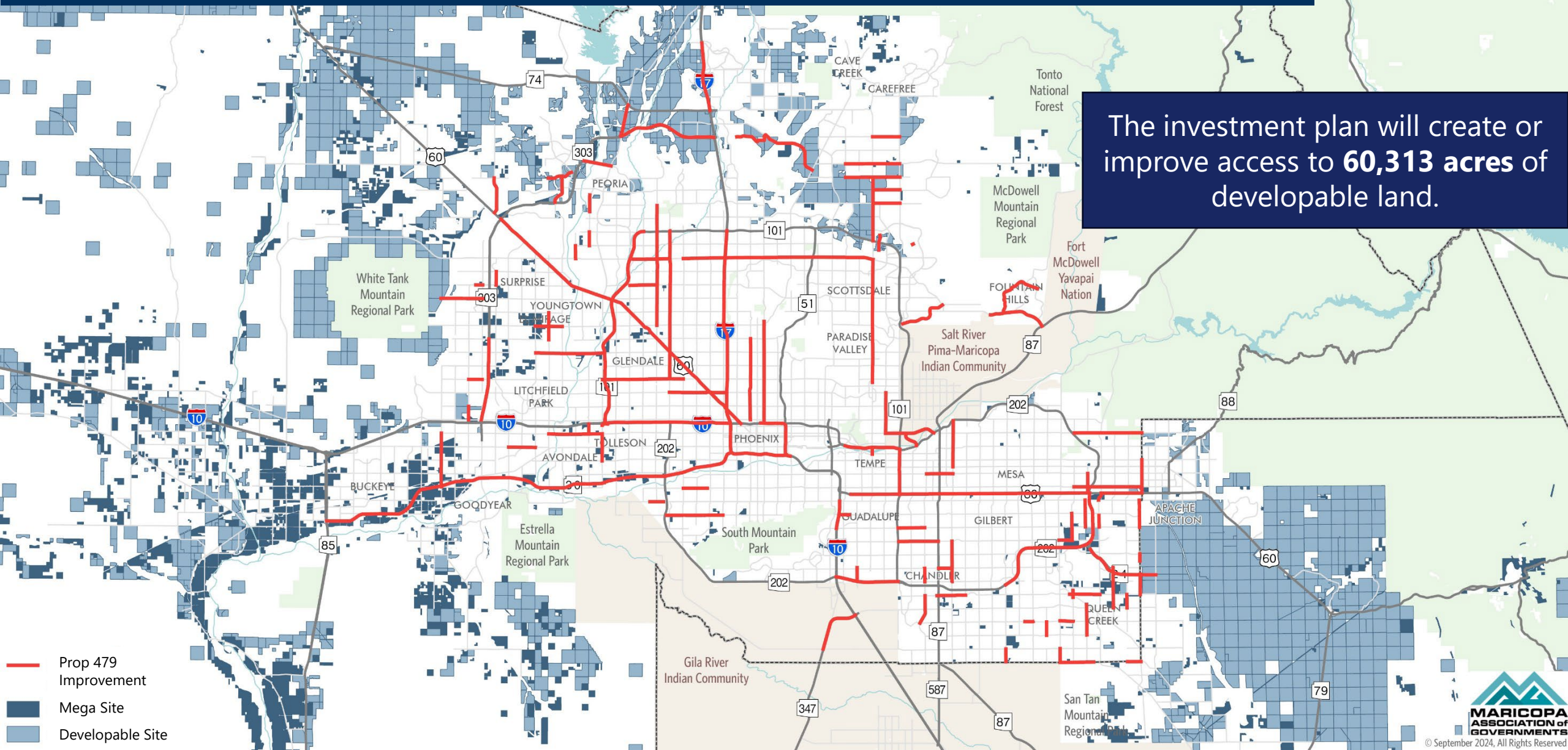
## ADDITIONAL INVESTMENTS:

-  Nearly **doubling** funding to expand bus transit
-  Funding for ADA Paratransit
- 1,000+ miles of new/improved roads
- 186 miles of new HOV lane miles
- Program investments in nonmotorized transportation, emerging technologies, air quality, safety, ITS, TDM and arterial improvements



# LAND USE GROWTH

The investment plan will create or improve access to **60,313 acres** of developable land.



- Prop 479 Improvement
- Mega Site
- Developable Site

# ROLES AND RESPONSIBILITIES

MAG, like COMPASS, is the **federally designated** metropolitan planning organization (MPO) and council of governments (COG) for transportation planning and programming in the MAG metropolitan planning area, including both Maricopa and Pinal Counties.

*Two core areas of responsibilities:*



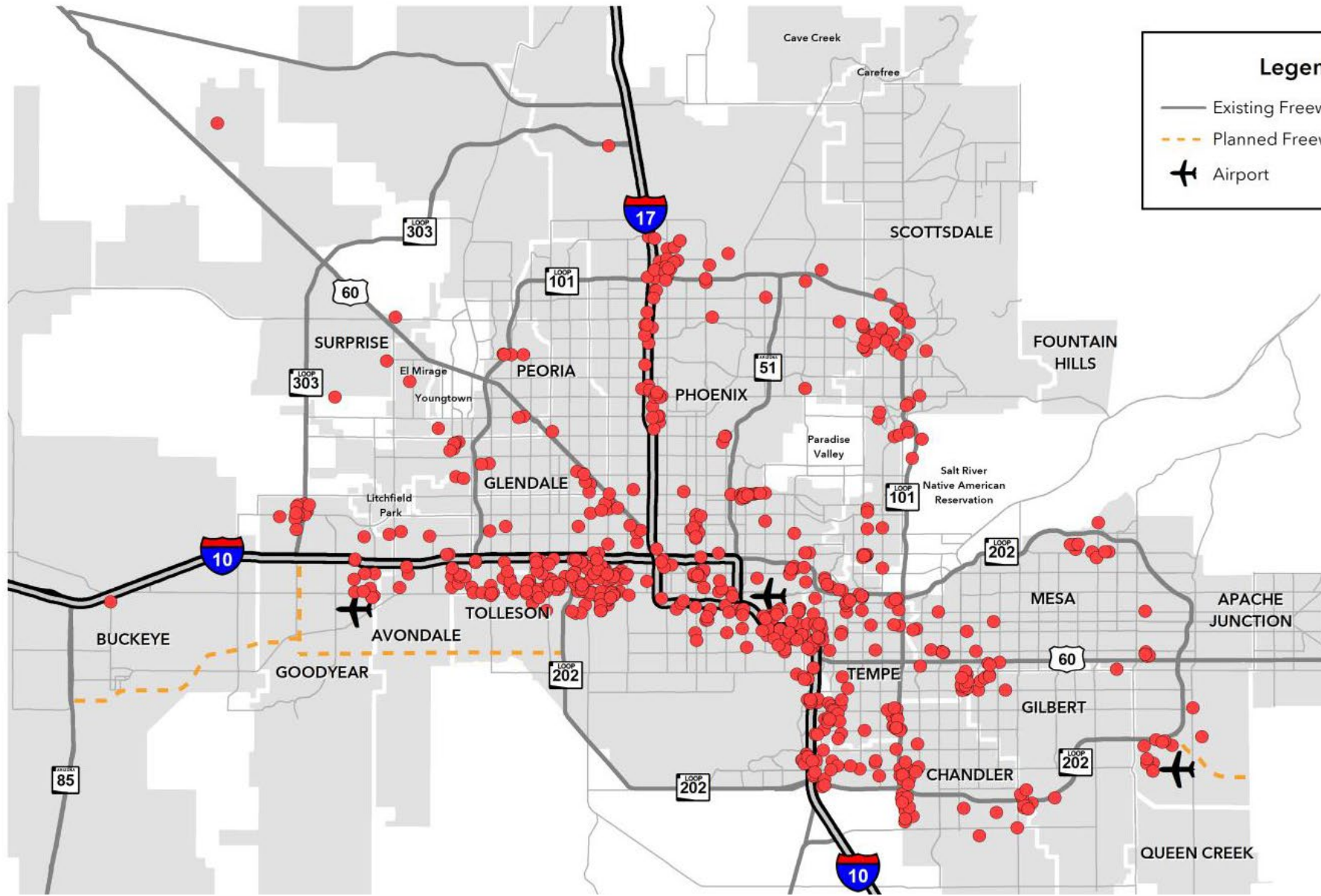
Regional  
Transportation  
Plan  
(RTP)



Regional Strategic  
Transportation  
Infrastructure  
Investment Plan  
(RSTIIP)

# HOW WE BUILT THE PLAN

# ECONOMIC INVESTMENT



**Legend**

- Existing Freeway
- Planned Freeway Expansion
- Airport

Greater Phoenix Economic Council  
Greater Together

## Freeway Corridor Locate Analysis

January 2022

602.256.7700 | gpec.org

Source: GPEC

# EXPECTED BENEFITS



**31,600** net new jobs supported or added each year

*Compared to 2050 No Build Scenario*



**68%** fewer road segments with a failing level of service



**12%** more amenities within a 30-minute drive



**66%** more people with access to high-capacity transit stops



Average afternoon commute **CUT BY 1/3**

Reducing congestion by **51,000** hours on critical freight corridors each day



**2050 REGIONAL AVERAGE COMMUTE LENGTH OF**

**30 Minutes.** **SHORTER** than the current averages for Los Angeles, Chicago, Houston, & Seattle



Even After Adding 1.7M People & 900,000 Jobs



# COMPETITIVE ADVANTAGE

*These investments have become our region's economic competitive advantage.*

Amongst our peers, we have the **lowest travel times and levels of congestion**, and the **highest travel time reliability**.



URBAN MOBILITY REPORT TRAVEL TIME INDEX (TTI)

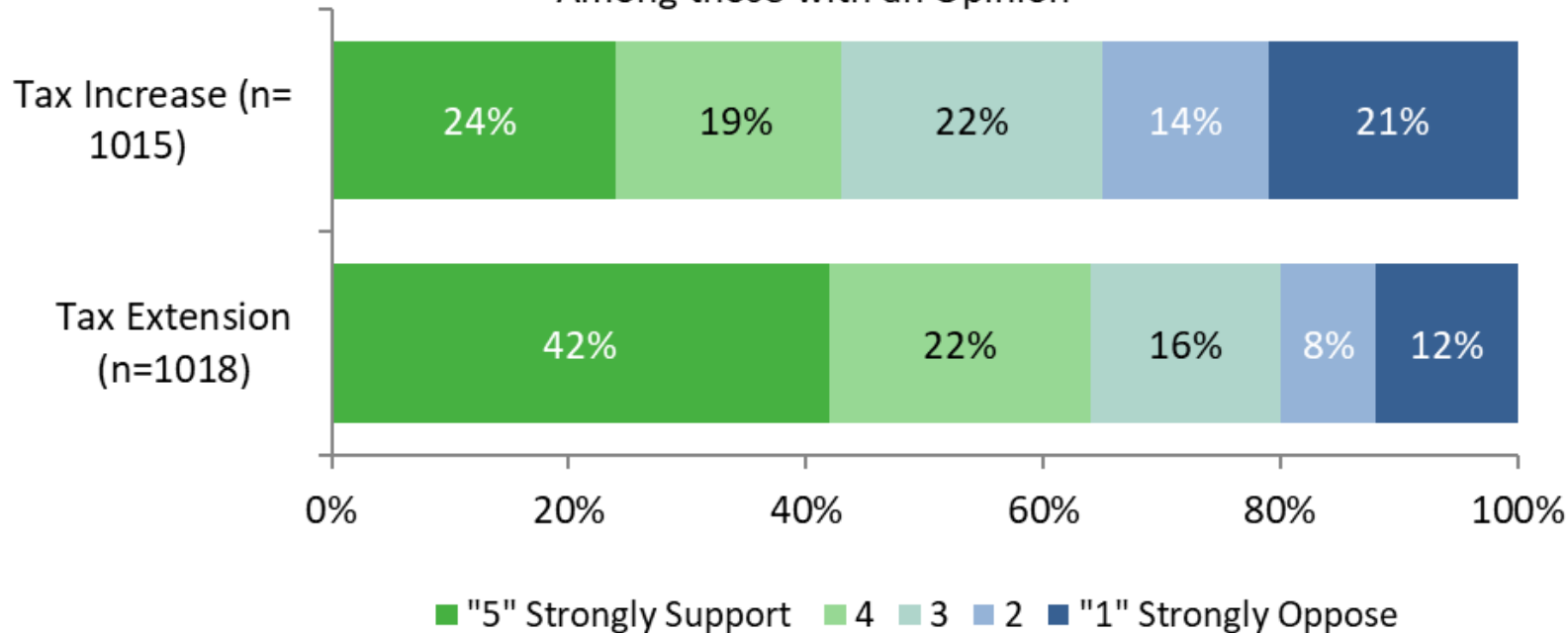
Rank	Urban Area	TTI
1	Phoenix, AZ	1.08
...	...	...
12	Houston, TX	1.15
13	Los Angeles—Long Beach Anaheim, CA	1.16
14	San Francisco, CA	1.16

INRIX DELAY COST PER DRIVER

Rank	Urban Area	Cost
1	Phoenix, AZ	\$321
...	...	...
20	Los Angeles	\$968
21	Miami	\$1,028
22	Boston	\$1,223

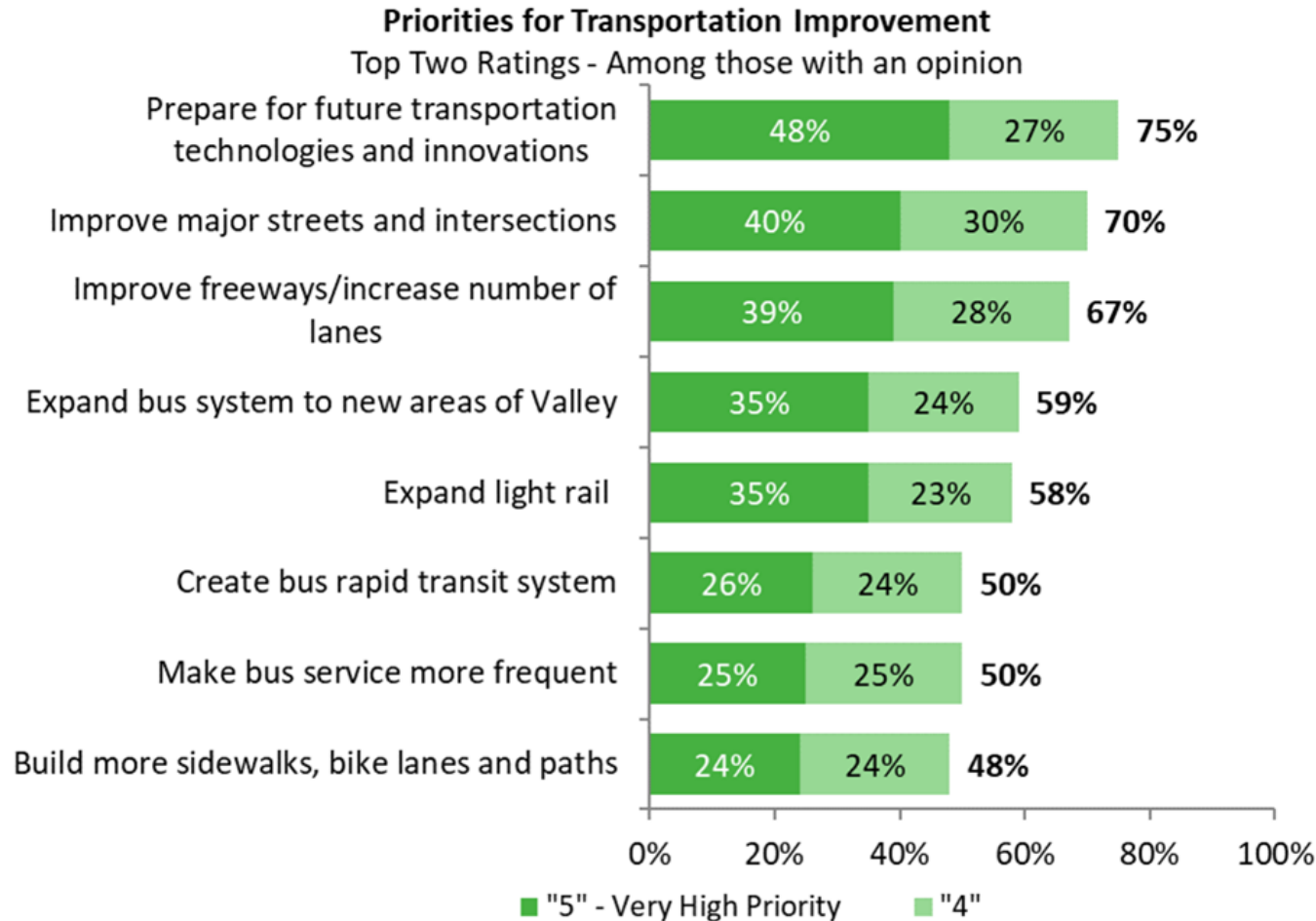
# VOTER SUPPORT

**Support for Tax Increase or Extension Only**  
Among those with an Opinion



- ▶ Only 7.8% were opposed to both a tax extension or expansion.
- ▶ Those opposed were generally opposed to all taxes.
- ▶ Support for a tax increase rose after respondents were given more information.

# TRANSPORTATION PRIORITIES



- ▶ Strong support for emerging technology underscores the importance of a flexible, forward-looking plan.
- ▶ 80% of all respondents say at least one type of transit improvement is a high priority.

# COMMUNITY FEEDBACK

**"I agree that investing in regional transportation is a very important priority for the region.** Especially in a large city, transportation affects daily life of everyone. Not only is it important for safety while traveling, but also to limit frustration by maintaining the flow of traffic."

-Jayme S.

"I've been to and lived in places that have a poor regional transportation system. It ends up costing more in the long run because of accidents, the need for greater safety patrol, more freeway closures to fix roads, insurance rate increases etc. **I'll put my tax dollars in regional transportation to make our roads more desirable and safer.**"

-Chris G.

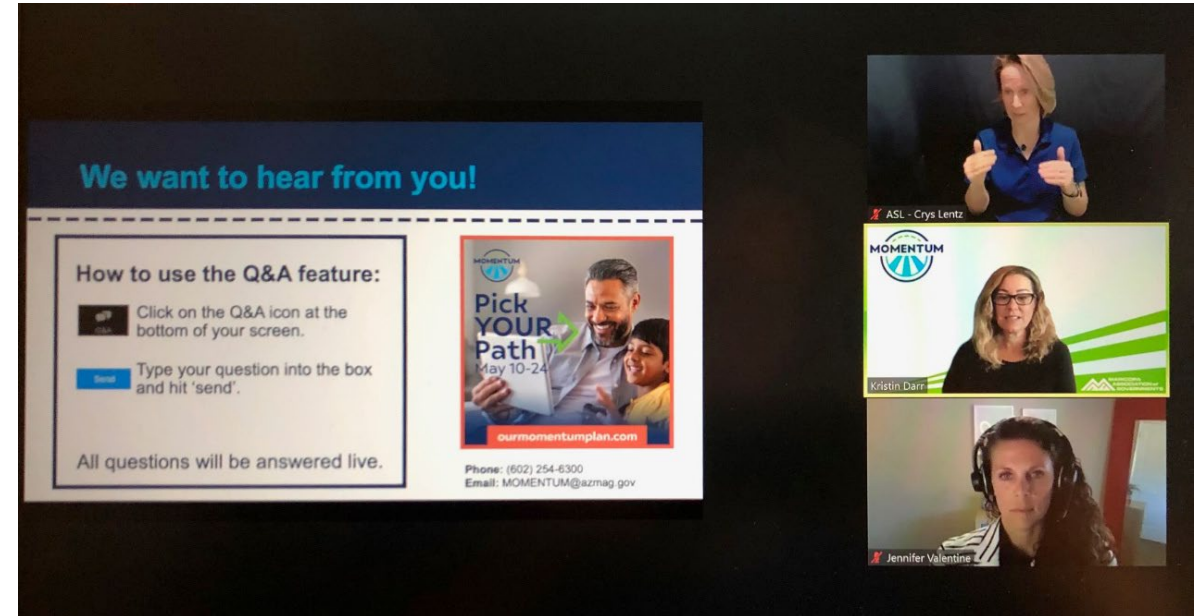
"Consistency is key because it **gives me confidence to not drive to work some days and take alternate means of transportation.** If transportation was not consistent, I wouldn't even consider any other options except driving my car in each day. I have a 9-5 so being on time is very important and consistency in the schedules gives me comfort that I can use it, and I will get where I need to be when I need to be there."

-Denzel B.

# PUBLIC PARTICIPATION

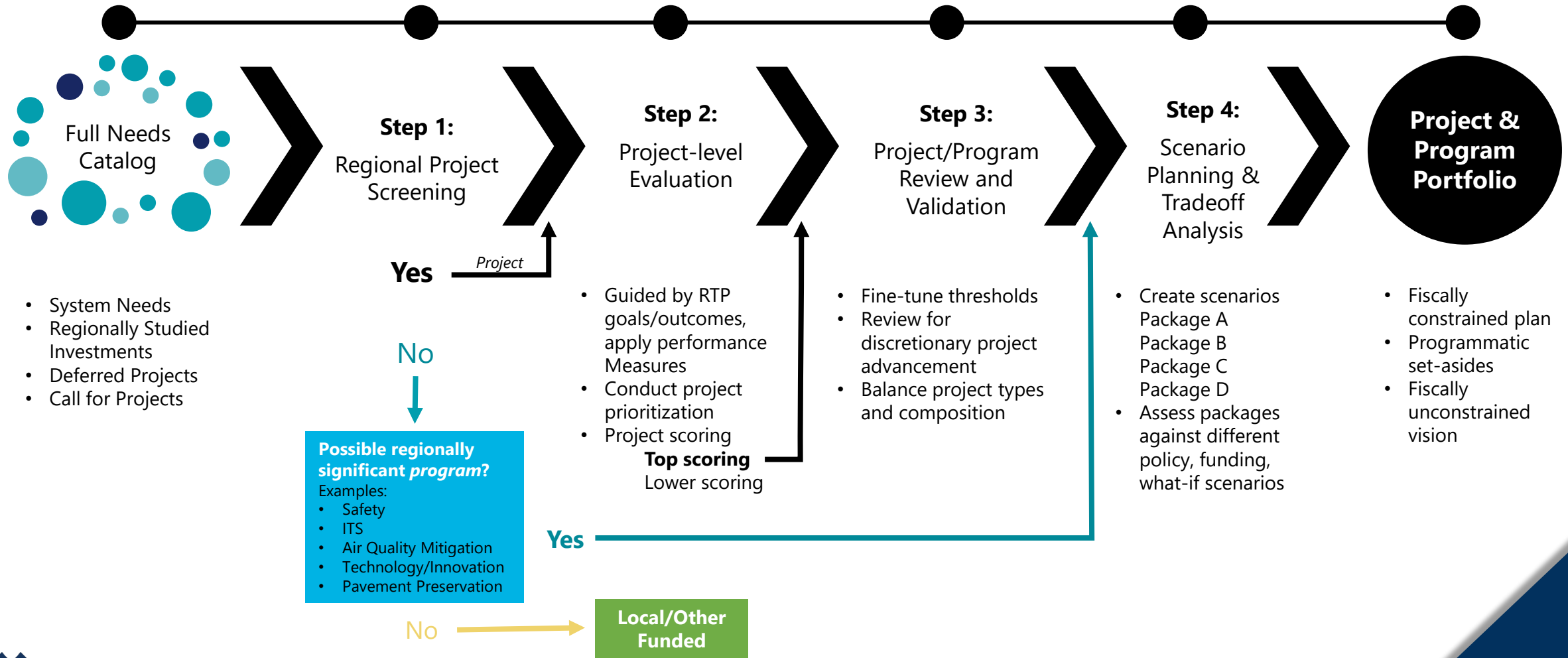
## By the numbers...

- ▶ **Over 34,000** website visitors
- ▶ **818 comments** on website
- ▶ **Over 26 hours of live chat** available in English, 8 hours of live chat available in Spanish
- ▶ **Over 500 attendees** at MOMENTUM presentations, virtual events



All MOMENTUM virtual events provided live, simultaneous American Sign Language and Spanish translation. Translation services have been provided at organizational presentations by request.

# PERFORMANCE BASED PLANNING



# PROJECT SCORING

Identify Candidate Project

Identify Needed Data

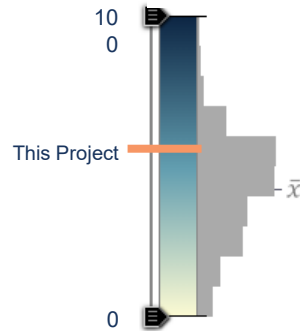
- Level of Service
- Crash Rate
- Reliability
- Population Density
- Employment

Collect Data & Weight  
"Apples to Apples"

- Per Capita
- Per One Million Vehicles
- Per Square Mile
- Weighted Average

Convert to 0-100 Scale  
Data Normalization

Data is normalized by taking the maximum and minimum value from all datapoints within a series. When appropriate, very high and very low values are removed, or clipped, to provide a more meaningful results. Other techniques are used when the dataset features a wide variation in values.



Weighting

Apply the selected weight to the normalized score.

Repeat for Each Criteria

Criteria	Normalized Score	Weight
Level of Service	X	%
Crash Rate	Y	%
Reliability	Z	%
Population Density	A	%
Employment Density	B	%

## Project Scoring Example:

Project X is an arterial project that crosses two segments.

Segment	Reliability (PTI)	Length (in Feet)
Segment 1	1.50	1,000
Segment 2	2.0	500

Calculate Weighted Average:

1.66

Raw Score:

1.66

Normalized Score:

25.49

Normalized Score: 25.49

x Weight: 20%

Candidate Project  
Reliability Score:  
5.09

Composite Project Score

Composite score is the sum of the normalized weighted scores.

# REGIONAL TRANSPORTATION PLAN GOALS

## SAFETY



Provide for the safety and security of pedestrians, bicyclists, riders and drivers.

## MOBILITY



Ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.

## RESPONSIVENESS



Expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.

## LIVABILITY



Invest in a transportation system that supports health and well-being, and sustains the environment.

## PRESERVATION



Maintain our region's transportation infrastructure to protect existing investments for the future.

## PROSPERITY



Support economic competitiveness and growth through strategic transportation investments.

# PLAN DEVELOPMENT

**2021**

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**MOMENTUM 2050 Regional Transportation Plan & Regional Strategic Infrastructure Investment Plan (RSTIIP)**

**APPROVED** June 23, 2021, by MAG Regional Council.

**2022**

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**HB2685 (Strike Everything); Carroll (R-Surprise)**

Vetoed July 6, 2022, by former Governor Ducey.

**2023**

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**SB1246 (Strike Everything); Cook (R-Globe)**

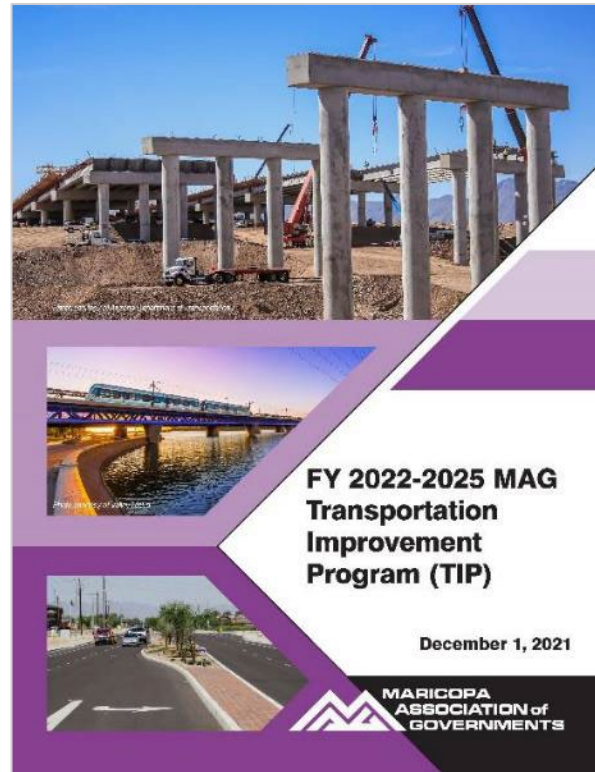
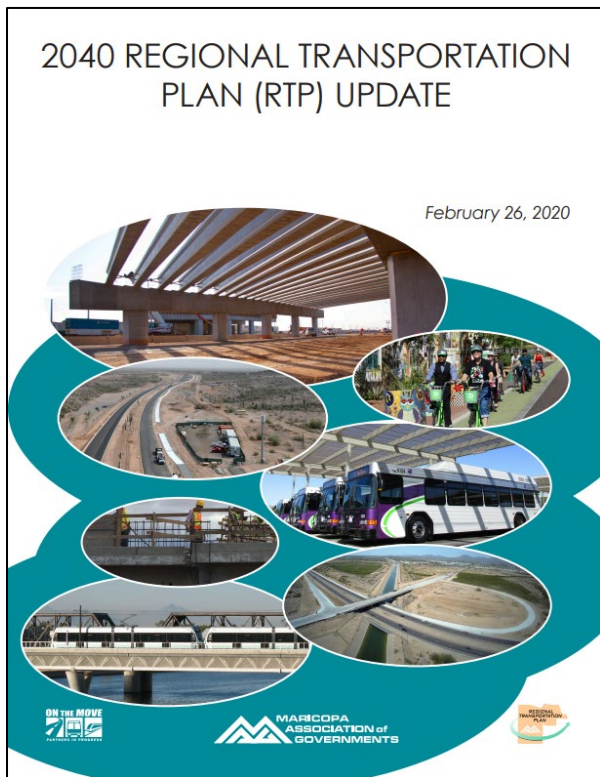
Vetoed June 20, 2023, by Governor Hobbs, supported by MAG, Valley Metro and many other organizations.

**SB1102 (Strike Everything); Livingston (R-Surprise)**

**PASSED** July 31, 2023, and signed August 1, 2023, by Governor Hobbs.

# POLICY & FUNDING

# RTP AND TIP



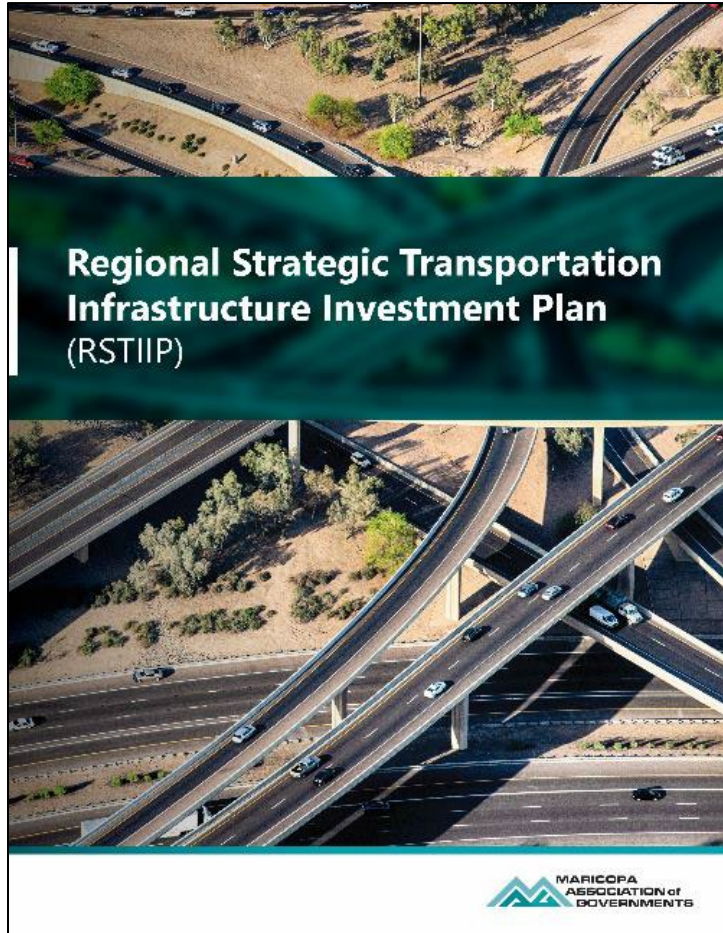
- ▶ Both documents reflected all funding sources, not just those controlled by the region.
- ▶ Prop 400 funding policy framework was embedded within the Regional Transportation Plan.
- ▶ Challenges with management:
  - Inconsistency
  - Complex & confusing
  - Lack of transparency

# RTP, RSTIIP, AND TIP



- ▶ Prop 479 offered an opportunity to **decouple** the region’s funding policy from the Regional Transportation Plan.
  - Restore the RTP to a visionary document.
  
- ▶ Creation of new funding policy document.
  - Transition to the Regional Strategic Infrastructure Investment Plan (RSTIIP).
  - Codified in state statute (SB 1102).

# RSTIIP



- ▶ On June 23, 2021, the MAG Regional Council unanimously approved the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP).
- ▶ Serves as the basis for the extension of Maricopa County's dedicated half-cent sales tax for transportation.
- ▶ Replaced the Regional Transportation Plan as the source of the region's funding policy.

# RSTIIP: REVENUE SOURCES

## Revenue Sources



Dedicated Half-Cent Sales Tax



Highway User Revenue Fund



Discretionary Funds - ADOT



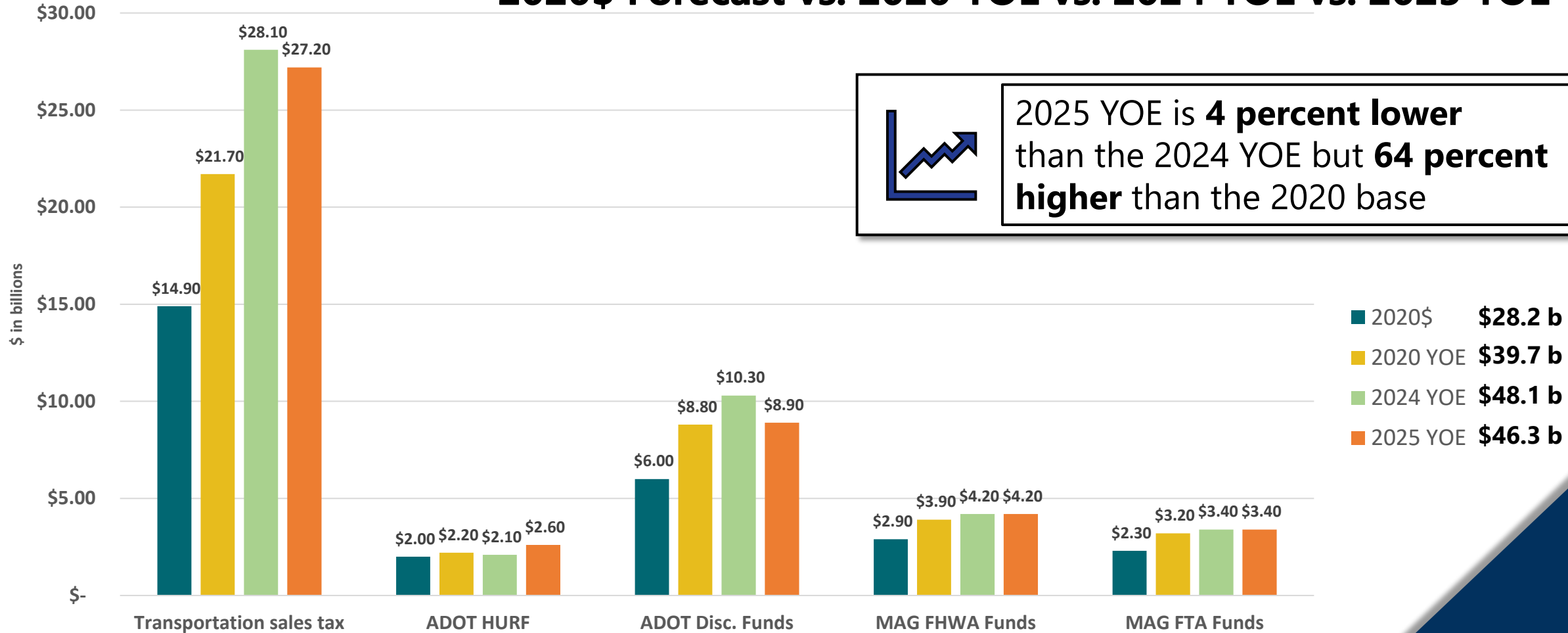
FHWA Funding - MAG



FTA Funding - MAG

# RSTIIP: REVENUE COMPARISON

## 2020\$ Forecast vs. 2020 YOE vs. 2024 YOE vs. 2025 YOE



# RSTIIP: BY THE NUMBERS

 **331** new freeway/  
highway lane miles

 **134** new HOV  
lane miles


 **1,000** new or improved  
arterial lane miles

 **43** new or improved  
traffic interchanges

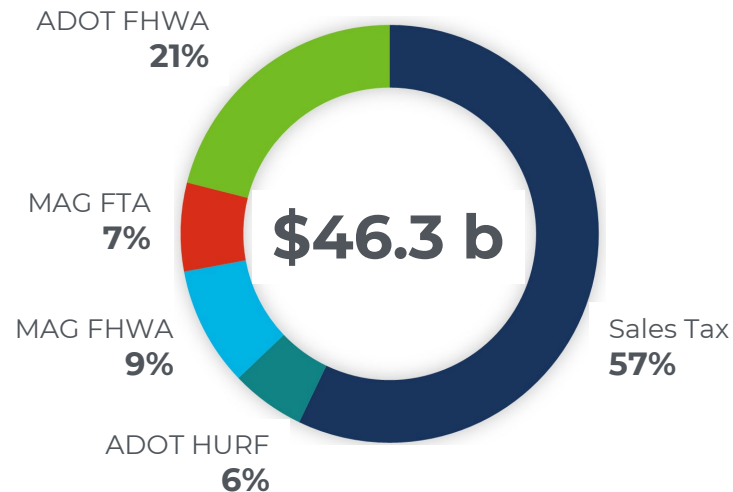
 **19** new DHOV or system  
interchange DHOV  
ramps

 **3** new or improved  
system  
interchanges

**HELPS SUPPORT**

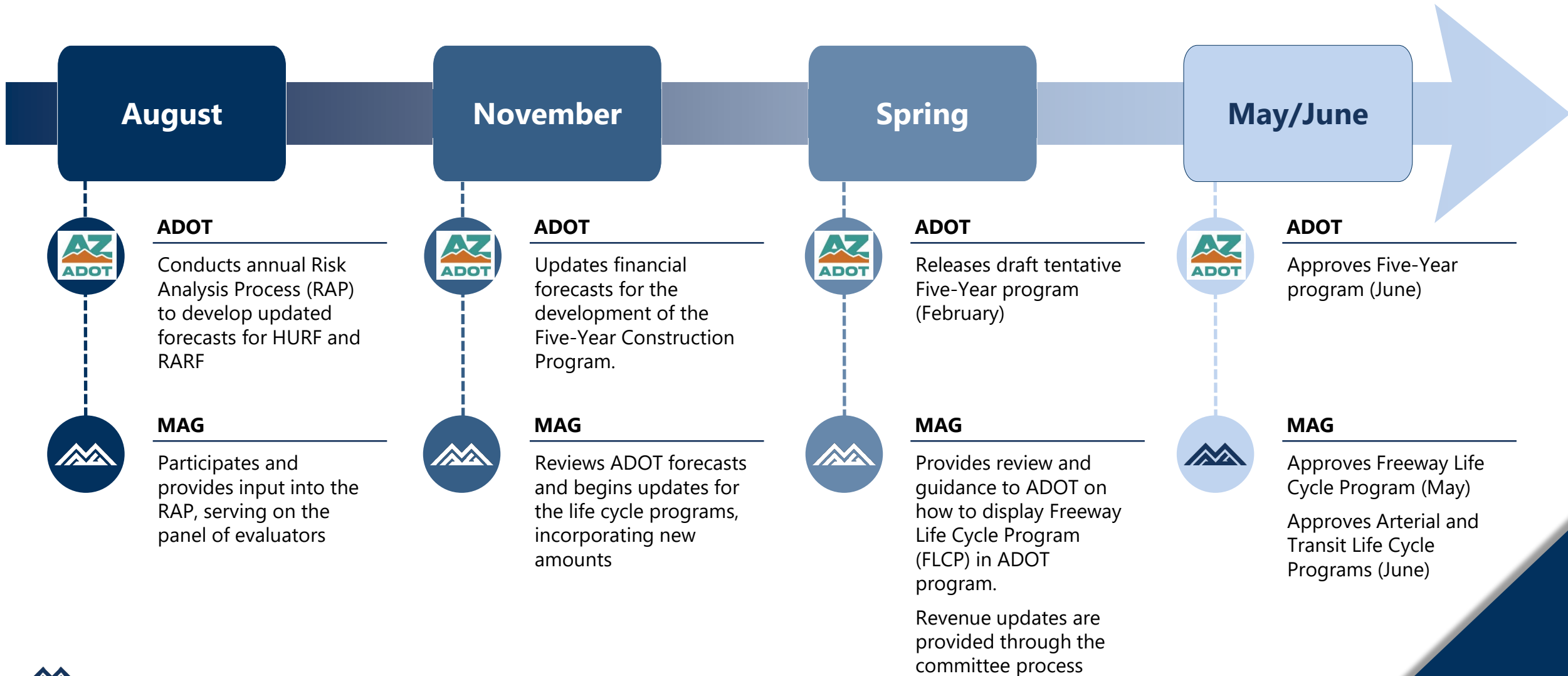
-  **11.9** miles of new light rail
-  **28.3** miles of BRT (bus rapid transit)
-  **4.4** miles of new streetcar

Program Investments	
Active Transportation	\$800,000,000
Air Quality	\$160,000,000
Arterial Intersection	\$400,000,000
Arterial Rehabilitation	\$500,000,000
Arterial Widening	\$300,000,000
Emerging Tech	\$250,000,000
ITS	\$600,000,000
Safety	\$200,000,000
TDM Expansion	\$250,000,000



Funding Source	20 years
Sales Tax (1/2 Cent)	\$27.2 b
ADOT HURF	\$2.6 b
MAG FHWA Formula Funds	\$4.2 b
MAG FTA Formula Funds	\$3.4 b
ADOT FHWA Formula Funds	\$8.9 b
<b>Total</b>	<b>\$46.3 b</b>

# REVENUE UPDATE PROCESS



# HALF-CENT SALES TAX: SOURCES



Retail Sales



Contracting



Utilities



Real/Personal property rentals

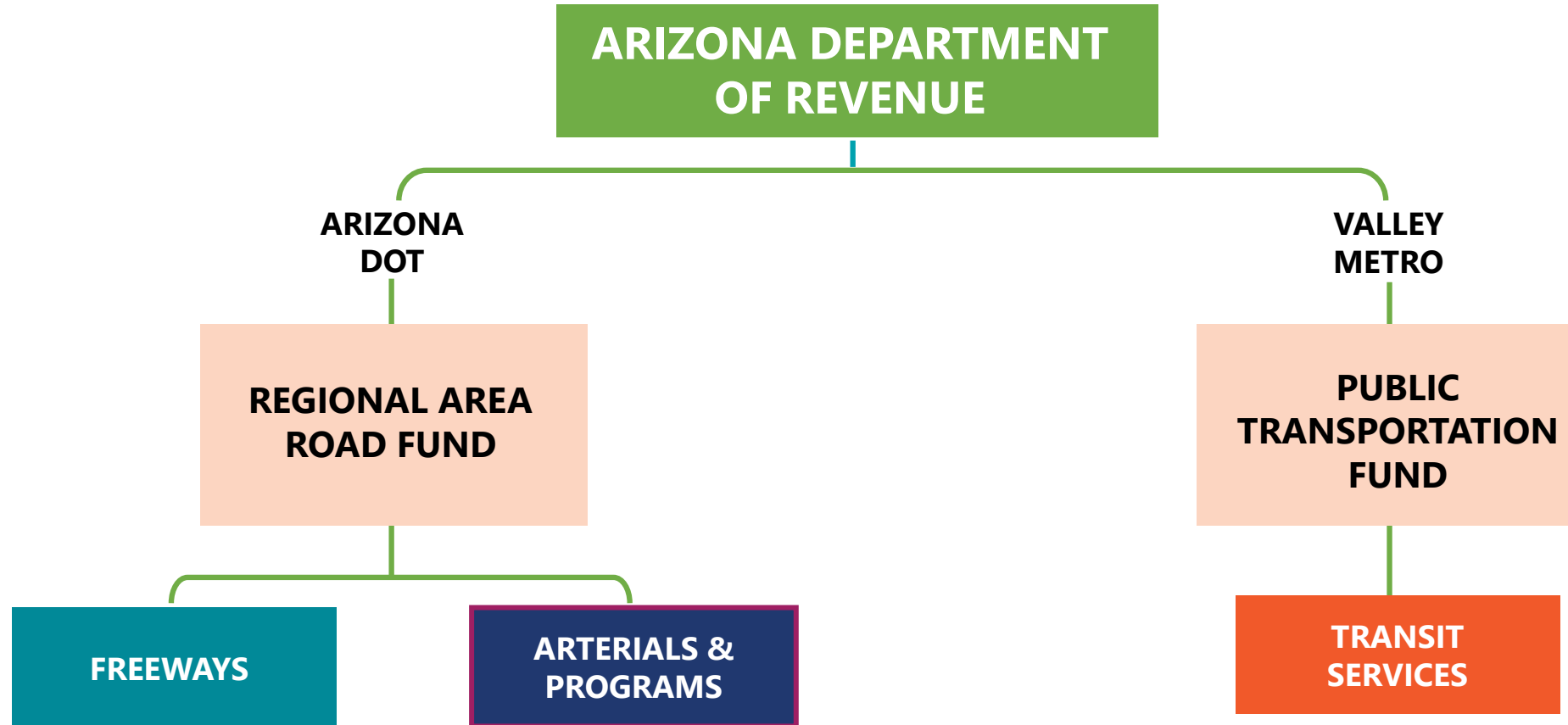


Restaurant/Bar receipts



Other activities

# HALF-CENT SALES TAX: REVENUE FLOW



# RISK ANALYSIS PROCESS

- ▶ ADOT conducts a **Risk Analysis Process** each August that gathers **leading economists** to **forecast revenues** for the half-cent sales tax and HURF.
- ▶ The RAP relies on **independent analysis of variables** impacting each category of funding and those are analyzed through a series of **probability forecasts**.
- ▶ **Fluctuations** in economic outlook **are typical** in a year-to-year comparison, but trends typically remain constant.
- ▶ As this is the **first year** of Phase I of the RSTIIP, the impacts of short-term changes produce **more pronounced results**.

# HALF-CENT SALES TAX: LEGISLATION

40.5%

to the Regional Area Road Fund for **freeways and other routes in the state highway system**, including capital expense and maintenance

22.5%

to the Regional Area Road Fund for **major arterial streets, intersection improvements, and Regional Transportation Infrastructure**, including capital expense and implementation studies

37%

to the **Public Transportation Fund** for both:  
(a) Capital costs, maintenance, and operation of public transportation mode classifications  
(b) Capital rehabilitation costs associated with the light rail system

# HALF-CENT SALES TAX: TRANSIT

37%

to the **Public Transportation Fund** for both:

- (a) Capital costs, maintenance, and operation of public transportation mode classifications
- (b) Capital rehabilitation costs associated with the light rail system



- ▶ Tax revenues may not be used for any light rail, commuter rail, streetcar, or trolley extension
- ▶ Not more than 3.5 percent of the monies may be used for light rail capital rehabilitation (represents a ceiling)
- ▶ Transit service funded by a local agency in a different jurisdiction eligible for reimbursement through sales tax\*

*\*ARS 28-6352*

# HALF-CENT SALES TAX: ARTERIALS

22.5%

to the Regional Area Road Fund for major arterial streets, intersection improvements, and **Regional Transportation Infrastructure**, including capital expense and implementation studies



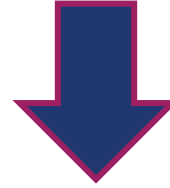
- ▶ Not more than 5 percent may be used for Regional Transportation Infrastructure, defined as transportation projects that are selected through a performance-based process for nonmotorized mobility infrastructure, emerging technologies, and air quality measures.
  - Performance-Based is defined *as regional planning agency processes and practices that are consistent with federal law, including 23 USC and ADOT performance factors (ARS 28-505).*\*
  - Nonmotorized Mobility Infrastructure is defined *as the improvement of safety, accessibility, or connectivity through sidewalks, crosswalks, curb ramps, elements required by ADA, or other components adjacent to streets or roadways for vulnerable road users.*\*
  - Air quality measures are defined *as paving unpaved roads and procuring street sweepers to help meet the requirements of the Clean Air Act.*\*
- ▶ Reflects the maximum allowed; program allocation in RSTIIP may differ.

***\*ARS 28-6301***

# HALF-CENT SALES TAX: OTHER

22.5%

to the Regional Area Road Fund for major arterial streets, intersection improvements, and **Regional Transportation Infrastructure**, including capital expense and implementation studies



- ▶ Balance is for major arterial streets, intersection improvements, and implementation studies, including the Arterial Life Cycle Program (ALCP) and the Safety, Intelligent Transportation Systems (ITS), and Arterial Widening, Rehabilitation, and Intersection competitive programs.
  - Major Arterial is defined as *an interconnected thoroughfare whose primary function is to link areas in the region and to distribute traffic to and from controlled access highways, generally of regionwide significance and of varying capacity depending on the travel demand for the specific direction and adjacent land use.\**
  - Intersection Improvements are *projects that are designed to decrease vehicle congestion, lower travel times, or improve safety.\**

*\*ARS 28-6301*

# HIGHWAY USER REVENUE FUND (HURF)



Drivers license fees



Vehicle license tax



Vehicle registration fees



**Gas and use-fuel taxes**



Smart and Safe AZ Act



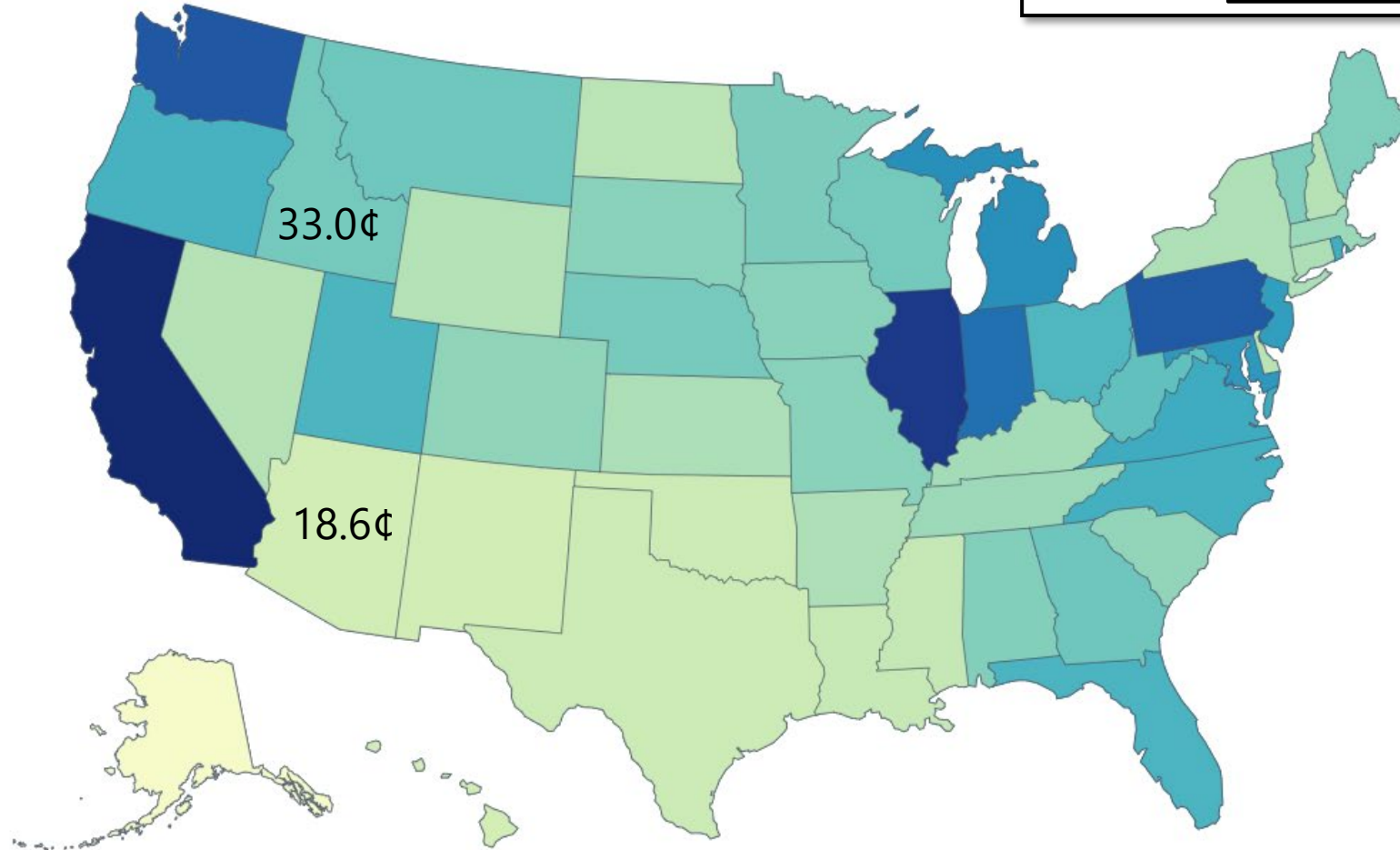
Motor carrier taxes

# HURF: STATE GAS TAXES

## Gas Taxes by State 2026



Arizona has not increased its gas tax since 1991 – 4<sup>th</sup> longest in nation

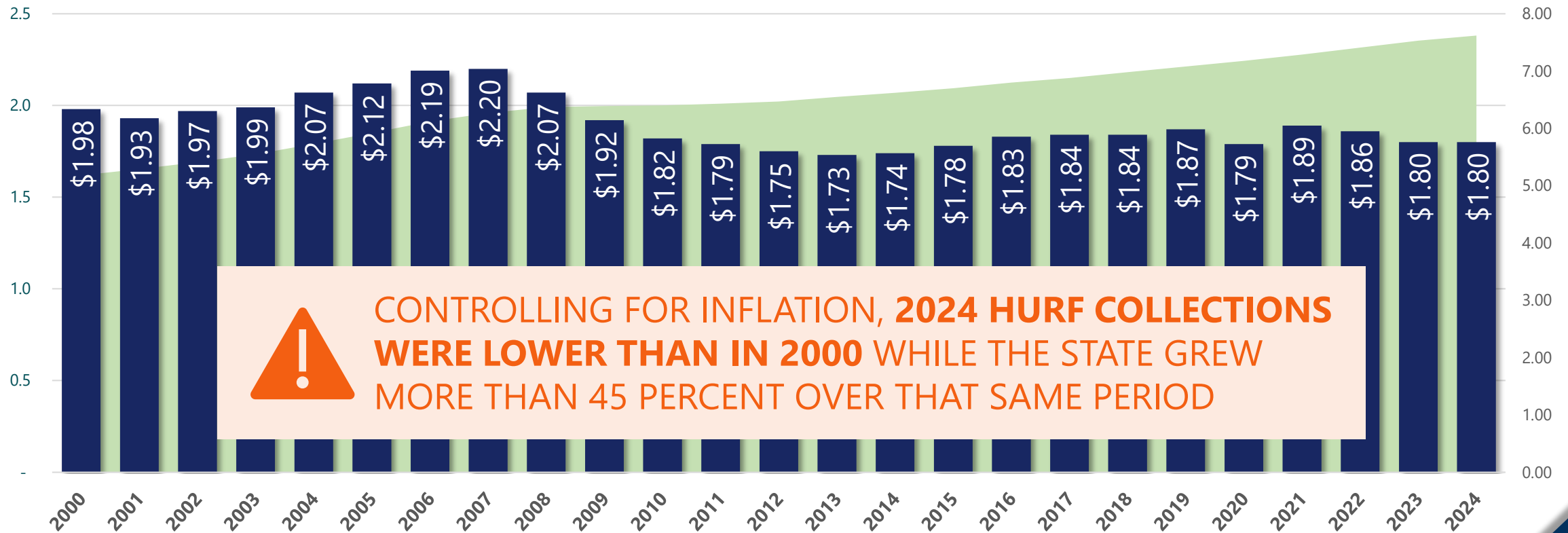


Gas Tax (¢ /gallon)



# HURF: INFLATIONARY IMPACTS

HURF Collections (Total Statewide, 2024\$) versus Population



# ADOT DISCRETIONARY FUNDING

37 Percent Funding



## Casa Grande Resolves

- ▶ Meeting held in **April 1999** that was convened to develop processes around **long-range transportation planning**
- ▶ Defined and agreed upon **resources available** for the **statewide plan**
- ▶ Creation of the **Resource Allocation Advisory Committee (RAAC)**

# ADOT DISCRETIONARY FUNDING

## 37 Percent Funding



## Casa Grande Resolves

- ▶ **Fair-share** framework was developed between **MAG**, **PAG**, and **ADOT**
- ▶ Acknowledged **urban areas needed to help** rural so the urban share was lower than contributions
- ▶ Methodology had distribution to MAG and PAG between 40 and 68 percent (agreed amount was 50 percent: **MAG – 37 percent** and **PAG – 13 percent\***)

*\*in 1999 76 percent of population was in Maricopa and Pima Counties*

# ADOT DISCRETIONARY FUNDING

- ▶ State **statute affirms** the responsibilities of the **region to approve the plan**, annual life cycle program budgets, and award of competitive program project selections.
- ▶ Arizona State Transportation Board Policy endorses the Casa Grande Resolves and allocates **37 percent** of the state's **discretionary funds** to the **MAG region**, which are managed through the Freeway Life Cycle Program.
- ▶ ADOT develops **updated funding estimates** as part of the development of their **Five-Year Transportation Construction Program**, including HURF, federal-aid and bonding.

**The Impact Is:** Adjustments made by ADOT can be in response to drivers beyond collections at the state and federal level.

# FEDERAL FORMULA FUNDING: IIJA



Signed into law on  
November 15, 2021



Largest transportation  
investment in nation's  
history

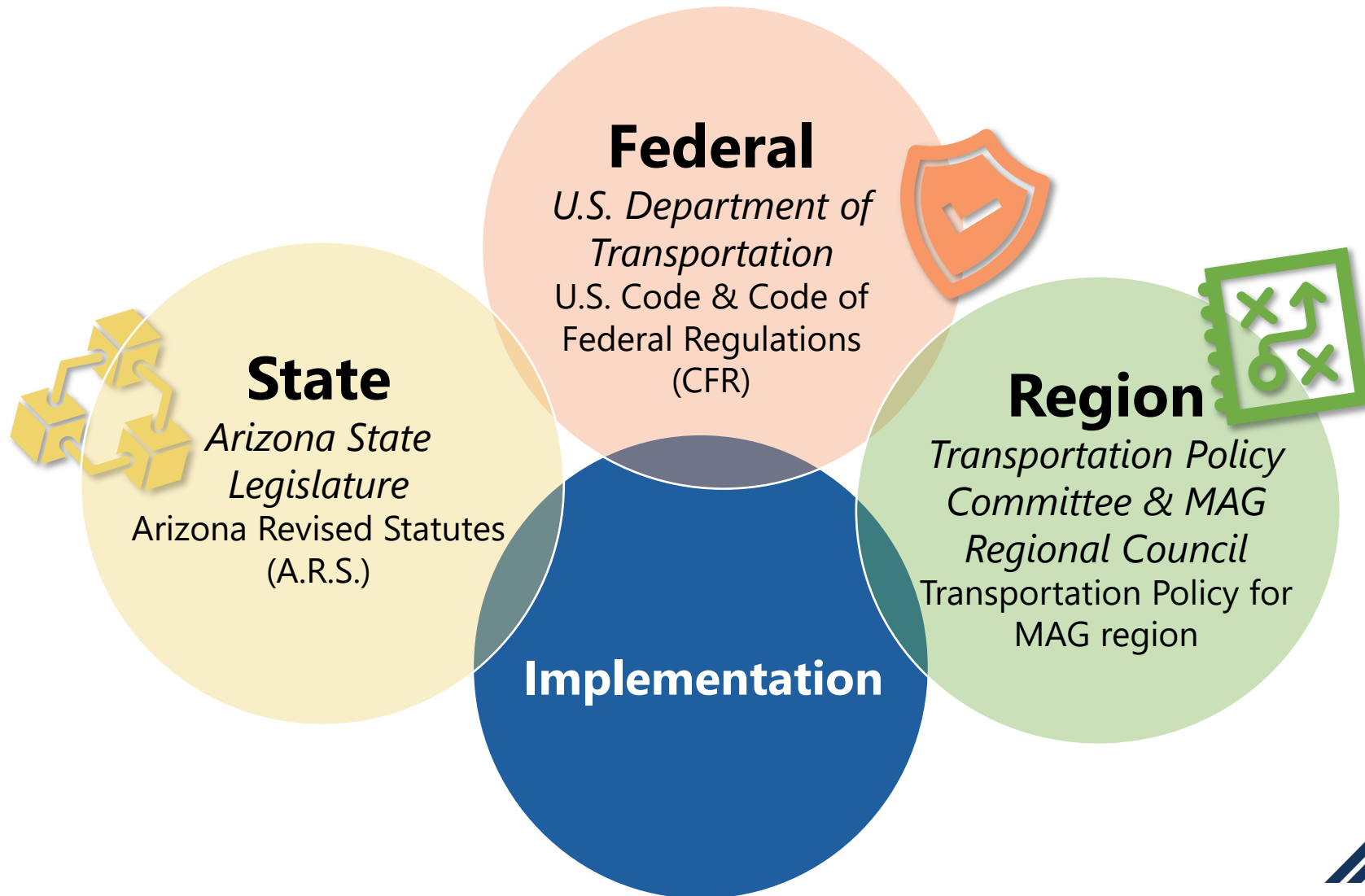


Significantly increased  
both formula and  
discretionary funding



Congress is initiating  
conversations for  
reauthorization

# POLICY REQUIREMENTS



# LEGISLATION: FAREBOX RECOVERY

## Public Transportation Farebox Recovery Audit



*FY 2026-28* **10%**

*ARS 28-6353:*



*FY 2029-31* **15%**



*FY 2032 →* **20%**

*\*Percentage calculated on a **systemwide** basis*

*\*If ratios are not met, the Regional Public Transportation Authority must demonstrate other funding sources, not including sales tax collections, are used to meet prescribed percentages*

*\*This may include payments from jurisdictions that fall short (based on proportion of service within their boundaries)*

*\*Vanpool, RideChoice, and other ADA service exempt*

# LEGISLATION: TPC COMPOSITION



## Composition:

- ▶ Seventeen member agencies
- ▶ Appointments by speaker, president and governor:
  - Six regionwide business interests
    - One must represent **transit**
    - One must represent **freight**
    - One must represent **construction**
  - Two representing **unincorporated Maricopa County**
    - One representing a **taxpayer interest**
    - One representing **residential housing development**
    - One representing **resiliency interests**
- ▶ One new member agency seat

New  
under  
SB 1102



## Responsibilities:

- ▶ Developing the RSTIIP
- ▶ Recommend approval, disapproval, modification of the life cycle programs
- ▶ Recommend approval, disapproval, or modification of funding awarded through the regional transportation infrastructure process

*ARS 28-6308:*

# LEGISLATION: LANE REDUCTION

40.5%

22.5%

37%

*Sales tax may not be spent on any project that will result in a reduction in existing lane miles...*

*... on a highway, unless:*

1. Reconfiguration for operational efficiency is necessary as determined by a department-approved third-party engineering study or road safety assessment,
2. An opportunity for public input is provided,
3. The overall system capacity and transportation mobility will not be reduced, and
4. The reduction will not increase vehicle congestion or travel times.

*... on a street, unless:*

1. A third-party engineering study demonstrates that the project will not materially increase vehicle congestion or travel times,
2. An opportunity for public input is provided, and
3. The reduction is recommended for approval by an affirmative vote of the Transportation Policy Committee.

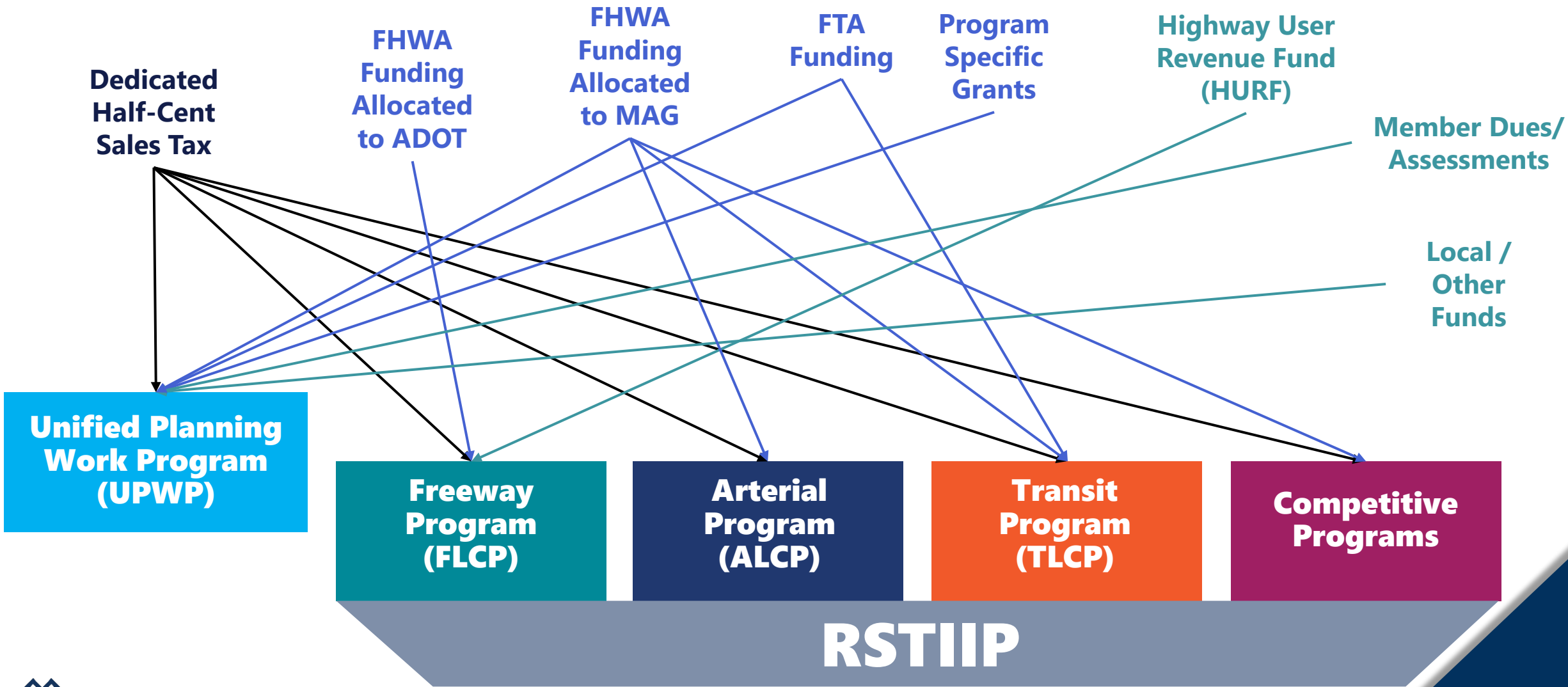
**ARS 42-6105.01**

# LEGISLATION: BUDGETARY PROCESS

Lifecycle Program Management	Stakeholder Coordination	Funding Management
Lifecycle budgeting mandatory; Must be fiscally constrained	Budget process requires coordination with implementing partners	Project fund sourcing (sales tax allocation) determined by TIP listings
Project updates reported annually and posted online	Bonding requires consultation with MAG	Material project cost changes must be approved by policy committees
Projects with legislative appropriations must be advanced to align with appropriation schedule	Local project enhancement requests must be funded locally	\$90,000,000 for commercial vehicle parking implementation consistent with a regionally adopted truck parking plan*

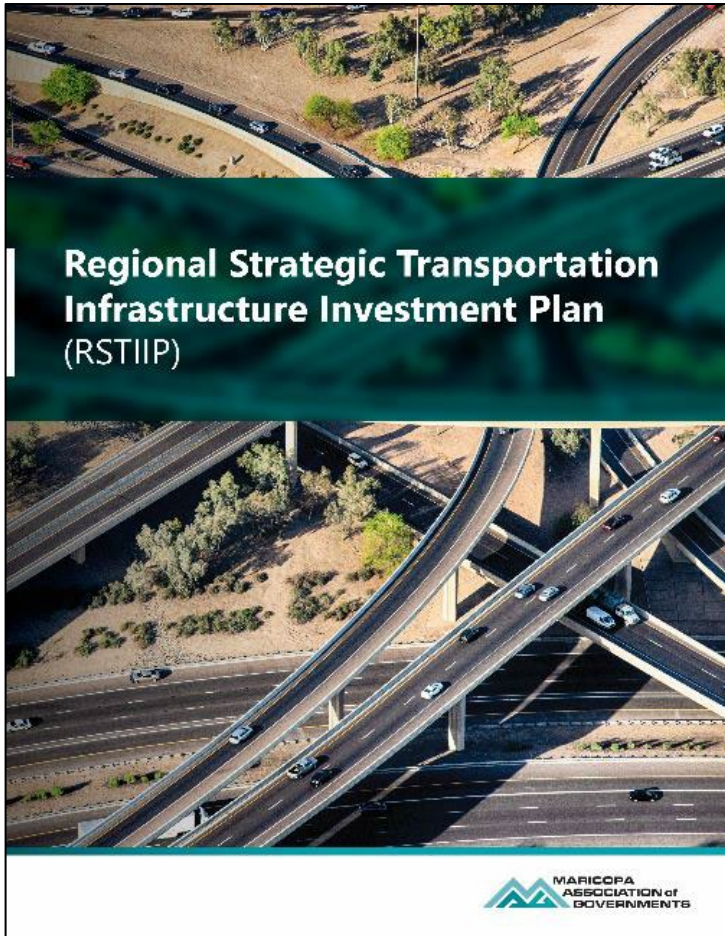
*ARS 28-6352:*

*\*No specific set-aside in RSTIIP; part of existing projects*



# DOLLARS TO ACTION

# HOW ARE PROJECTS IMPLEMENTED?



## Freeway Life Cycle Program (FLCP)

*Managed by MAG; implemented by ADOT*

## Arterial Life Cycle Program (ALCP)

*Managed by MAG; implemented by local agencies*

## Transit Life Cycle Program (TLCP)

*Managed by MAG; implemented by Valley Metro and local agencies*

## Competitive Programs

*Managed by MAG; implemented by local agencies*

# LIFE CYCLE PROGRAMS



**Number of life cycle programs remain unchanged between Prop 400 and Prop 479. MAG is now responsible for Transit Life Cycle Program.**



**Defined list of freeway, arterial, and high-capacity transit capital projects to be funded through Prop 479.**



**Management guided by approved program specific policies & procedures.**



**Updated annually to include latest revenue forecasts, cost estimates, & implementation schedule.**

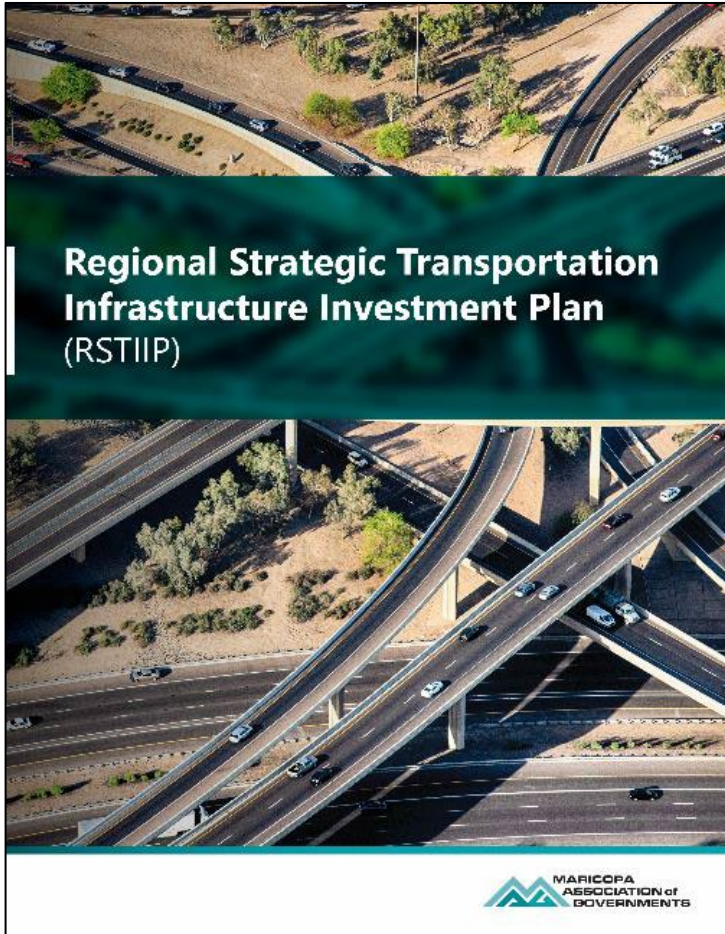


**Minor changes occur throughout the year.**



**Approved program implemented by partner agencies following established agency protocol.**

# HOW ARE PROJECTS IMPLEMENTED?



## Freeway Life Cycle Program (FLCP)

*Managed by MAG; implemented by ADOT*

## Arterial Life Cycle Program (ALCP)

*Managed by MAG; implemented by local agencies*

## Transit Life Cycle Program (TLCP)

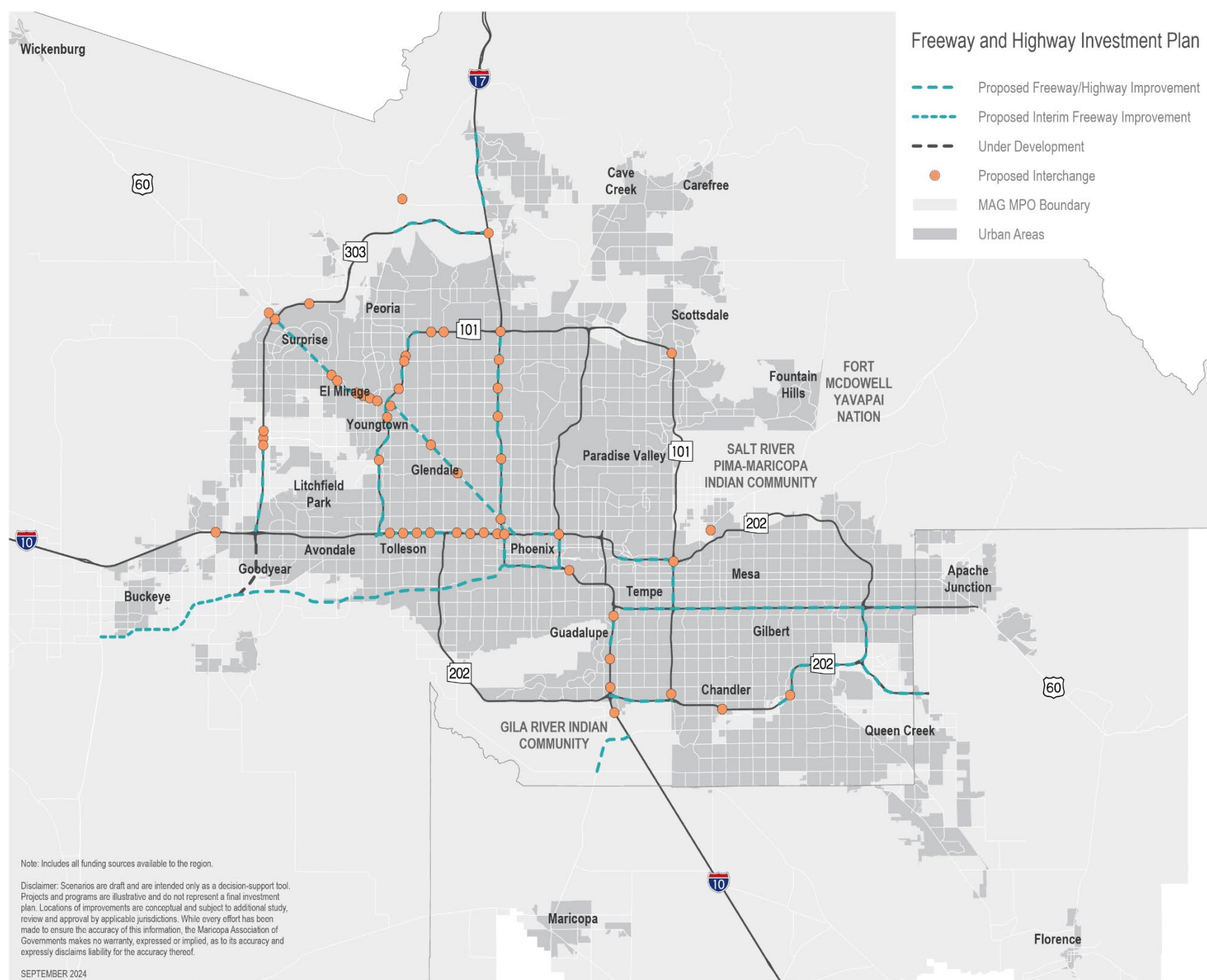
*Managed by MAG; implemented by Valley Metro and local agencies*

## Competitive Programs

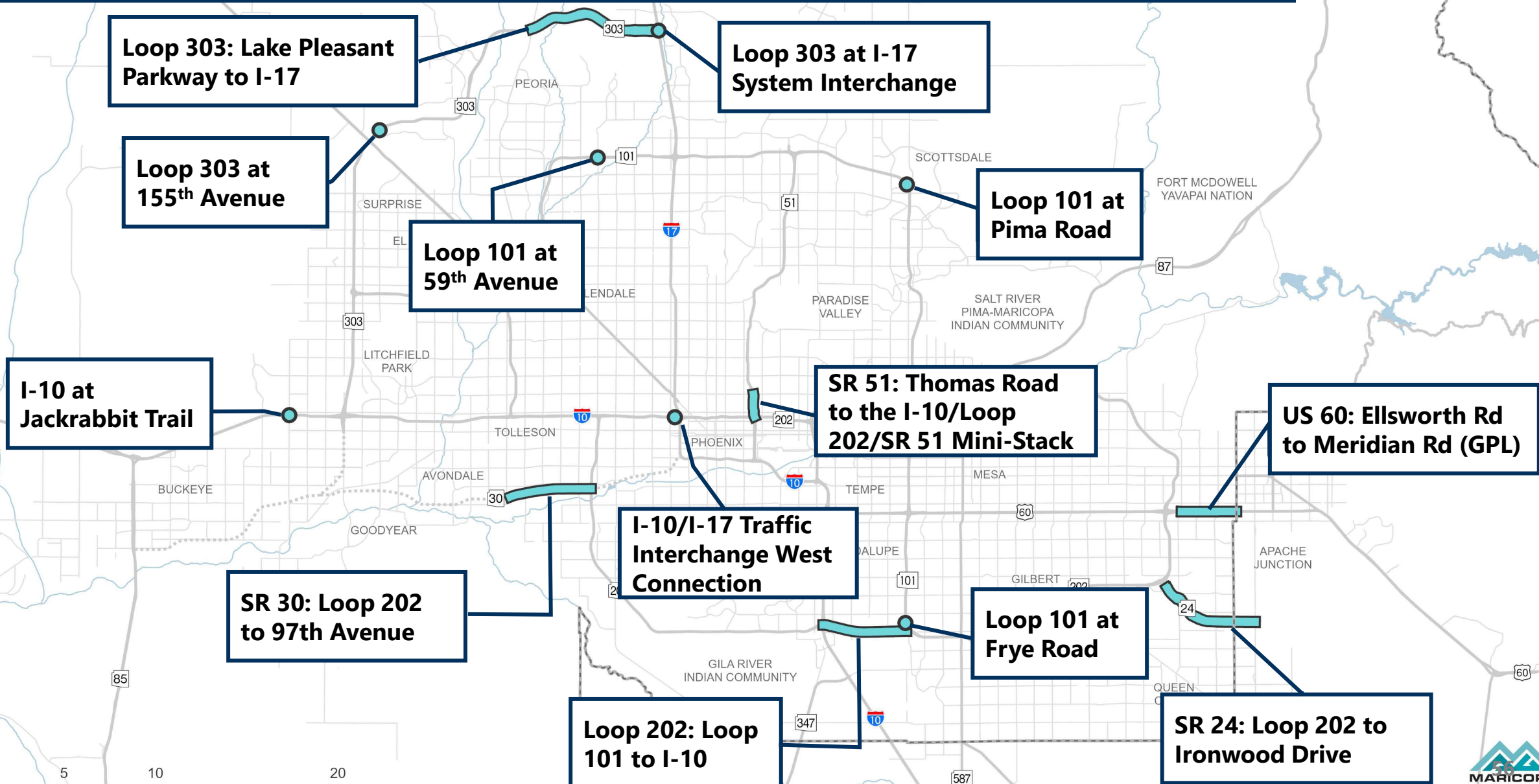
*Managed by MAG; implemented by local agencies*

# FREEWAY OVERVIEW

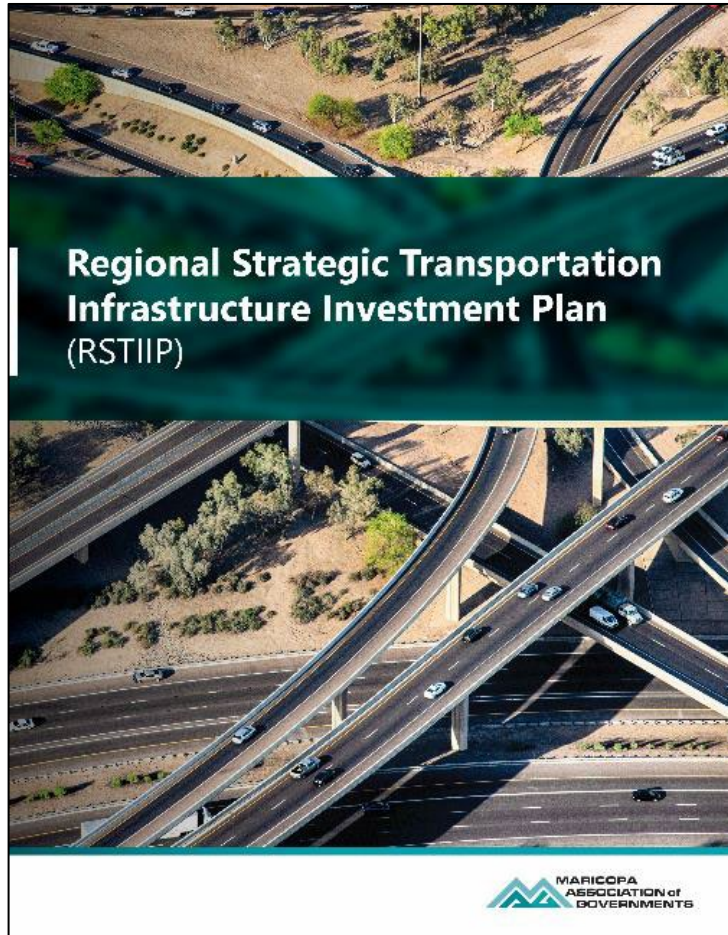
- Completion of Loop 303 between Lake Pleasant Parkway and I-17
- Construction of SR 30
- Completion of SR 24
- Reconstruction of I-17
- Completion of Loop 101 and Loop 202
- Improvements to interchanges across the region



# PHASE I FLCP PROJECTS



# HOW ARE PROJECTS IMPLEMENTED?



## Freeway Life Cycle Program (FLCP)

*Managed by MAG; implemented by ADOT*

## Arterial Life Cycle Program (ALCP)

*Managed by MAG; implemented by local agencies*

## Transit Life Cycle Program (TLCP)

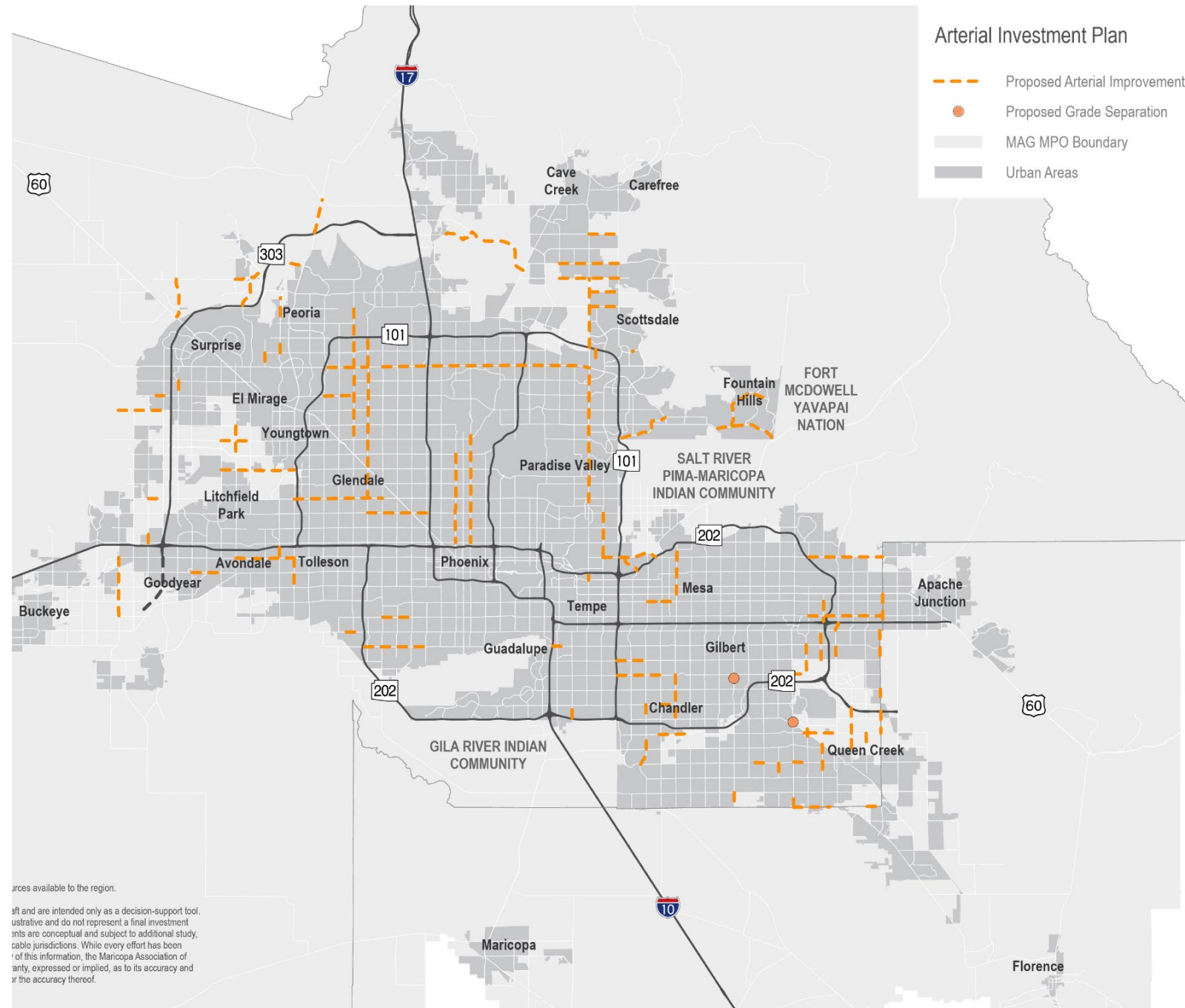
*Managed by MAG; implemented by Valley Metro and local agencies*

## Competitive Programs

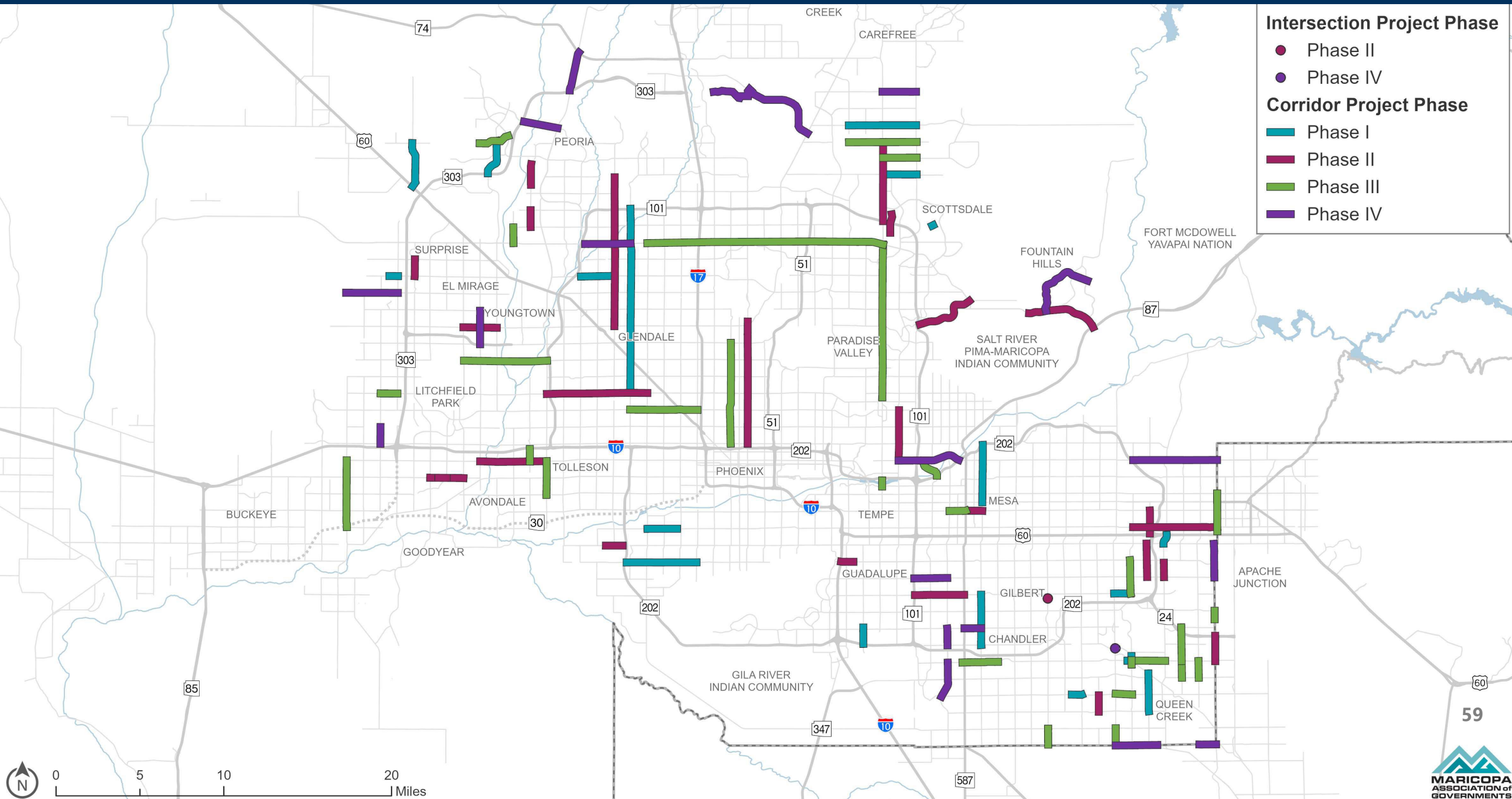
*Managed by MAG; implemented by local agencies*

# PROP 479 ARTERIAL OVERVIEW

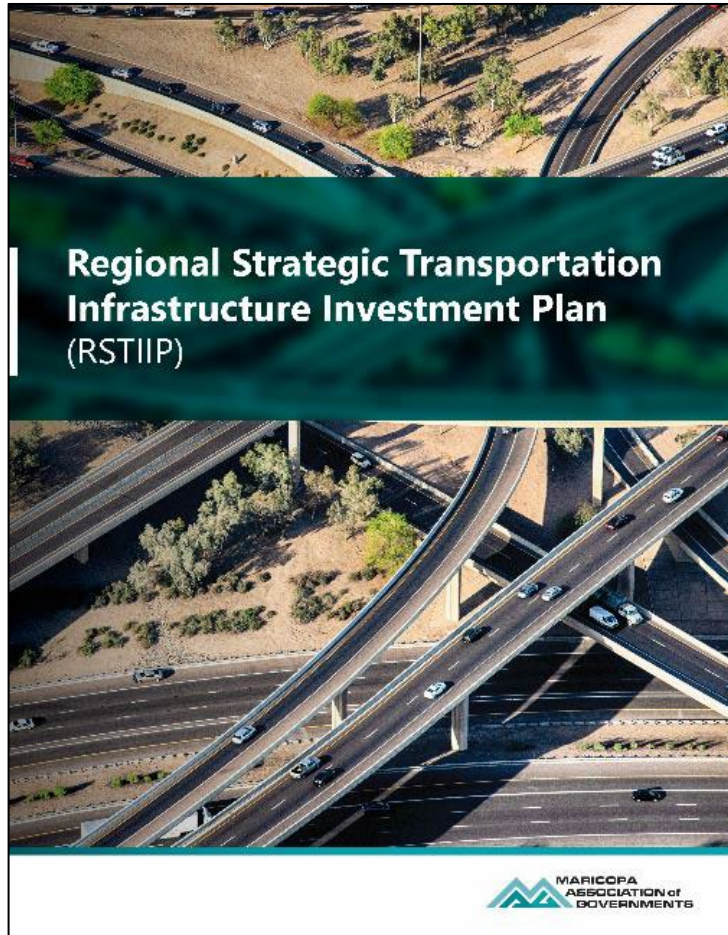
- 91 Defined projects, including:
- Improvements to Camelback Road between 99th Avenue and 51st Avenue
- Construction of Lone Mountain Road between Loop 303 and Lake Pleasant Parkway
- Improvements to Indian School Road between 59th Avenue and 27th Avenue
- Widening of Dynamite Boulevard between 56th Street and Pima Road
- Construction of Ocotillo Road between Greenfield Road and Higley Road



# PROPOSITION 479 ARTERIAL LIFE CYCLE PROGRAM PROJECTS



# HOW ARE PROJECTS IMPLEMENTED?



## Freeway Life Cycle Program (FLCP)

*Managed by MAG; implemented by ADOT*

## Arterial Life Cycle Program (ALCP)

*Managed by MAG; implemented by local agencies*

## Transit Life Cycle Program (TLCP)

*Managed by MAG; implemented by Valley Metro and local agencies*

## Competitive Programs

*Managed by MAG; implemented by local agencies*

# TRANSIT LIFE CYCLE COMPONENTS

Performance-based approach to allocate funding cyclically based on transit demand, market conditions, and socioeconomic and demographic changes.

## Bus: Operating Assistance

- Formula and Baseline Allocations
- Emerging Markets (Seed Funding)

## High-Capacity Transit

- Bus Rapid Transit
- Rail Improvement Projects\*
- Light Rail Capital Rehabilitation
  - Light Rail and Streetcar\*



## Bus: Regional Services

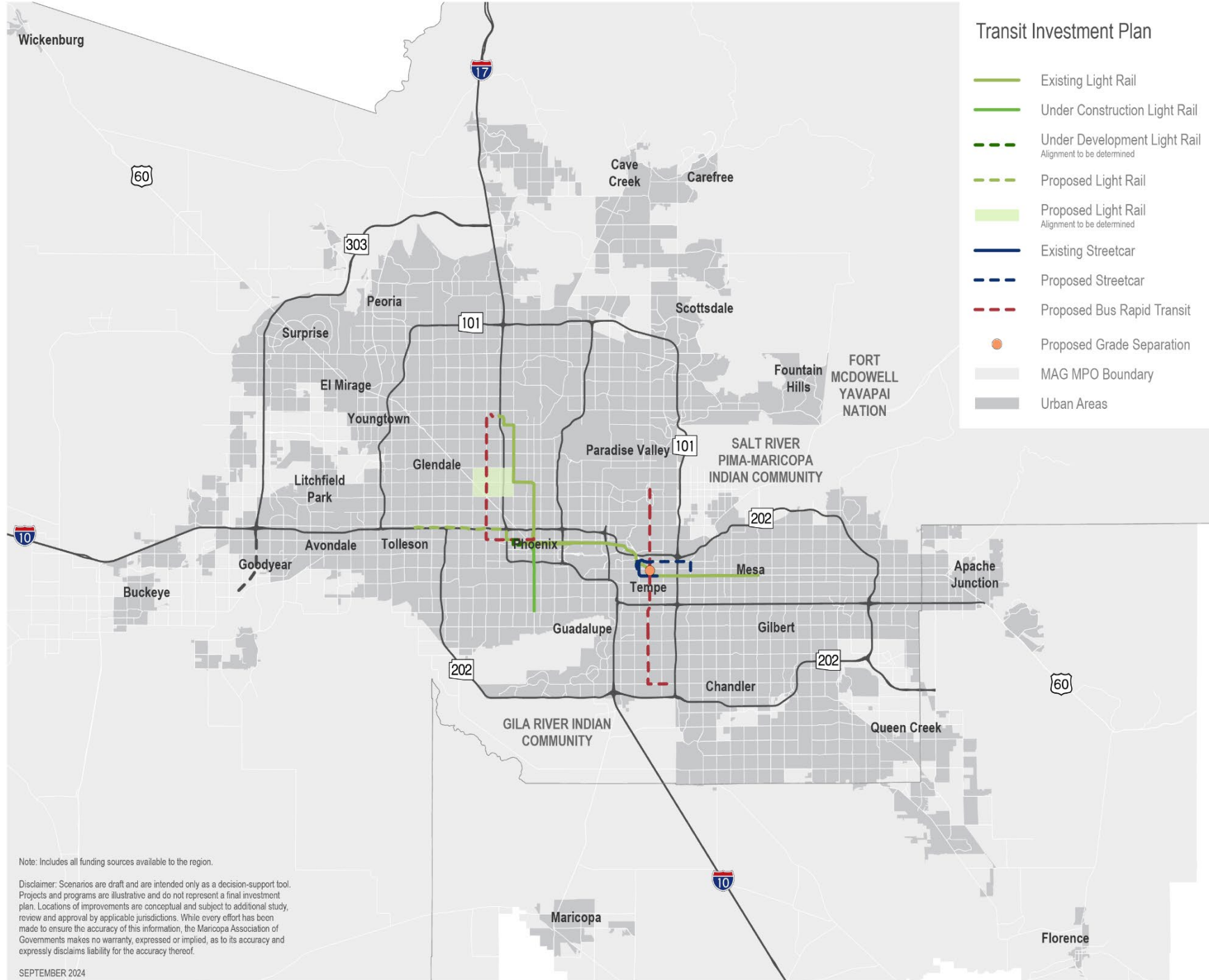
- Express Bus
- ADA Service
- Regional Services

## Bus: Capital

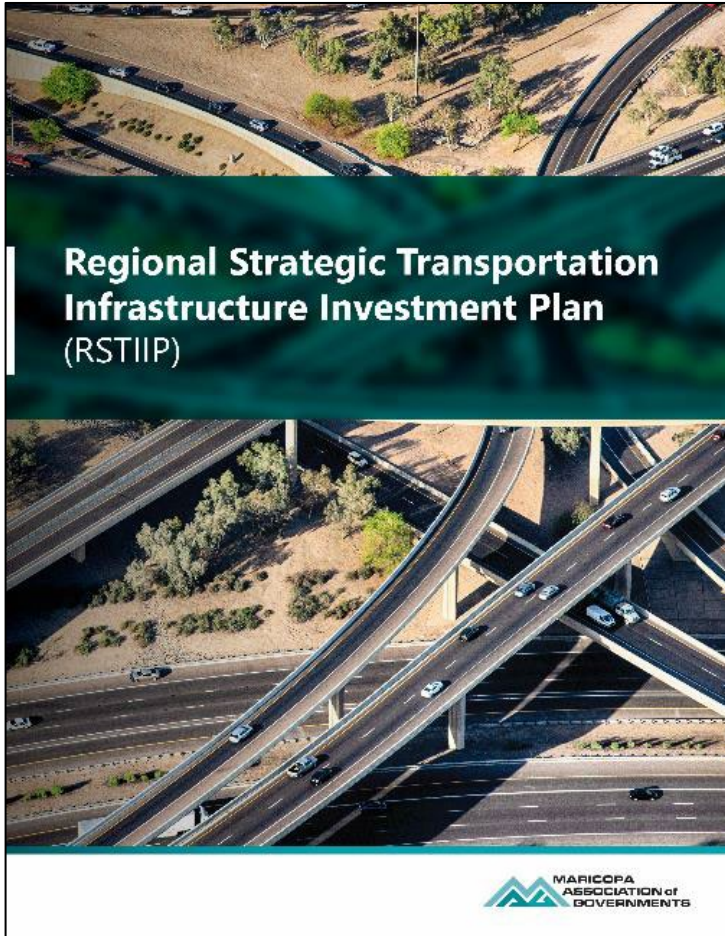
- Bus Purchases
- Bus Transit Asset Management
- Preventive Maintenance
- Regional Transit Facilities

# HIGH-CAPACITY TRANSIT OVERVIEW

- Light rail system improvements
- Rio Salado East/Dobson streetcar extension
- Two light rail extensions
- Three new bus rapid transit lines
- Funding for the capital rehabilitation of the existing light rail system



# HOW ARE PROJECTS IMPLEMENTED?



## Freeway Life Cycle Program (FLCP)

*Managed by MAG; implemented by ADOT*

## Arterial Life Cycle Program (ALCP)

*Managed by MAG; implemented by local agencies*

## Transit Life Cycle Program (TLCP)

*Managed by MAG; implemented by Valley Metro and local agencies*

## Competitive Programs

*Managed by MAG; implemented by local agencies*

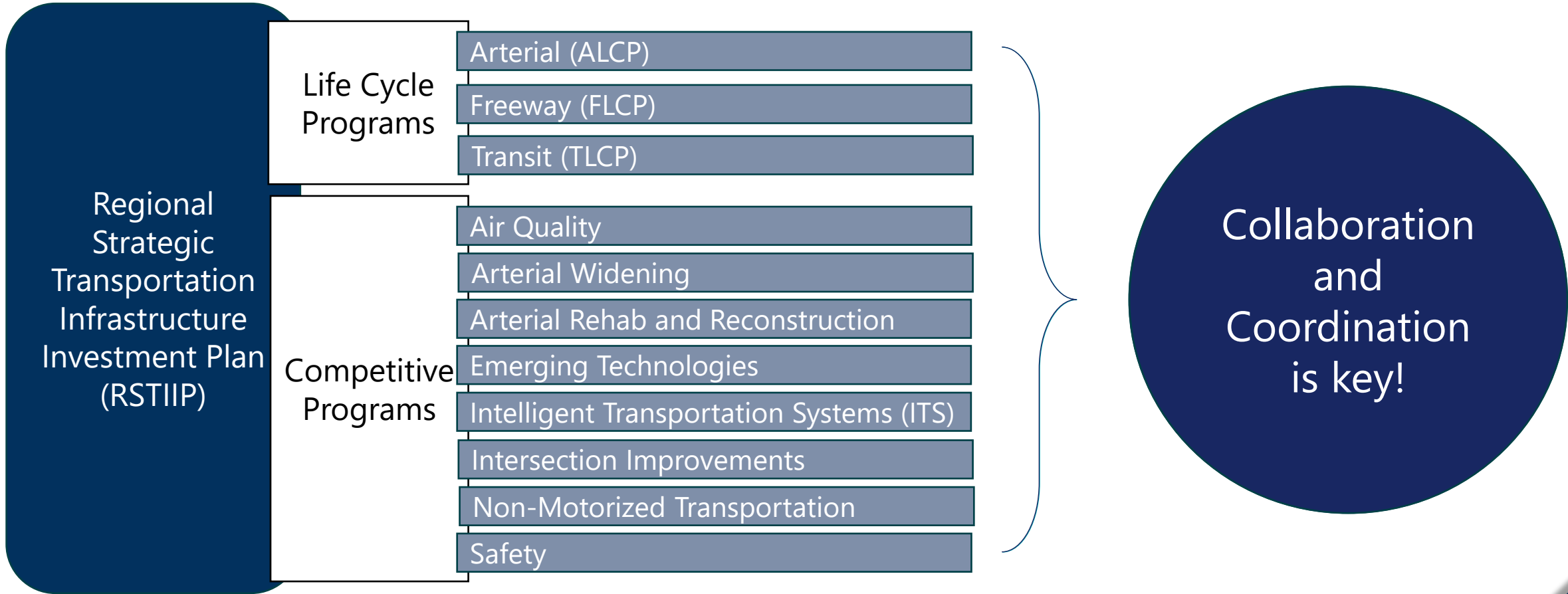
# COMPETITIVE PROGRAMS

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

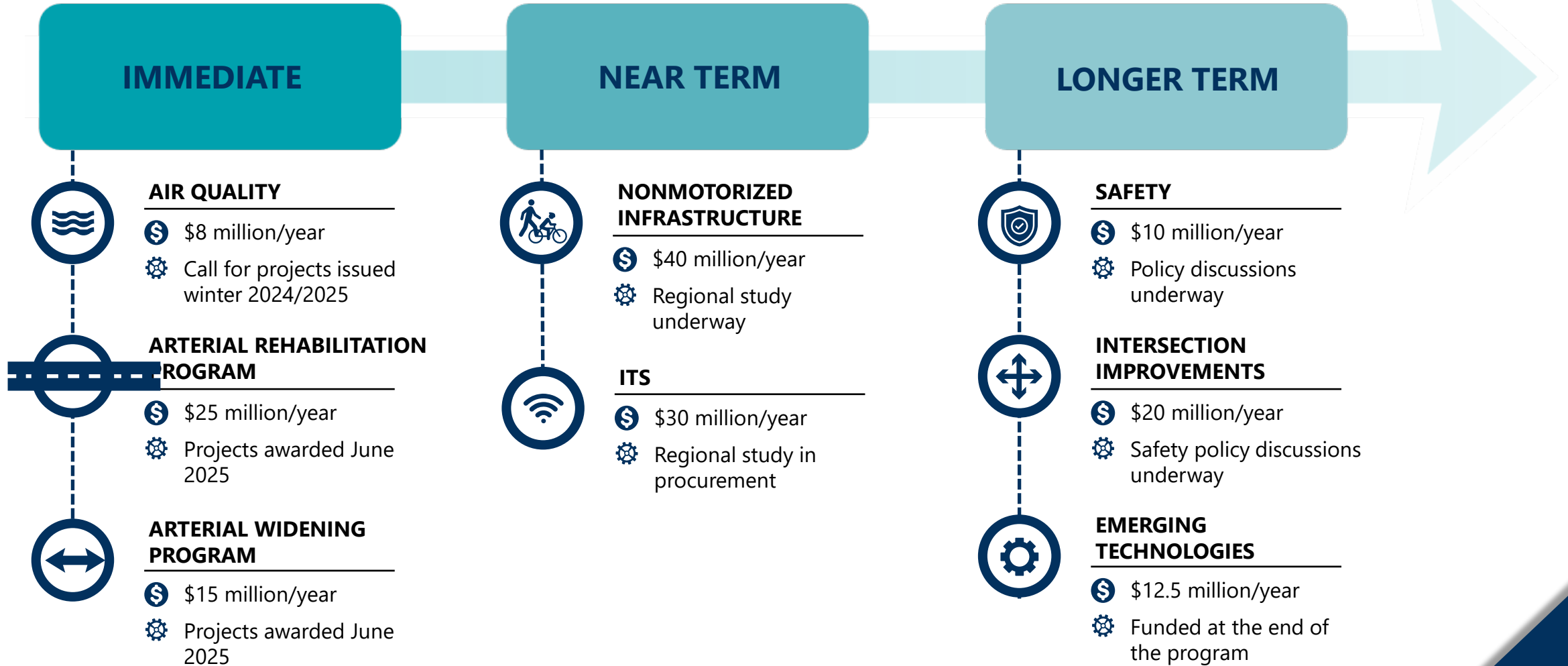
Some funding is included in the Life Cycle Programs

Note: Projects programmed in Pinal County would be funded with Federal Highway Administration (FHWA) formula funds.

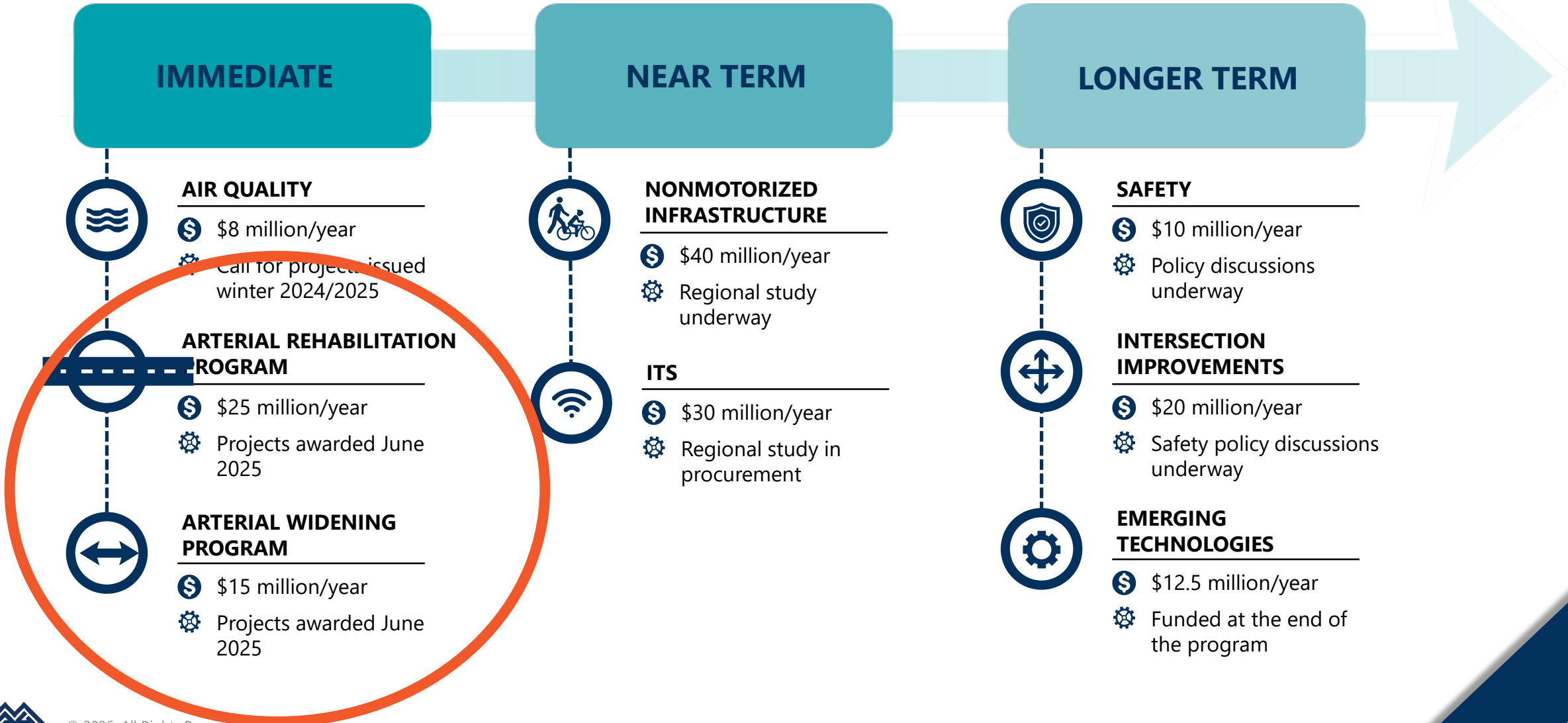
# COMPETITIVE PROGRAMS



# COMPETITIVE PROGRAMS: OVERVIEW



# COMPETITIVE PROGRAMS: OVERVIEW



# COMPETITIVE PROGRAMS: ARTERIAL

## Arterial Rehabilitation and Reconstruction (ARRP)

**\$93.8 M** available

24 applications –  
requesting \$156.9 M

Fully funded **9** projects and  
partially funded one project

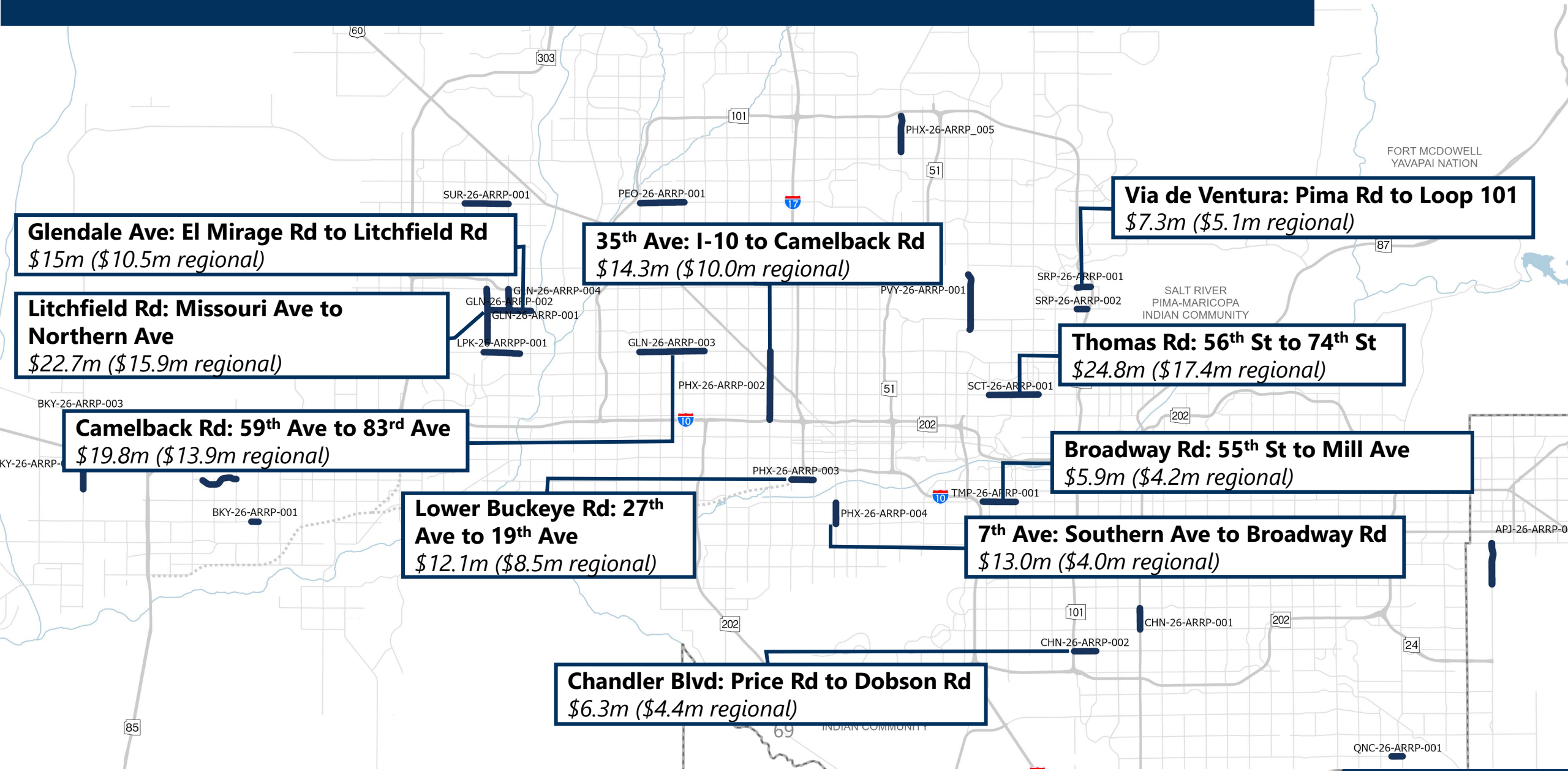
## Arterial Widening (AWP)

**\$56.3 M** available

14 applications - requesting  
\$165.3 M

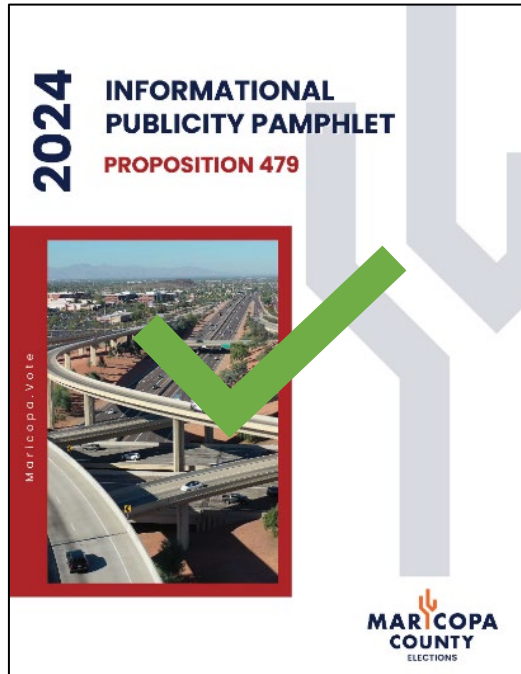
Fully funded **6** projects and  
partially funded one project

# ARTERIAL REHABILITATION PROJECTS



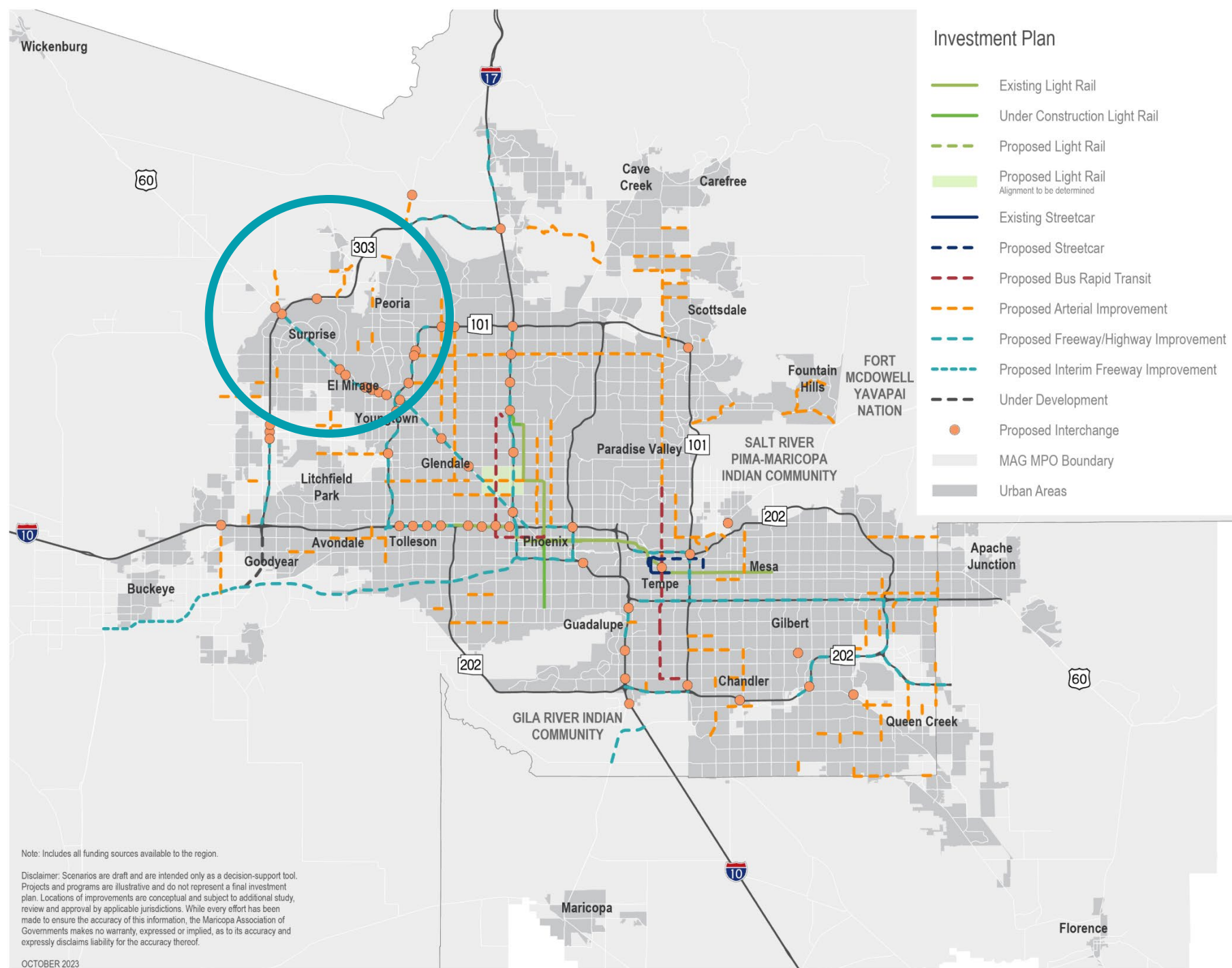


# KEY TAKEAWAYS



# CASE STUDY

# NORTHWEST VALLEY



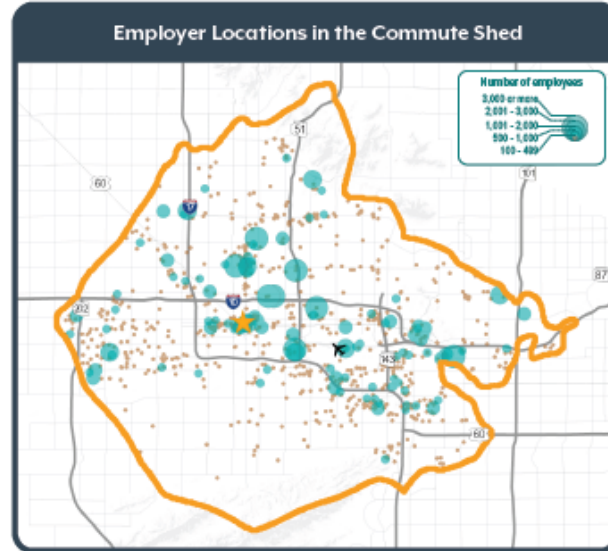
# NORTHWEST VALLEY

What's going on out there?!

## Commute Shed Analytics

30 Minute A.M. Inbound Travel Time to Central Ave and Van Buren St, Phoenix

This report shows information for the area from which a worker can normally commute to Central Ave and Van Buren St, Phoenix on a weekday morning. The boundary is referred to as a commute shed.



### Top 10 Industry Clusters

Industry Clusters group employers by their main industry. Listed below are the top ten industry clusters for businesses located within the commute shed. Ranking is based on total jobs for each cluster within the commute shed.

Industry Cluster	Businesses	Jobs
Business Services	3,092	104,220
Government, Social, & Advocacy Services	1,672	65,530
Health Care	2,242	61,780
Finance, Insurance, & Real Estate (FIRE)	1,633	52,980
Transportation & Distribution	1,448	51,830
Construction	1,943	48,920
Consumer Services	3,034	48,050
Retail	1,930	47,100
Education	626	34,110
High Tech Manufacturing & Development	317	22,500

Source: 2022 MAG Employer Database

for workers

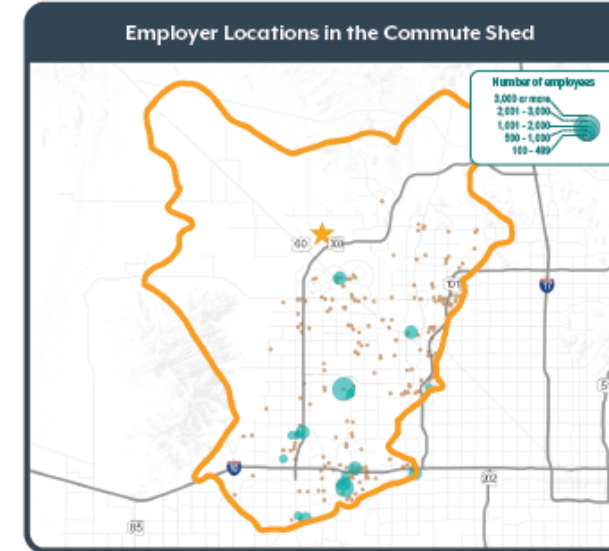


Source: U.S. Census Bureau, 2021 Longitudinal Employer-Household Dynamics Program

## Commute Shed Analytics

30 Minute A.M. Inbound Travel Time to Loop 303 and US 60, Surprise

This report shows information for the area from which a worker can normally commute in 30 minutes or less to a location near Loop 303 and US 60, Surprise on a weekday morning. The boundary is referred to as a commute shed.



### Top 10 Industry Clusters

Industry Clusters group employers by their main industry. Listed below are the top ten industry clusters for businesses located within the commute shed. Ranking is based on total jobs for each cluster within the commute shed.

Industry Cluster	Businesses	Jobs
Retail	976	31,050
Health Care	1,577	26,830
Consumer Services	1,549	23,110
Government, Social, & Advocacy Services	701	20,170
Transportation & Distribution	298	13,710
Education	319	11,750
Construction	773	10,040
Business Services	694	9,420
Hospitality, Tourism, & Recreation	374	6,630
Finance, Insurance, & Real Estate (FIRE)	628	6,560

Source: 2022 MAG Employer Database

## Employers

### in the Commute Shed

The map to the left shows the locations of each employer with five or more employees within the commute shed. The size of the dot indicates the size of the employer based on its total number of employees.

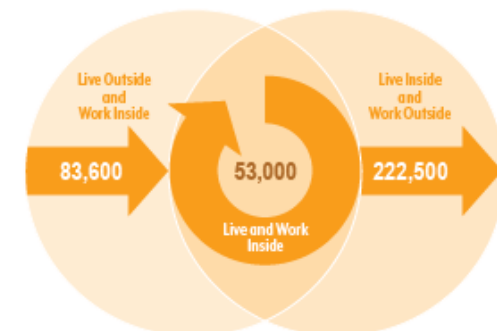
**8,324** Total Employers  
**168,620** Total Jobs  
 For employers with five or more employees

Top Private Employers	Jobs
Amazon	6,080
Banner Health	3,850
Walmart	2,970
Frys Food Stores	2,700
United Parcel Service	2,320
Macy's	1,630
Chewy	1,580
Abrazo Healthcare	1,180
McDonald's	1,070
Sun Health Foundation	940

Source: 2022 MAG Employer Database  
 Does not include employers in the public or education sectors

### Worker Commute Flows

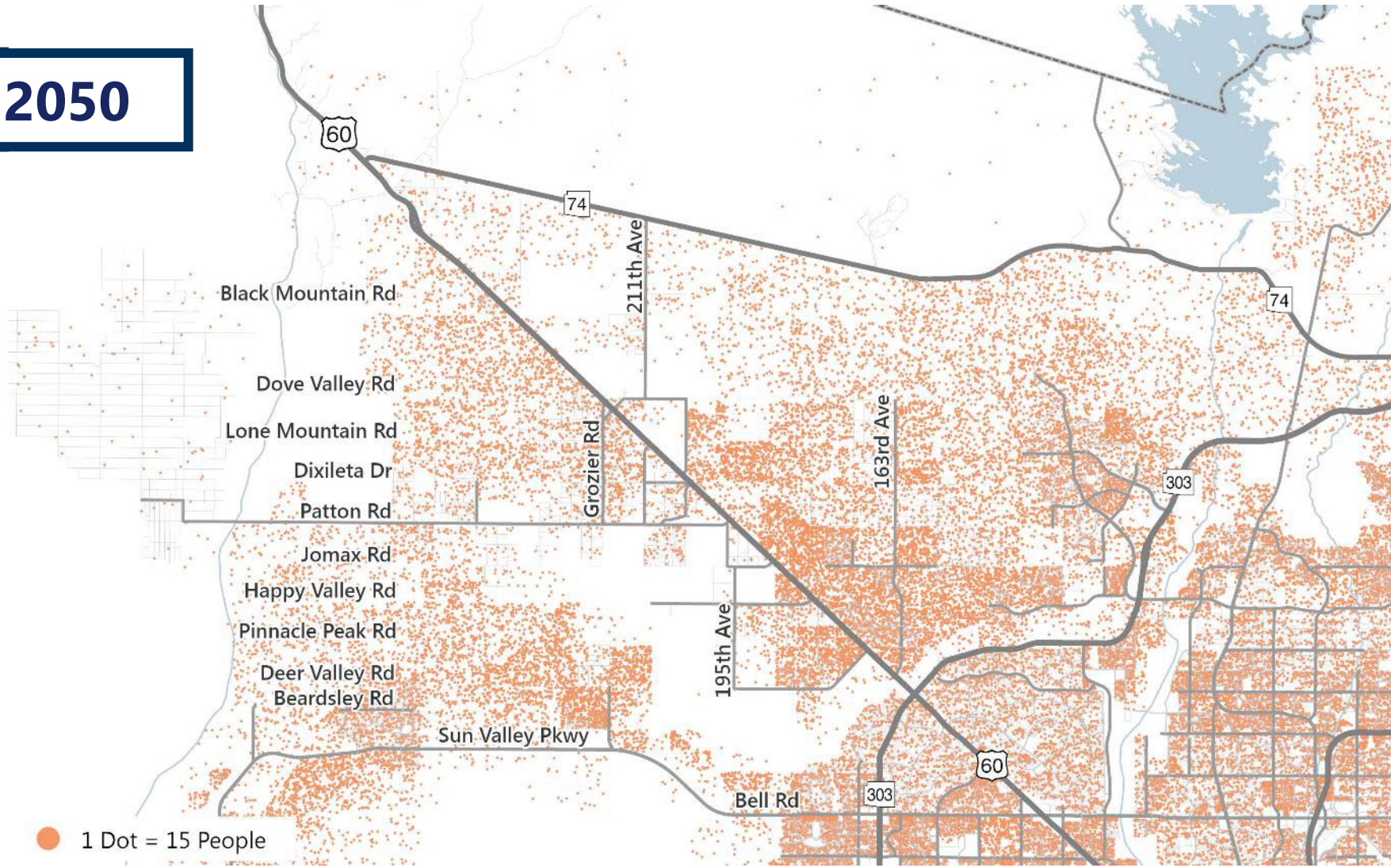
for workers living and/or working in the commute shed



Source: U.S. Census Bureau, 2021 Longitudinal Employer-Household Dynamics Program (LEHD) Origin-Destination Employment Statistics (ODES)

# NORTHWEST VALLEY – POPULATION GROWTH

2050



# ADOT FEASIBILITY STUDY: US 60 / LOOP 303



Study initiated in 2022



Evaluated short-term and long-term projects to improve traffic flow:


- Developed conceptual plans
- Cost estimates





MAG Regional Council approved funding to implement additional near-term improvements in October 2024



# LOOP 303 TO SR 74 CORRIDOR STUDY




  
  
**US 60 (Grand Avenue)**  
Loop 303 (Estrella) to SR 74 Corridor Study

**US 60 (GRAND AVENUE): SR 303L TO SR 74 CORRIDOR STUDY**

**Final Report**

February 2026

 MARICOPA ASSOCIATION of GOVERNMENTS

# STAKEHOLDERS

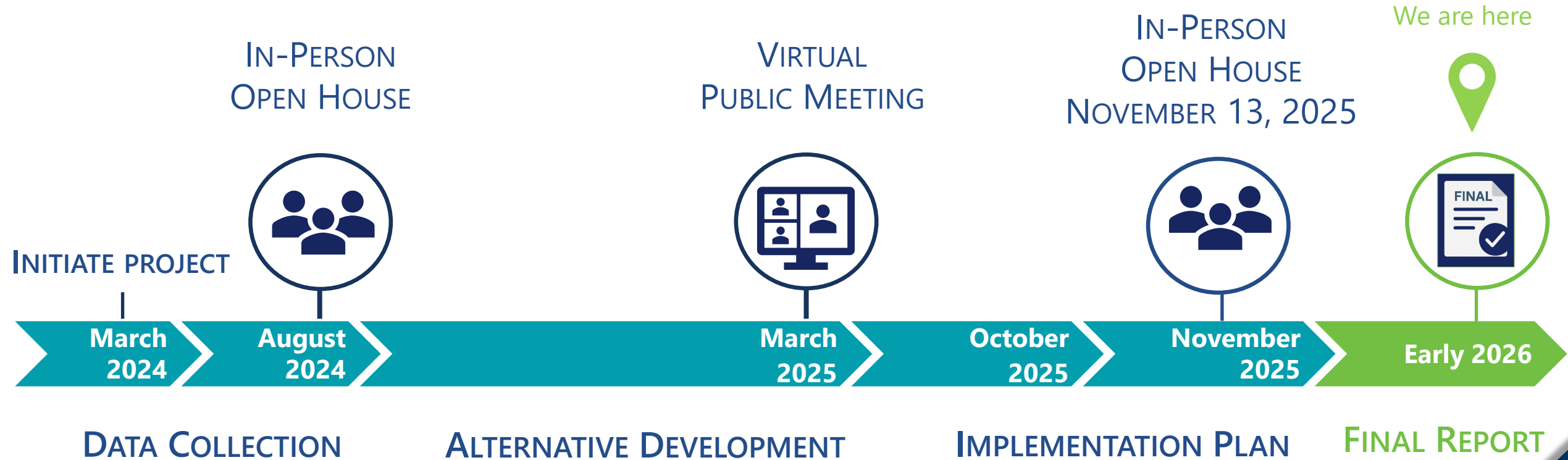


# BNSF CONSIDERATIONS

- Study includes BNSF proposed multimodal logistic facility assumptions
- Grade separating roads over the railroad tracks is not addressed in this study



# STUDY SCHEDULE



# US 60 (GRAND AVE): LOOP 303 TO STATE ROUTE 74



## Corridor Planning Study

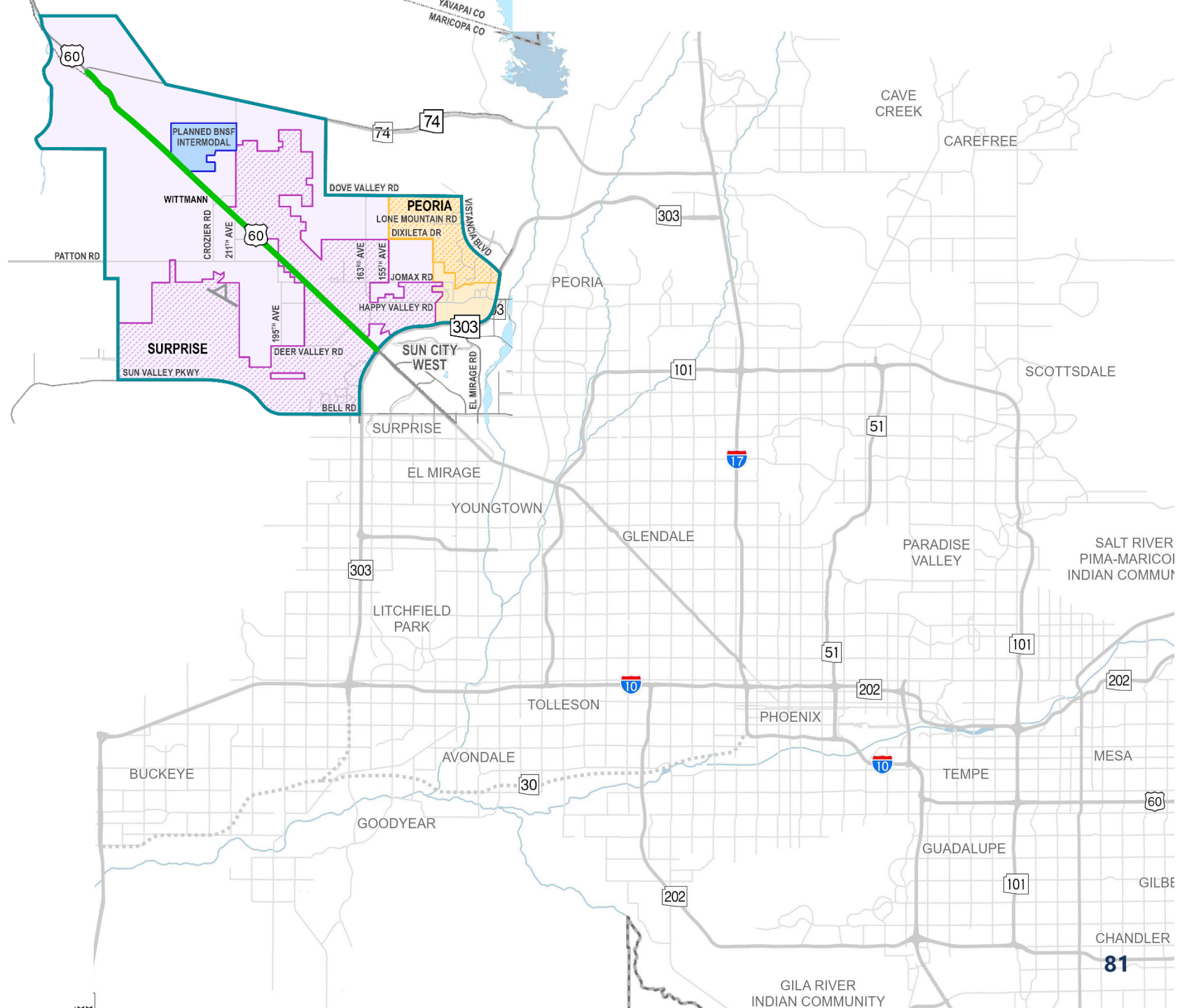
Assess existing and future travel demands on Grand Avenue and surrounding roadway network to inform future improvements.



Stakeholders include ADOT, BNSF Railway, MCDOT, City of Peoria, City of Surprise



Study initiated in March 2024 and is nearing completion



# US 60 (GRAND AVE): LOOP 303 TO STATE ROUTE 74



## Corridor Planning Study

Assess existing and future travel demands on Grand Avenue and surrounding roadway network to inform future improvements.



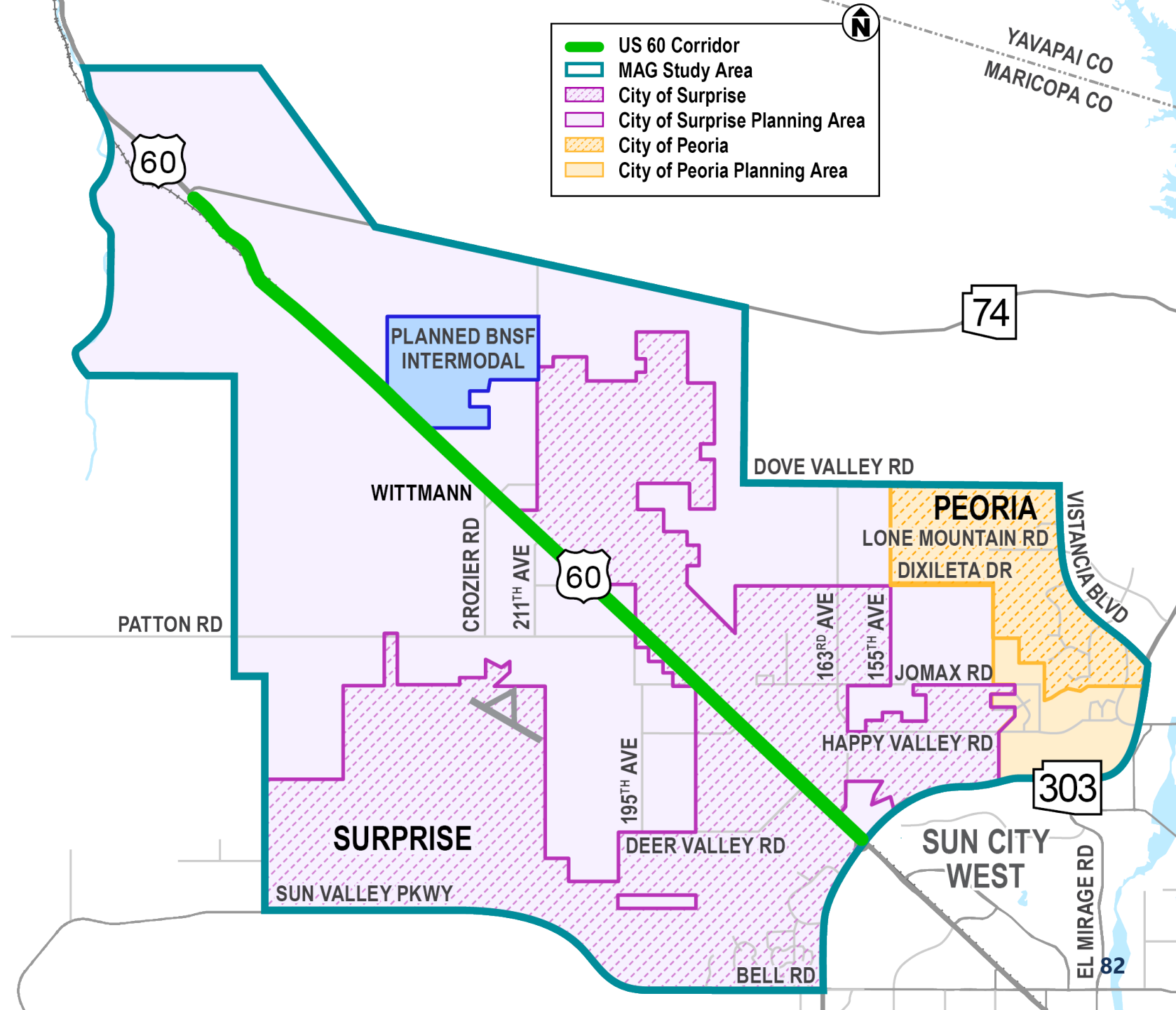
Stakeholders include ADOT, BNSF Railway, MCDOT, City of Peoria, City of Surprise



Study initiated in March 2024 and is nearing completion



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# US 60 (GRAND AVE): LOOP 303 TO STATE ROUTE 74



Improve access to Loop 303 from US 60

- Near-term improvements
- Build 155<sup>th</sup> Ave/Loop 303 interchange
- Other major upgrades



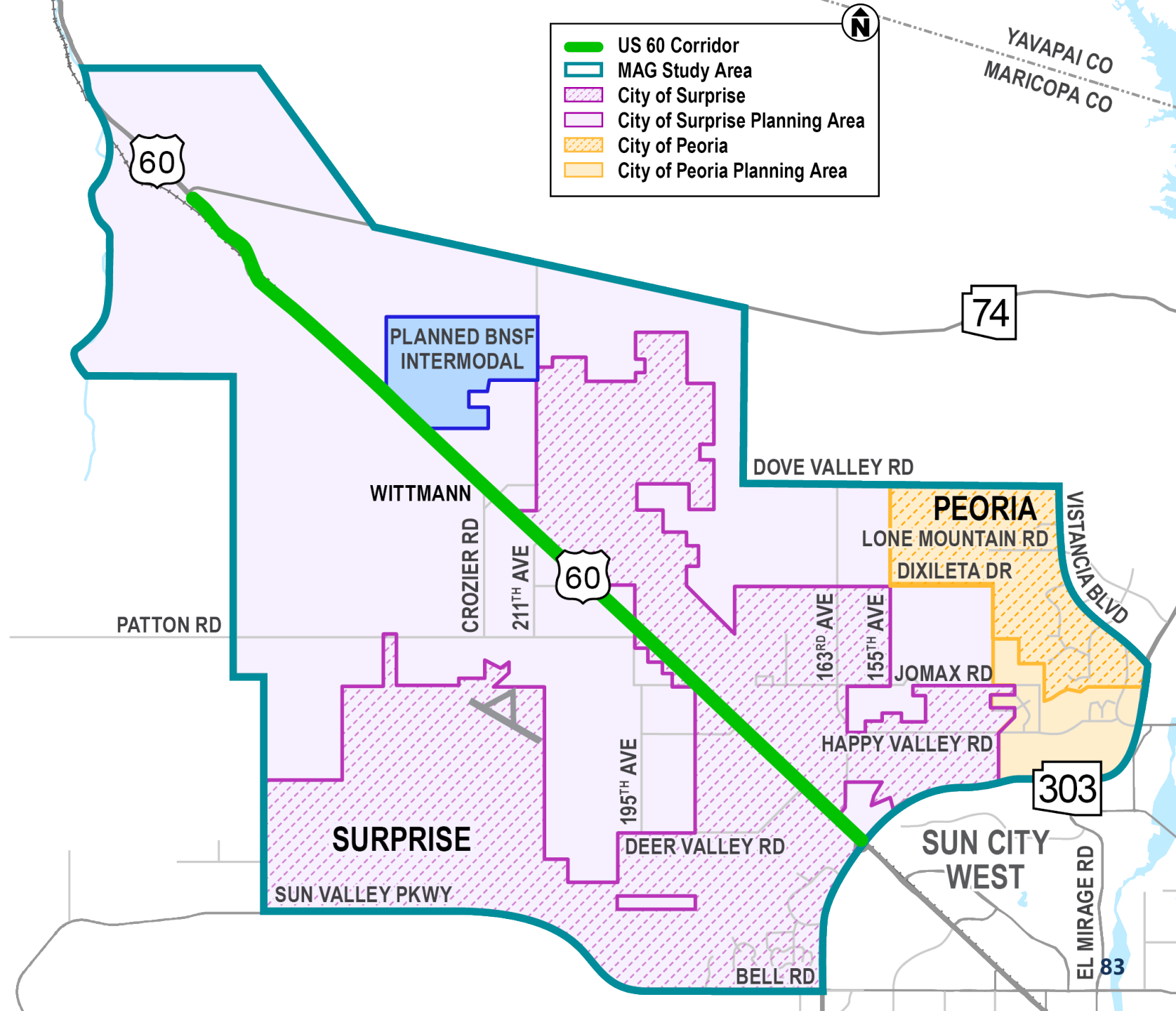
Improve access to other Loop 303 interchanges



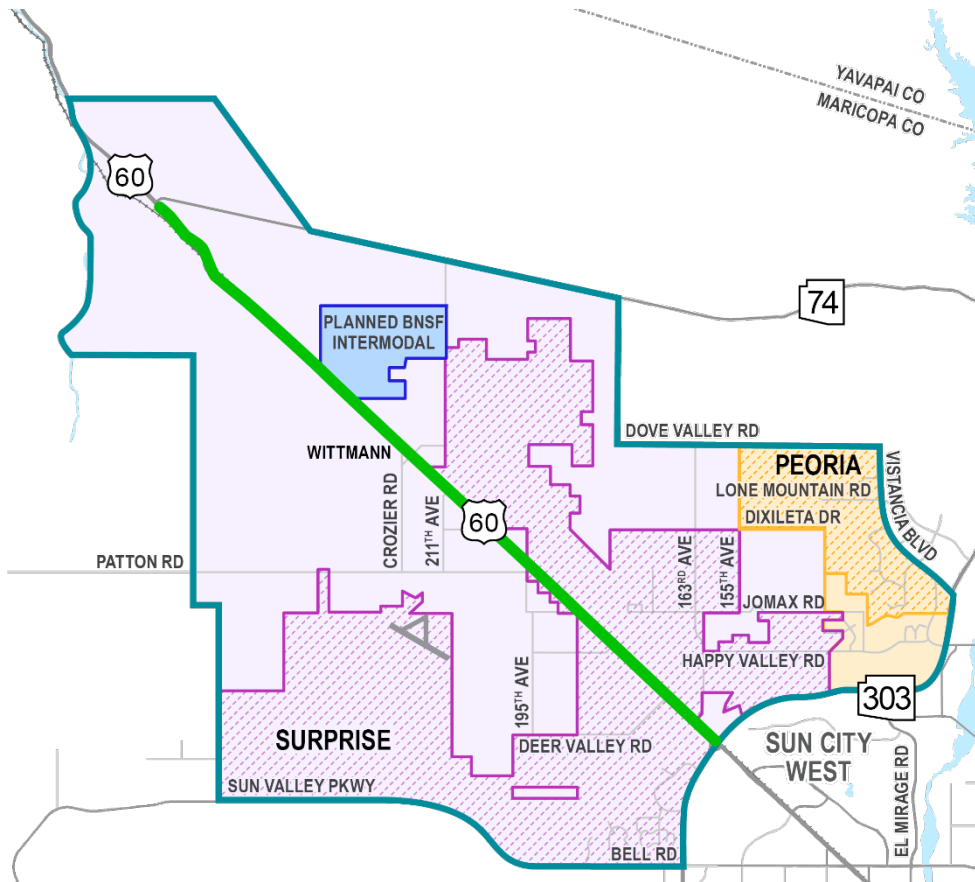
Improve access to US 60 from arterial streets



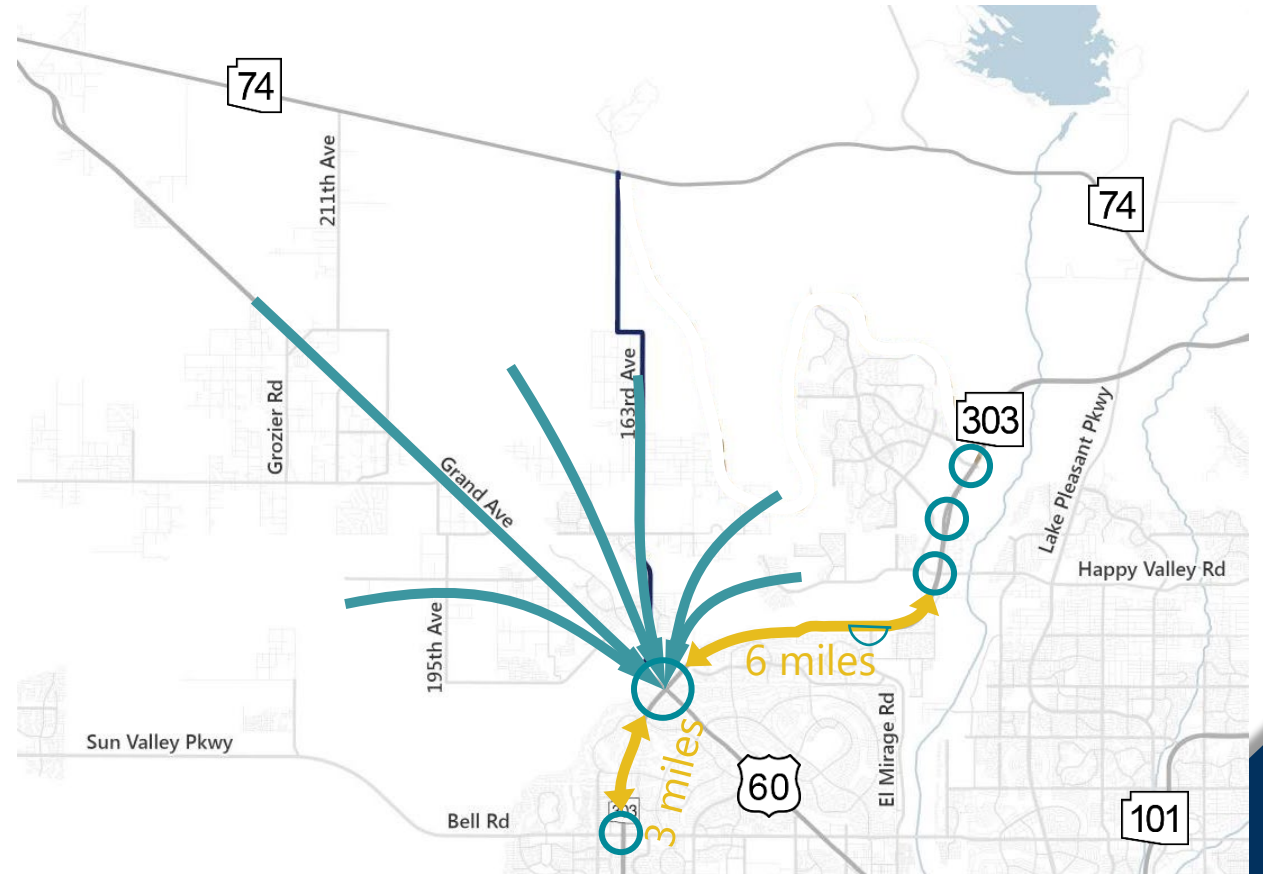
Implement an Access Management Plan for US 60



# EXISTING CONGESTION



## Existing study area freeway interchanges



# STUDY RECOMMENDATIONS

## THREE-STEP PROCESS

**Step 1: Implement small, near-term improvements**

**Step 2: Build the 155th Avenue/Loop 303 interchange**

**Step 3: Build major upgrades**

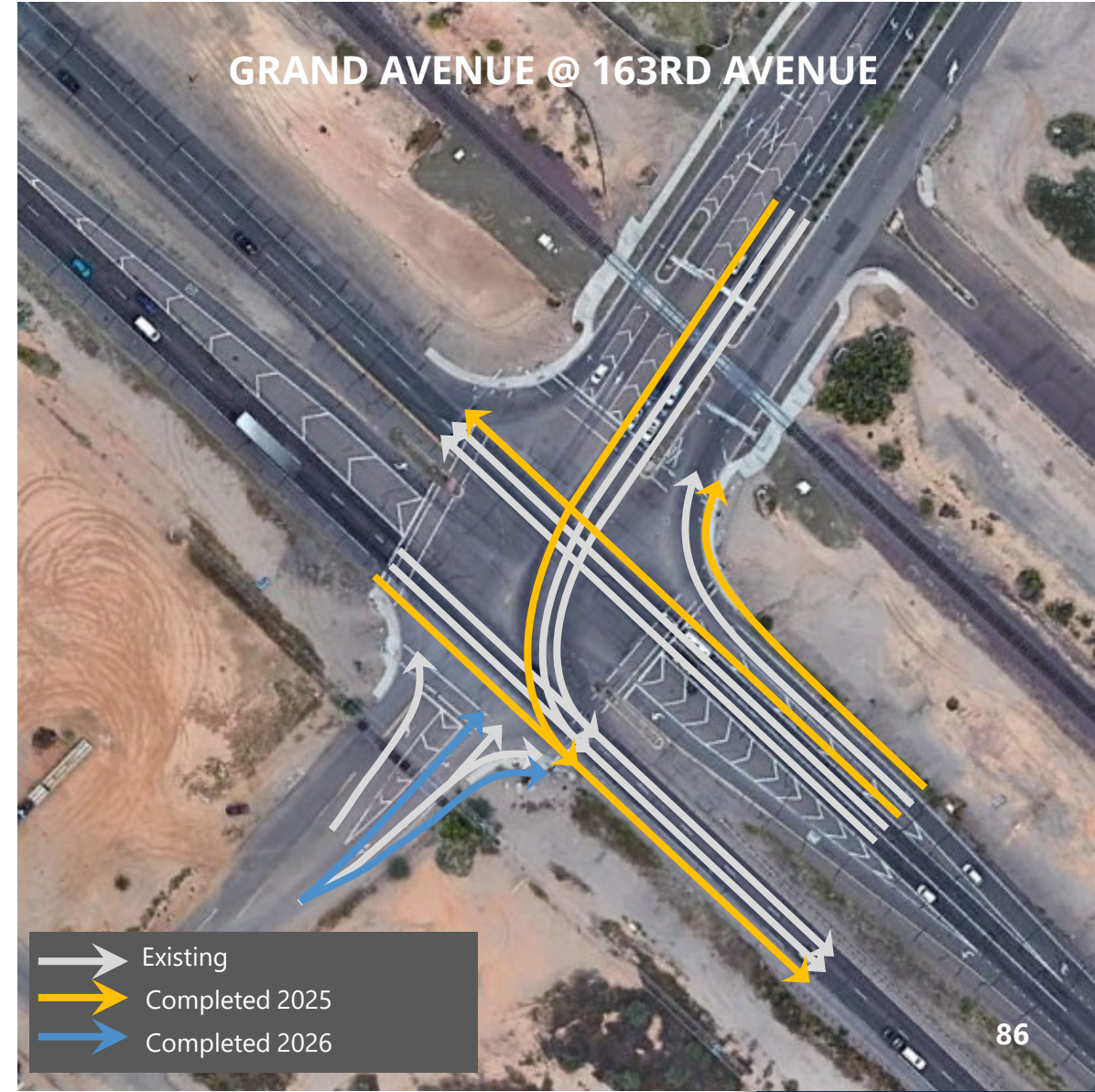
# STEP 1: NEAR-TERM IMPROVEMENTS

## US60/163rd Avenue

- Adding a third left turn lane from southbound 163rd Avenue to eastbound US 60
- Adding a second right turn lane from westbound US 60 to 163rd Avenue
- Extending the existing east- and westbound US 60 third lane to 163rd Avenue
- Adding a second northbound through lane on 163rd Avenue from south of US 60

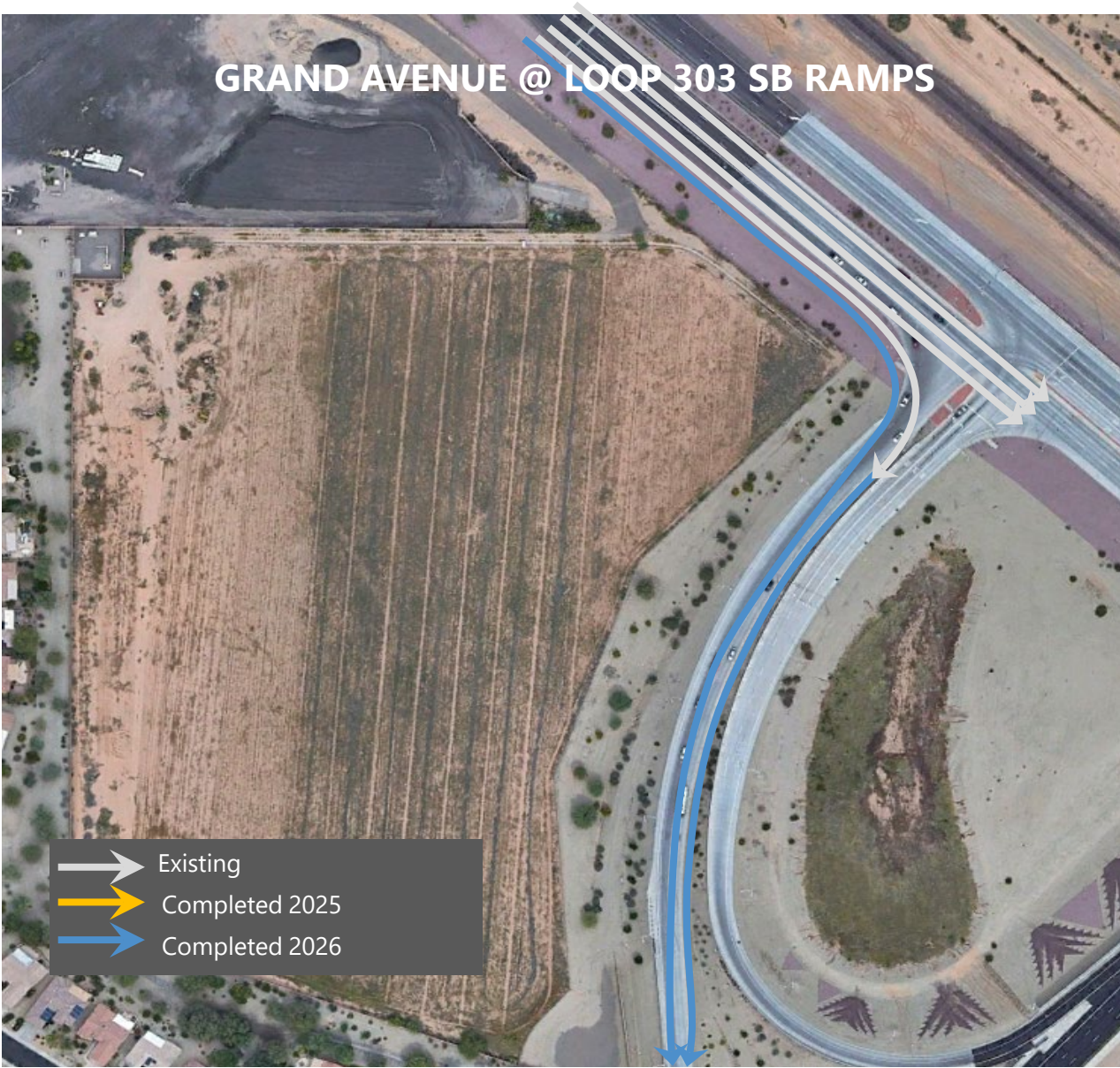
## US60/163rd Avenue

- Adding a dedicated eastbound right turn lane into the drive between Deer Valley Road and 163rd Avenue and an acceleration lane from this drive to eastbound US 60



# STEP 1: NEAR-TERM IMPROVEMENTS

## GRAND AVENUE @ LOOP 303 SB RAMPS



- Existing
- Completed 2025
- Completed 2026

### US 60/Loop 303

- Adding a third left turn lane and second right turn from the northbound Loop 303 off-ramp to US 60 and adding a second exit lane from northbound Loop 303 to US 60.

### US 60/Loop 303

- Lengthening the southbound Loop 303 on-ramp to extend the merge lane
- Widening the southbound Loop 303 off-ramp to US 60
- Adding an additional right turn lane along eastbound US 60 to southbound Loop 303

# STEP 1: NEAR-TERM IMPROVEMENTS

## US60/163<sup>rd</sup> Avenue

- Adding a third left turn lane from southbound 163rd Avenue to eastbound US 60
- Adding a second right turn lane from westbound US 60 to 163rd Avenue
- Extending the existing east- and westbound US 60 third lane to 163rd Avenue
- Adding a second northbound through lane on 163rd Avenue from south of US 60

## US60/163<sup>rd</sup> Avenue

- Adding a dedicated eastbound right turn lane into the drive between Deer Valley Road and 163rd Avenue and an acceleration lane from this drive to eastbound US 60



# STEP 2: 155TH/LOOP 303 INTERCHANGE



Improve access to Loop 303 from US 60

- Near-term improvements
- **Build 155<sup>th</sup> Ave/Loop 303 interchange**
- Other major upgrades



Improve access to other Loop 303 interchanges



Improve access to US 60 from arterial streets



Implement an Access Management Plan for US 60



Selected in June 2025 based on study results



MAG included in agency's reviewing alternatives



Included in development of 479 FLCP, replaced Loop 303 and Litchfield



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# MID-YEAR PROP 479 ALCP UPDATE



**Original  
Prop 479 ALCP  
Project**

**Proposed  
Modification**



**163rd Avenue:  
US 60 (Grand Avenue) to Jomax Road**

- Widen existing roadway from 4 to 6 lanes
- Project will be designed and constructed with local bond funds
- Based on ADOT study, 155th Avenue is a priority connection for the city



**155th Avenue:  
Pinnacle Peak Road to Happy Valley Road**

- Widening roadway from 2 to 4 lanes and adding new roadway segments that don't exist today
- Will provide a connection to the planned interchange at Loop 303 and 155th Avenue

**PROP 479 ALCP PROJECT CHANGE TOOL**

Combined Results				
	PROJECT # AND LIMITS	QUANTITATIVE SCORE	QUALITATIVE SCORE	TOTAL SCORE
1	163rd Avenue: US 60 Grand Avenue to Jomax Road	20.318	0.400	20.718
2	155th Avenue: Pinnacle Peak Road to Happy Valley Road	21.405	0.400	21.805

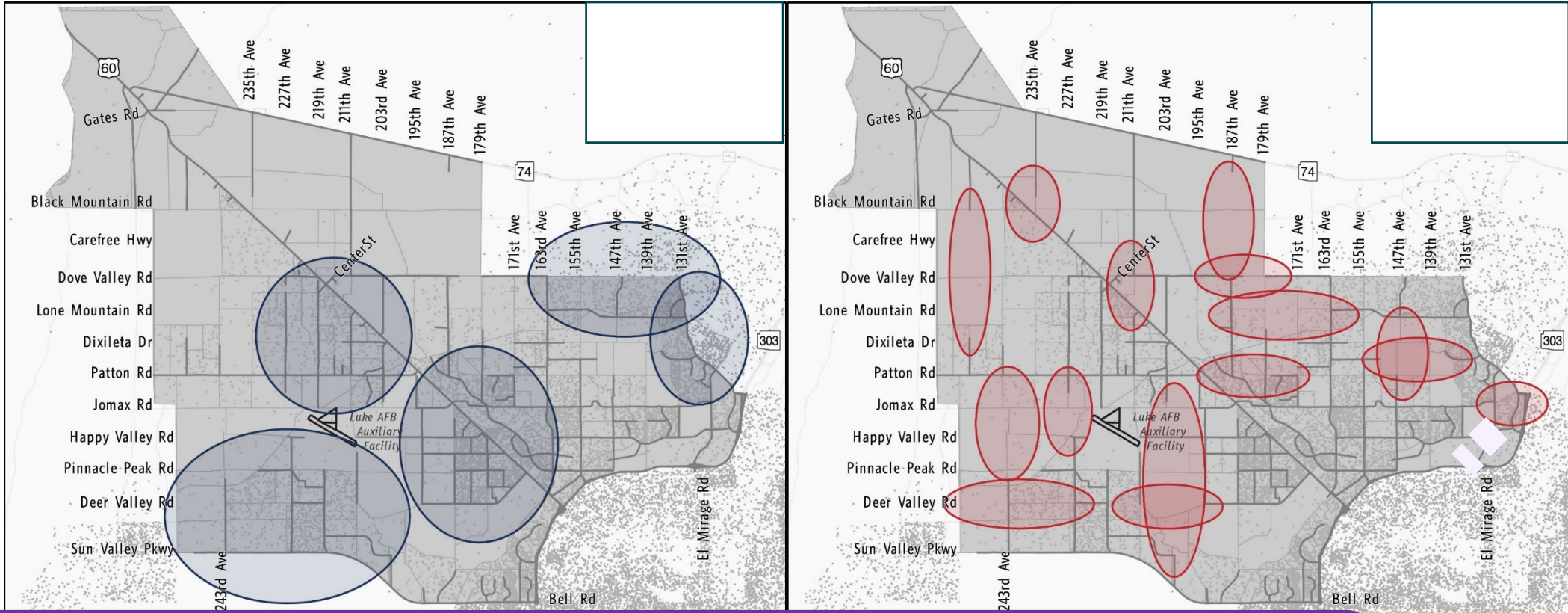
# STEP 3: BUILD MAJOR UPGRADES

US 60 (Grand Ave) / 163rd Avenue Intersection and US 60 (Grand Ave) / Loop 303 Interchange



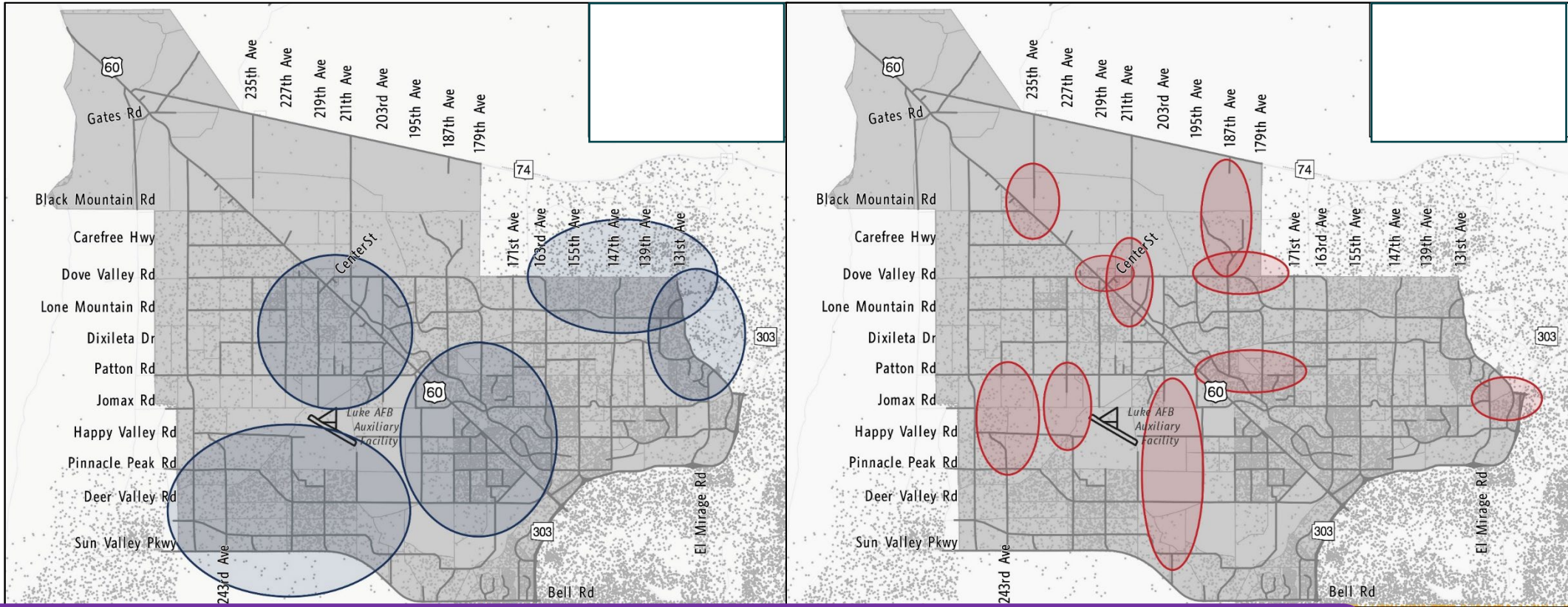


# IMPROVEMENT SEQUENCING 2030



The challenge in the early years will be to fill in gaps by providing connections between isolated pockets of development.

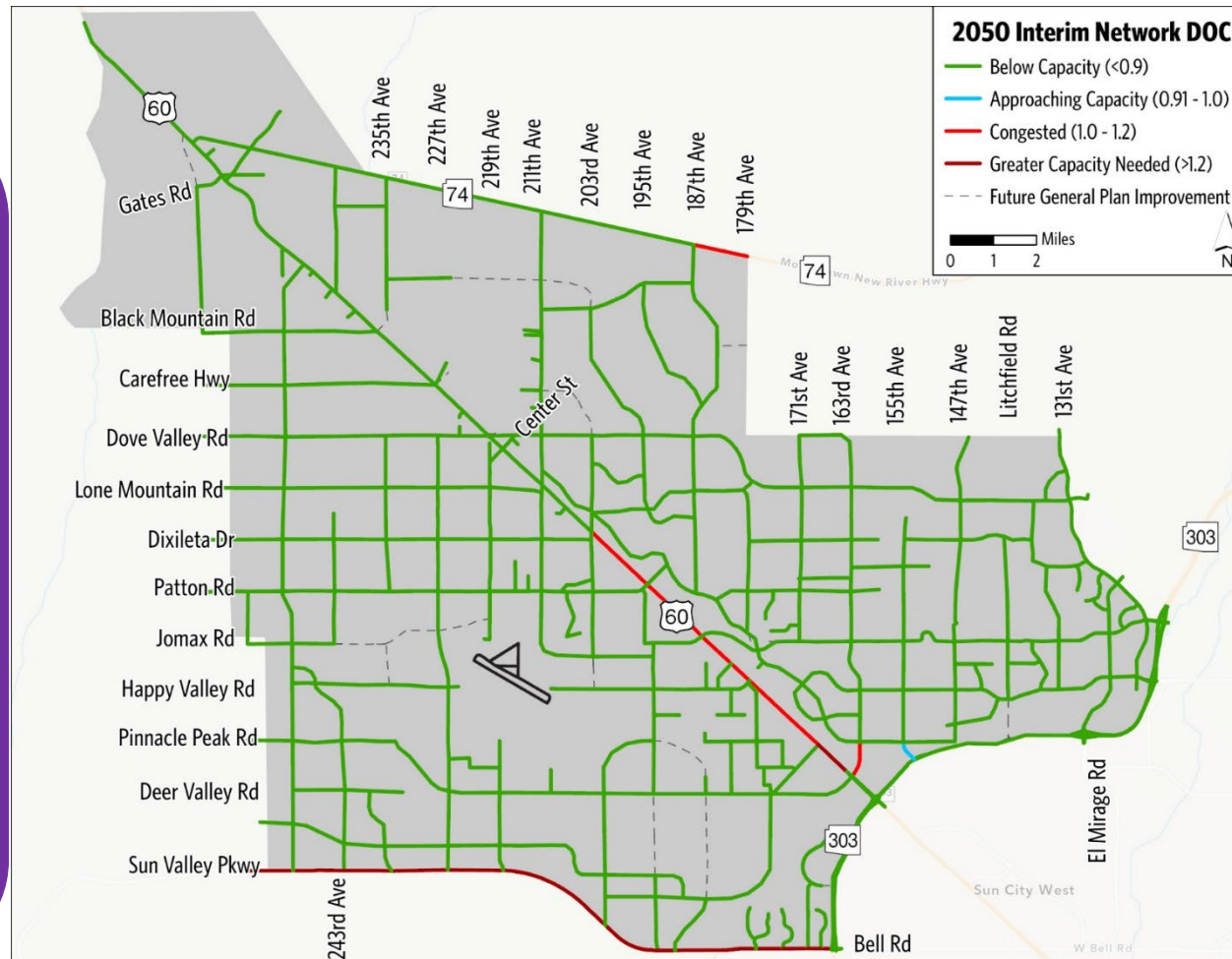
# IMPROVEMENT SEQUENCING 2040



By 2040, some gaps will remain to be filled, and traffic volumes will be significantly higher.

# IMPROVEMENT SEQUENCING 2050

By 2050, the gaps should be mostly filled, and the system will operate more efficiently. But some roads will exceed General Plan capacities.



On SR 74, the congestion could be due to inadequate connecting streets causing inefficient paths.

# SUMMARY



US 60: Loop  
303 to US 74  
Study



Loop 303: US  
60 to El  
Mirage Rd  
Study



FLCP Project  
Replacement



City of  
Surprise ALCP  
Project  
Change



# THANK YOU

Patrick Stone

Deputy Transportation Director – Programming

[pstone@azmag.gov](mailto:pstone@azmag.gov)