

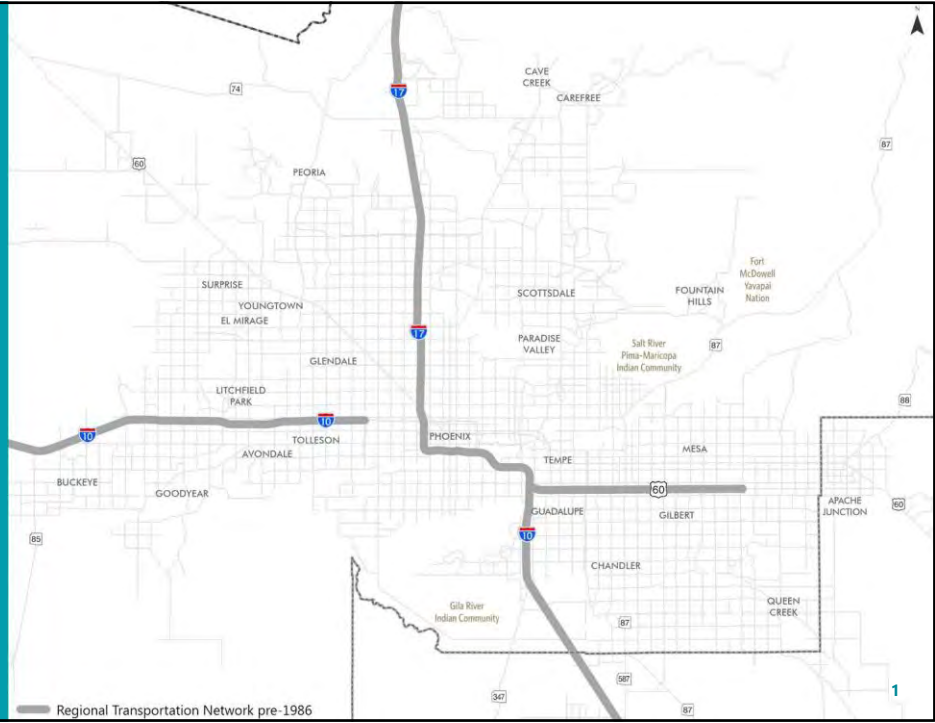
# RURAL TRANSPORTATION SUMMIT



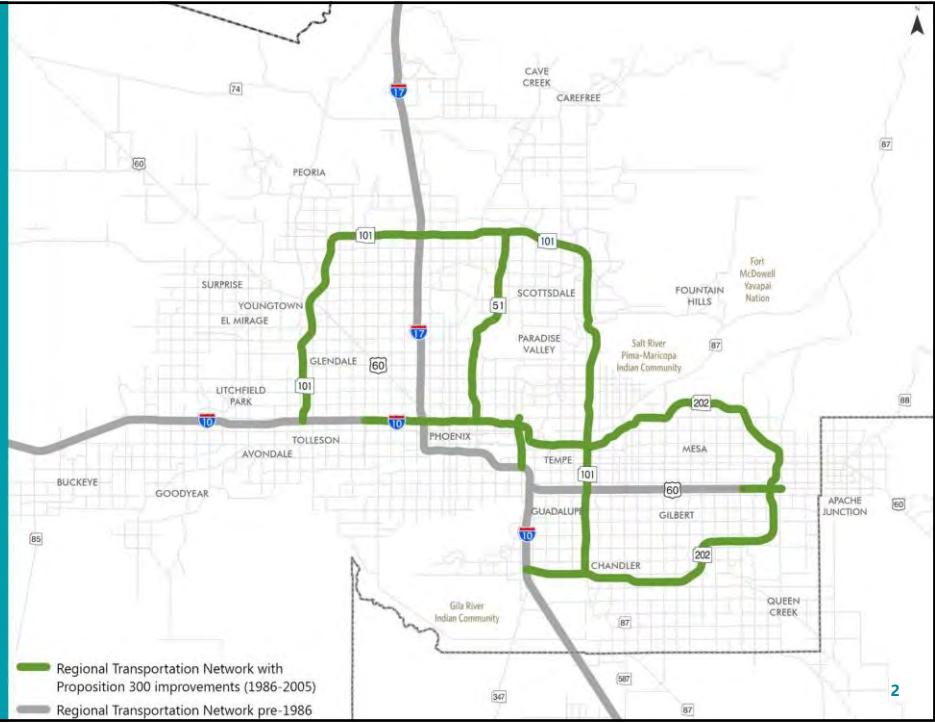
*Jack Sellers, Supervisor, District 1  
Maricopa County*



# REGIONAL TRANSPORTATION NETWORK: *PRE-1986*



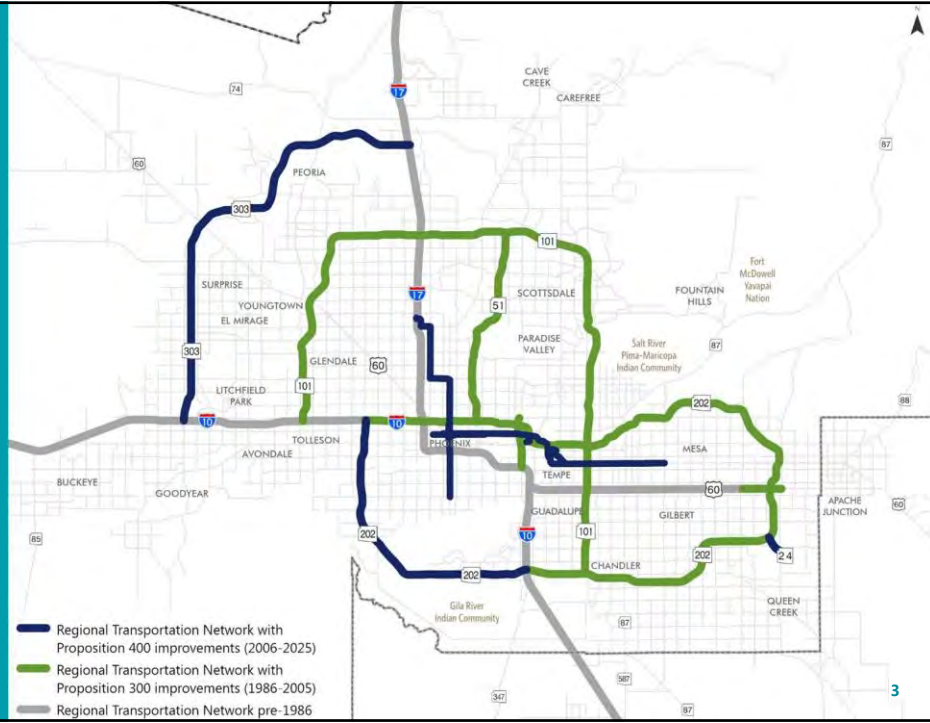
# REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 300* (1986 – 2005)



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

## ADDITIONAL INVESTMENTS:

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



# Regional Funding Portfolio without Proposition 400 Extension

2020 dollars in millions

ADOT HURF \$2,520.14  
 MAG FTA Funds \$3,091.30  
 MAG FHWA Funds \$3,745.80  
 ADOT FHWA Funds \$7,880.88

Total revenue	Total expenditures
\$17,338.12	\$17,338.12

? Freeways  
 ? Transit  
 ? Arterials and Regional Programs

**! MORE THAN HALF OF THE TOTAL REVENUES REMOVED**

REVENUE the source of funds  
 EXPENDITURES the destination of funds

? Air Quality    ? Safety    ? TDM Expansion    ? Emerging Tech    ? Arterial widening    ? Arterial Intersection    ? Arterial Rehabilitation    ? ITS    ? Active Transportation    ? Arterial Program

**PROP 40E  
SELECT FREEWAY PROJECTS AT RISK**



# KEY TAKEAWAYS

- ▶ The veto will have impacts to regional projects and programs.
- ▶ Project costs will increase by hundreds of millions as a result of the delay.
- ▶ Inaction will lead to a greater cost burden being placed on the state and local agencies.
- ▶ The loss of the dedicated half-cent sales tax will be detrimental to the region's transportation network:
  - ▶ The region will be unable to keep up with current and future growth, and struggle to modernize existing infrastructure.
  - ▶ There will be significant impacts to economic prosperity and quality of life.
- ▶ **The region has reaffirmed its commitment to the plan and aggressive pursuit of an extension of Proposition 400.**