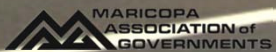




Corridor
Master Plan

Interstate 10/ Interstate 17 Corridor Master Plan

2014 Annual State Conference
American Society of Civil Engineers
American Society of Highway Engineers
September 11, 2014



spine.azmag.gov

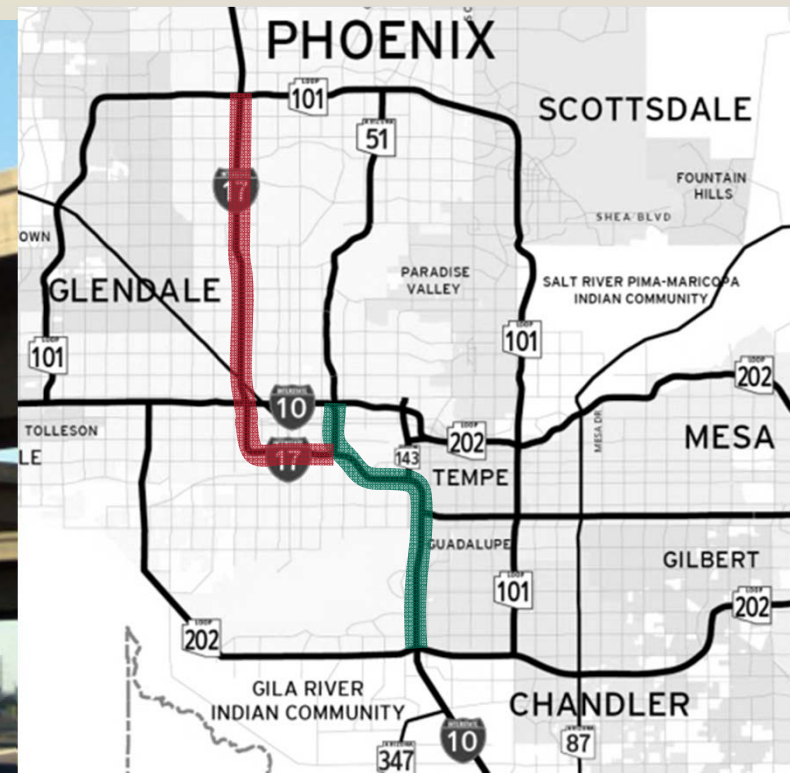


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Interstate 10/Interstate 17 Corridor



- **35-mile corridor** representing the transportation “spine” of Metro Phoenix.
- **\$1.47 billion** programmed for improving the corridor.
- Previous Corridor and EIS Studies for Interstate 10 and Interstate 17 were cancelled.



Path Forward Defined



- Immediate Needs addressing bottlenecks.
- Within ADOT Rights-of-Way (ROW).
- Near Term Construction.



- Joint Project Management.
- **Identify Corridor Operating Principles.**
- **Coordinate with Stakeholders.**
- Frame next environmental and design efforts.



- Joint Project Management.
- ADOT Procurement.
- **Multiple Studies and Efforts.**
- Consistent with Corridor Master Plan.

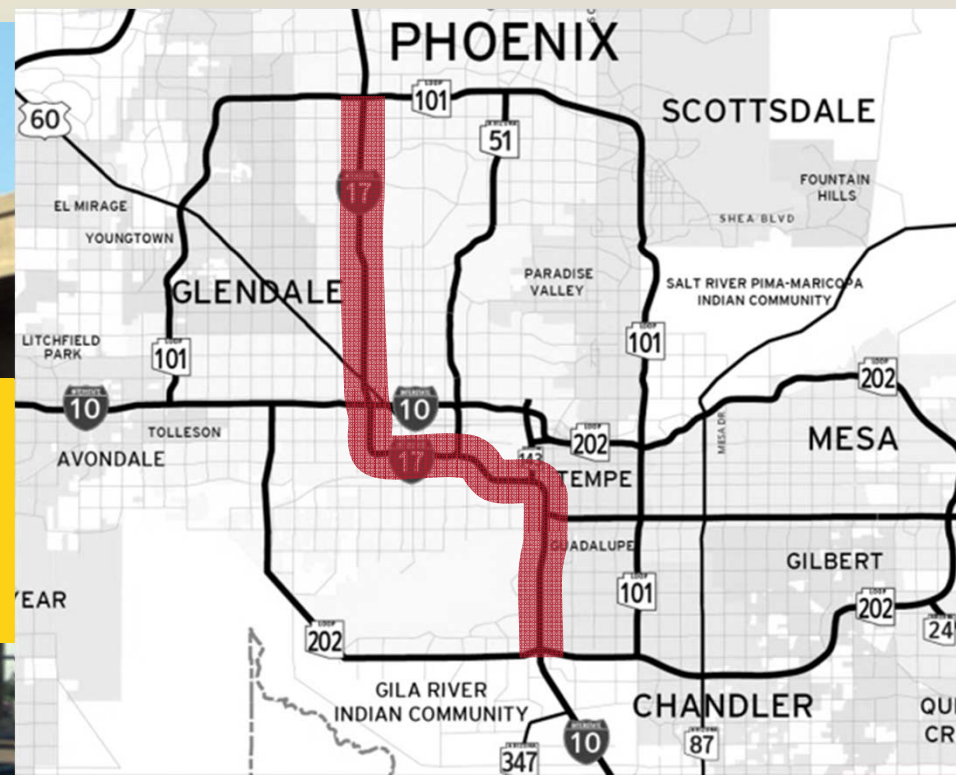


- Implementation.

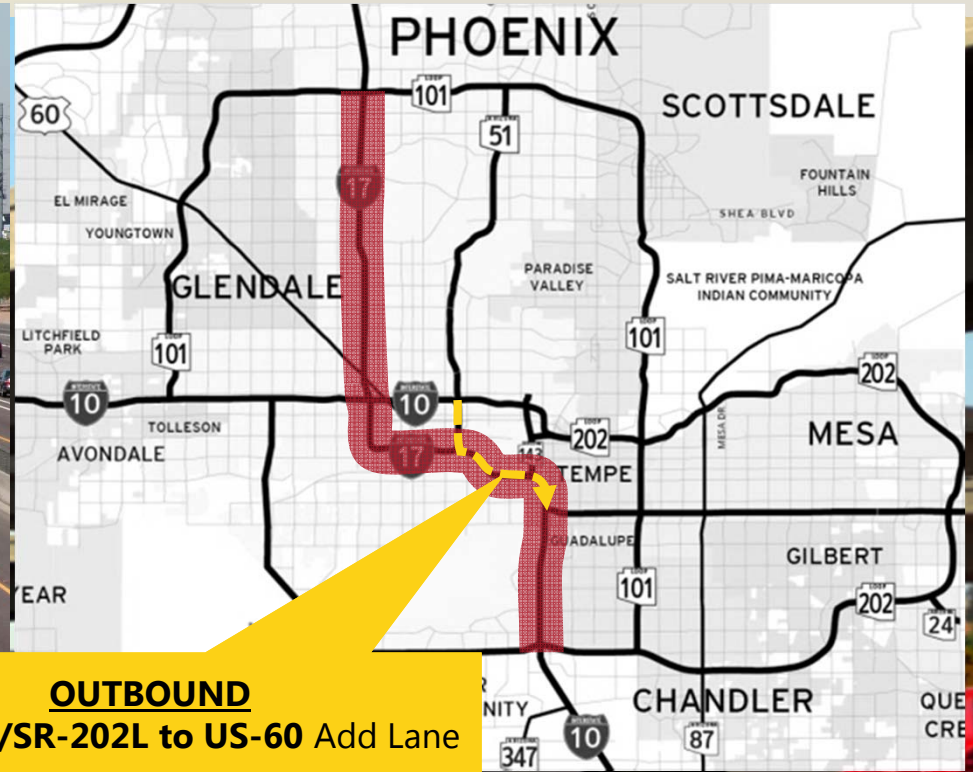
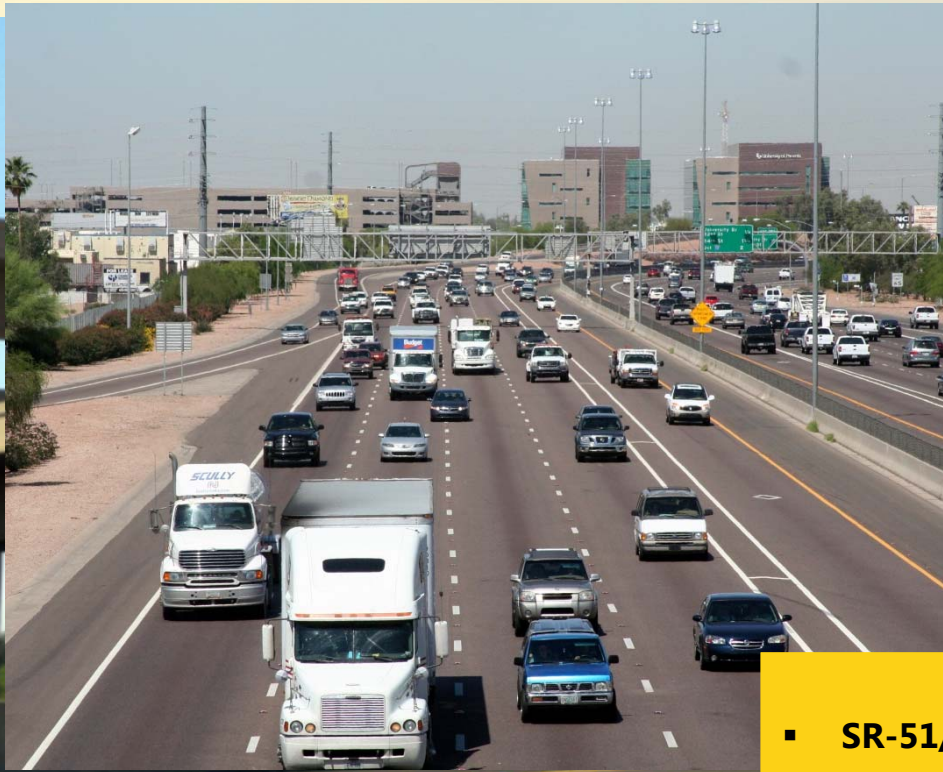
Near-Term Improvements



- Under **development and study by ADOT.**
- Multiple options under consideration including those targeting bottlenecks and enhancing traffic operations.
- Candidate projects must rapidly **meet environmental requirements** and a **near-term construction time-frame.**

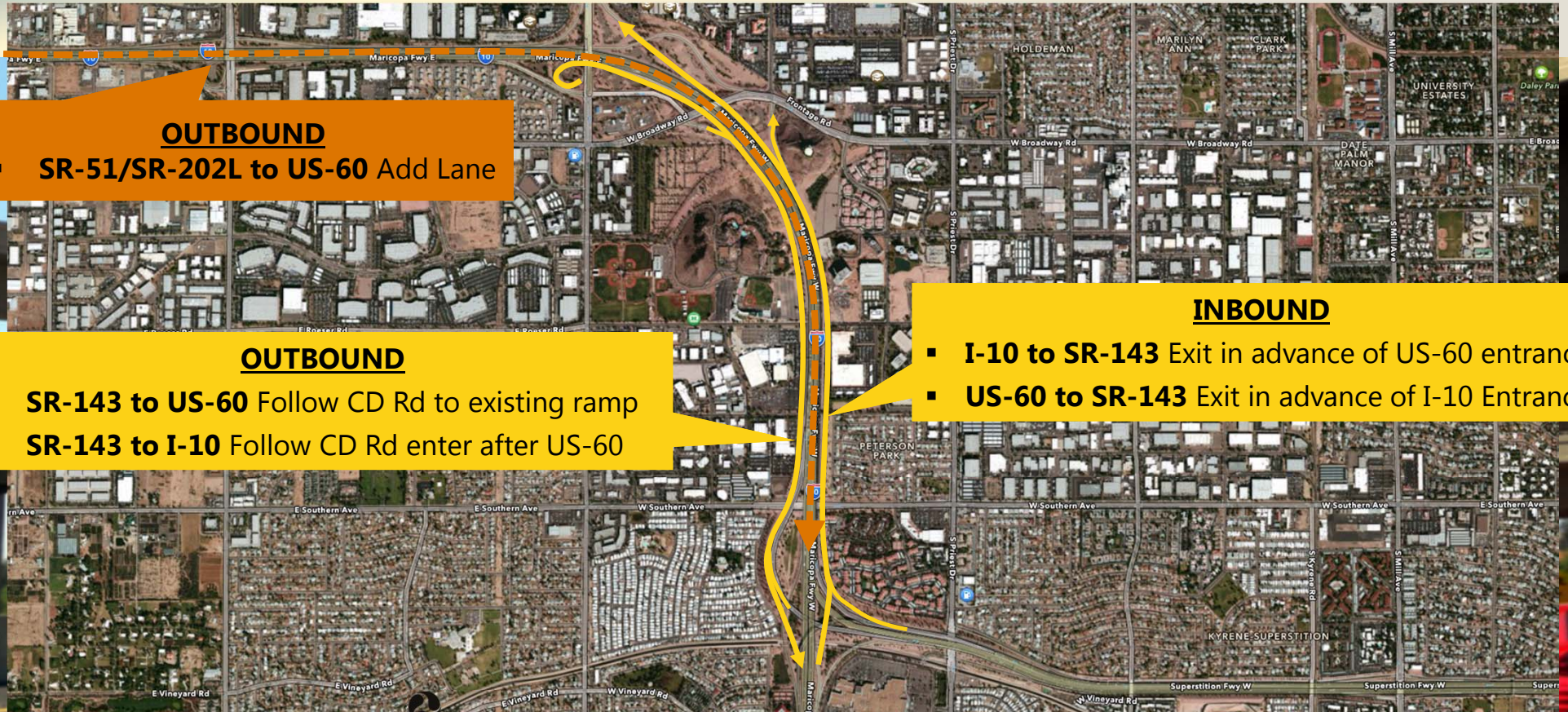


Interstate 10 – between SR-51/SR-202L and US-60



- OUTBOUND**
- SR-51/SR-202L to US-60 Add Lane

Interstate 10 - between SR-143 and US-60



OUTBOUND

- **SR-51/SR-202L to US-60 Add Lane**

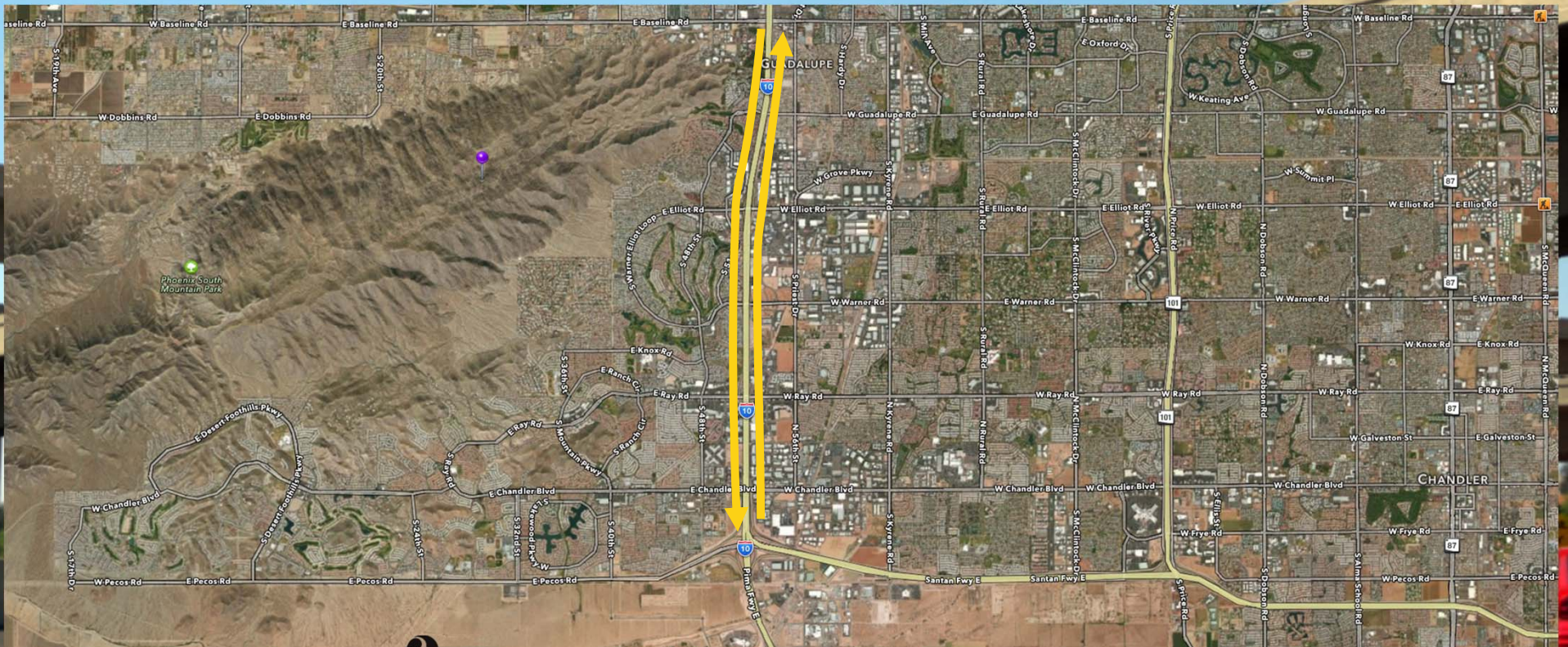
OUTBOUND

- **SR-143 to US-60** Follow CD Rd to existing ramp
- **SR-143 to I-10** Follow CD Rd enter after US-60

INBOUND

- **I-10 to SR-143** Exit in advance of US-60 entrance
- **US-60 to SR-143** Exit in advance of I-10 Entrance

Interstate 10 – between Baseline Rd and SR-202L



Interstate 17 – between 16th St and 19th Ave



Traffic Operations and ITS Enhancements

Strategies for:

- **ADOT – DPS**
 - Incident Management
 - **Ramp Metering Coordination**
- **Cities (Chandler, Phoenix, Tempe)**
 - Arterial Infrastructure
 - Supporting Corridor Operations
- **Maricopa County DOT**
 - Traffic Video Sharing
 - Maintenance Support



Corridor Master Plan Overview



Initiate Project

- Project Management Plan
- Public Involvement Plan
- Controlling Design Criteria and Design Exception / Variance Procedures

Conduct Corridor Needs Assessment

- Existing Conditions
- PEL Checklist Part 1
- Future Conditions (No-Build)
- Agency and Public Outreach – Round 1
- Goals and Objectives

Develop Corridor Alternatives Screening

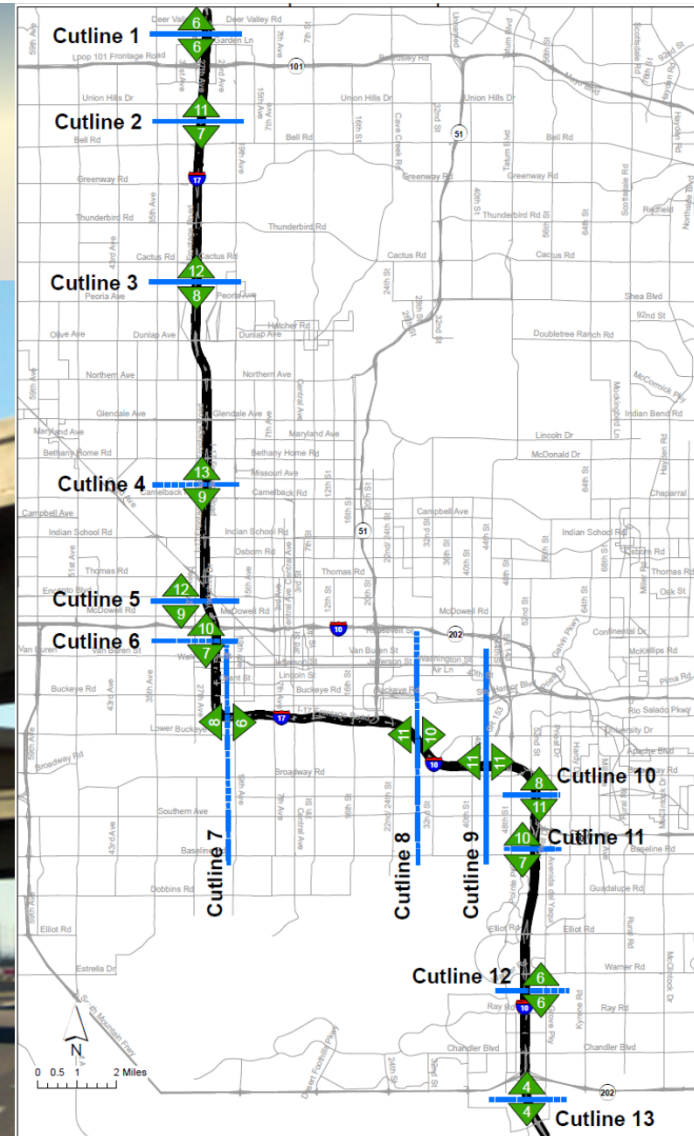
- Alternatives Workshop
- Categorize Alternatives
- Tier 1 Qualitative Screening
- Tier 2 Quantitative Screening
- System Bundles
- Tier 3 Quantitative Screening (Bundles)
- Agency and Public Outreach – Round 2
- Select Preferred Alternative

Establish Corridor Master Plan

- Completed PEL
- Priority Resource Impacts Evaluation
- Mitigation Strategy
- Implementation Plan
- Design Exceptions
- MAG Policies
- P&N guidance for future projects

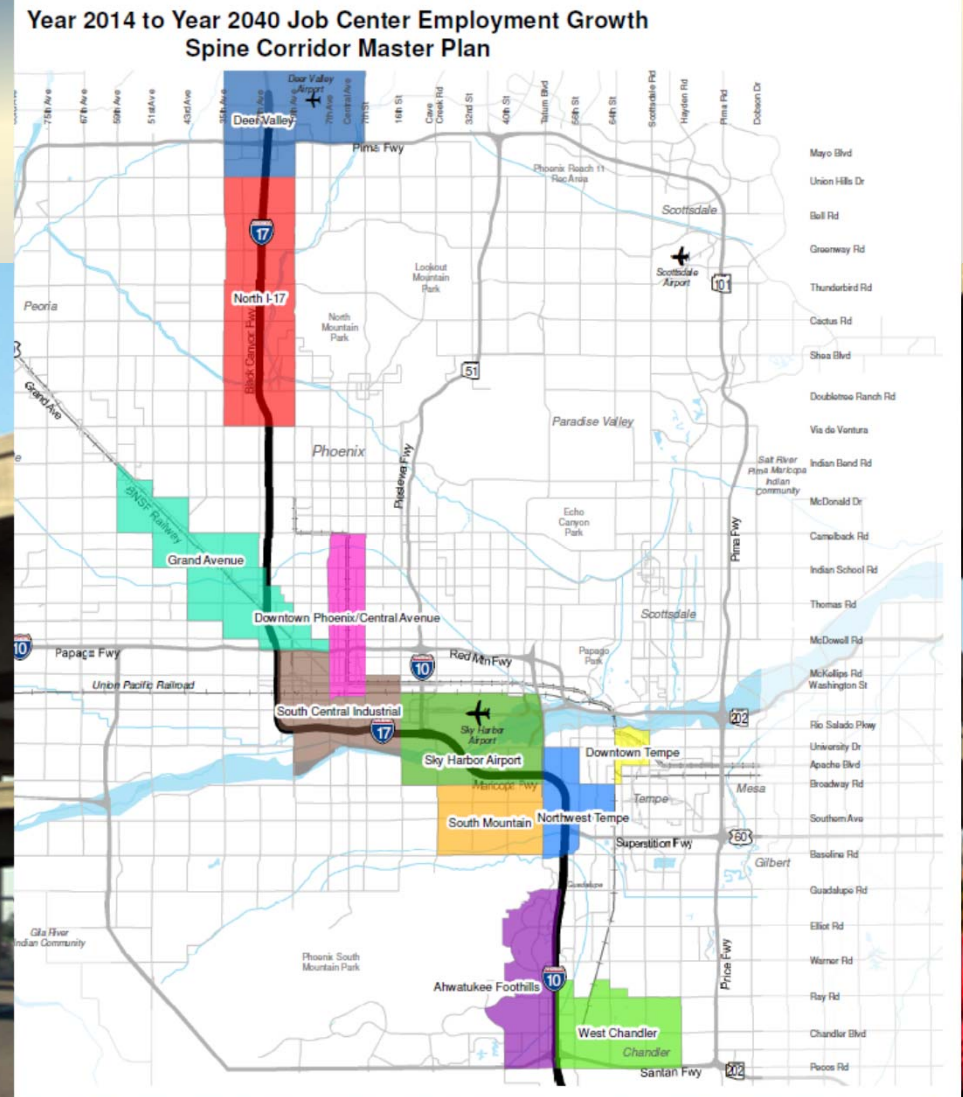
2040 Unconstrained Demand

- Between **6-12 lanes** needed in each direction on Interstate 10 and Interstate 17 to achieve **LOS D**.
- Strong preference for freeway route, especially as more lanes are added.

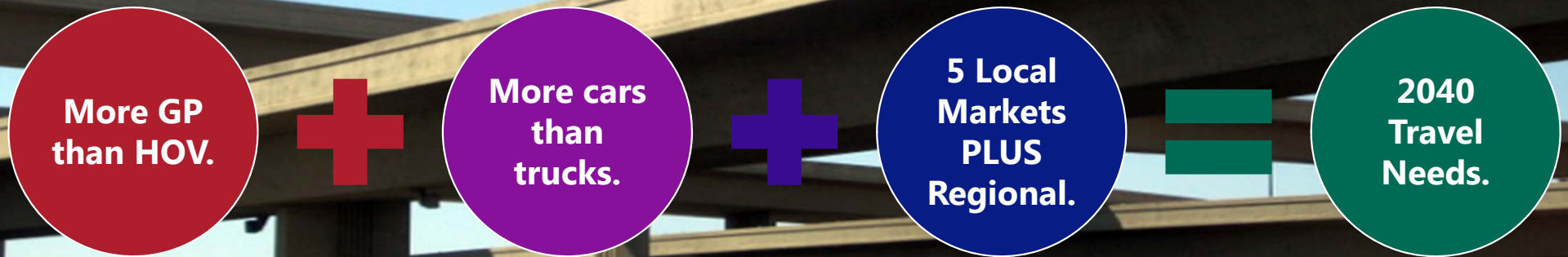


2014 and 2040 Employment Analysis

- Corridor jobs make up 1/3 of all jobs in Maricopa County.
- Jobs create demand (traffic) in the study area.
- Distinct **travel markets** meaning **multiple destinations and activity centers**.



Demand Characteristics



Communications Plan

Agency and Public Involvement Process Overview Round #1 (early 2015)



Communications Needs



- How much congestion is tolerable?
- Where does reducing congestion rank compared to:
 - Speed?
 - Access?
 - Reliability?
 - Connectivity?
 - Business preservation?
 - Neighborhood preservation/livability?
 - Environmental impacts?
 - Economic development (i.e. jobs, strong economy, etc.)?



Corridor Master Plan Overview



Establish Corridor Master Plan

- Completed PEL
- Priority Resource Impacts Evaluation
- Mitigation Strategy
- Implementation Plan
- Design Exceptions
- MAG Policies
- P&N guidance for future projects

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Initiate Project

- Project Management Plan
- Public Involvement Plan
- Controlling Design Criteria and Design Exception / Variance Procedures

**DECEMBER
2016**



That's all good. What else do you have?

2014 ASCE-ASHE Arizona State Conference
September 11, 2014

Projects Recent or Nearing Completion

MAG REGIONAL FREEWAY AND HIGHWAY PROGRAM

Loop 303
13-mi of New Freeway

US-60 Widening to 6-lanes
from 83rd Ave to Loop 303

Loop 303
Interstate 10 to US-60

61-Miles of new HOV Lanes on
Loop 101

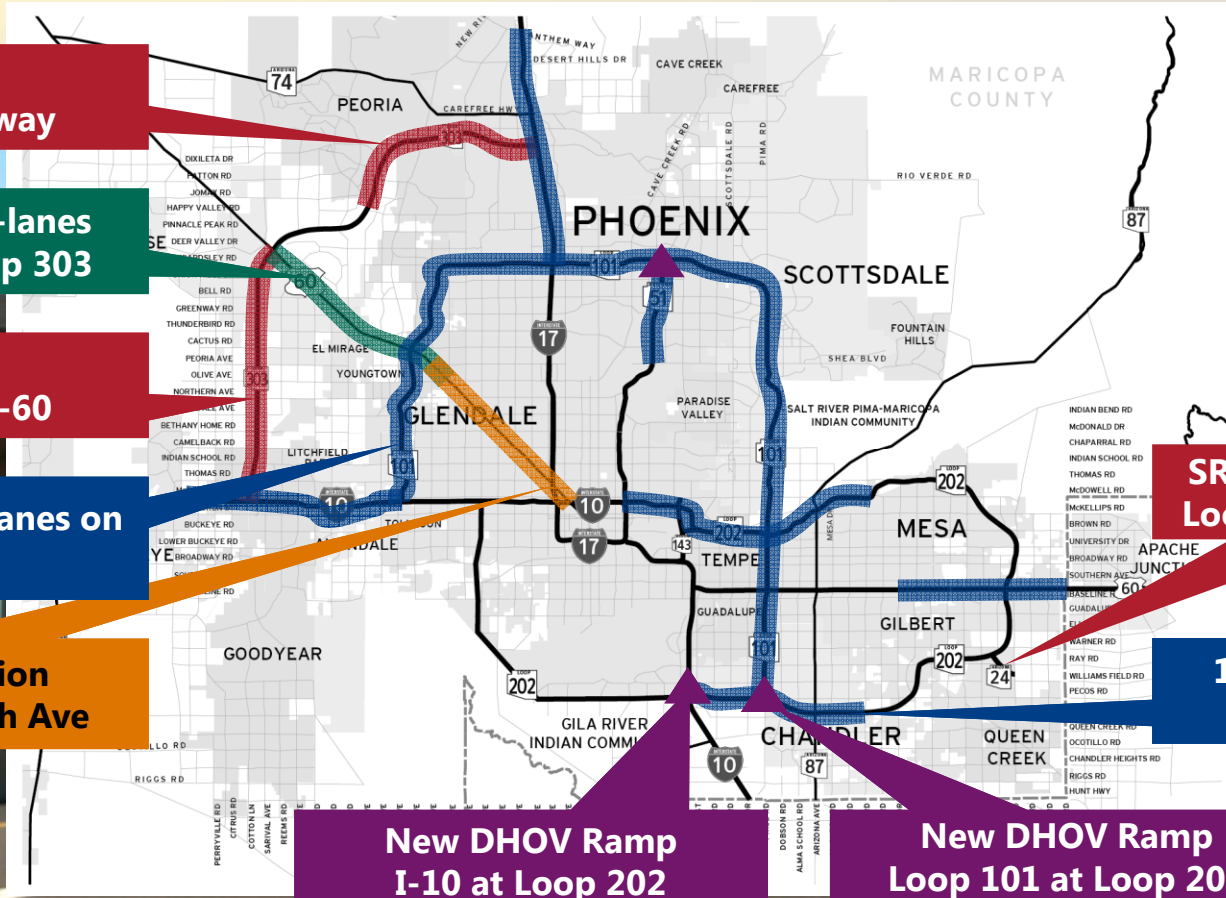
US-60 Reconstruction
from 83rd Ave to 19th Ave

SR-24/Gateway Freeway
Loop 202 to Ellsworth Rd

11-Miles of new HOV Lanes
on Loop 202

New DHOV Ramp
I-10 at Loop 202
(Pecos Stack)

New DHOV Ramp
Loop 101 at Loop 202



Projects Still to Come

MAG REGIONAL FREEWAY AND HIGHWAY PROGRAM

**Loop 303, US-60 to Happy Valley Rd
Add Lanes**

**US-60/Grand Ave
Loop 303 to Loop 101
Intersection Improvements**

**I-10/I-17 Spine, Loop 101 to Loop 202
Near-Term and Long-Term Projects**

**Loop 303, Interstate 10 to MC-85
New Freeway**

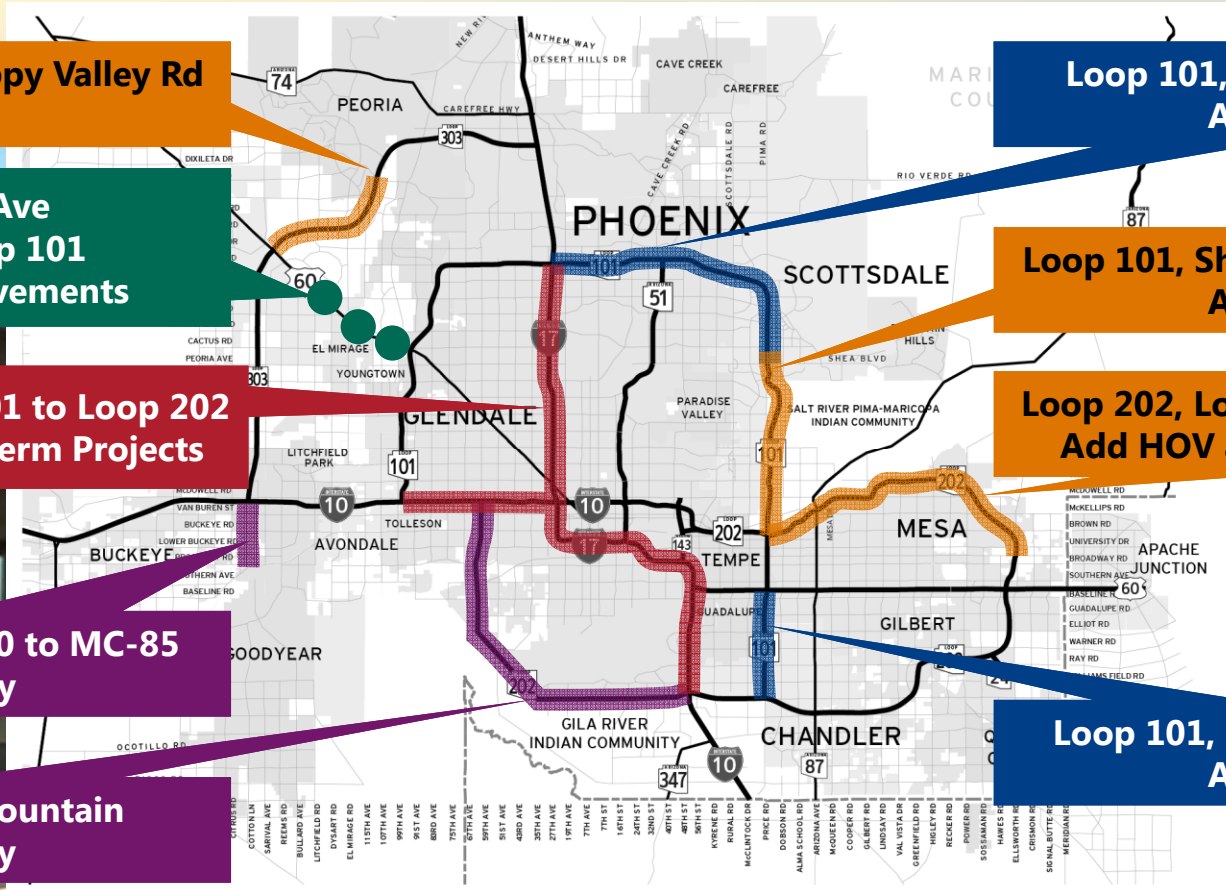
**Loop 202/South Mountain
New Freeway**

**Loop 101, I-17 to Shea Blvd
Add Lanes**

**Loop 101, Shea Blvd to Loop 202
Add Lanes**

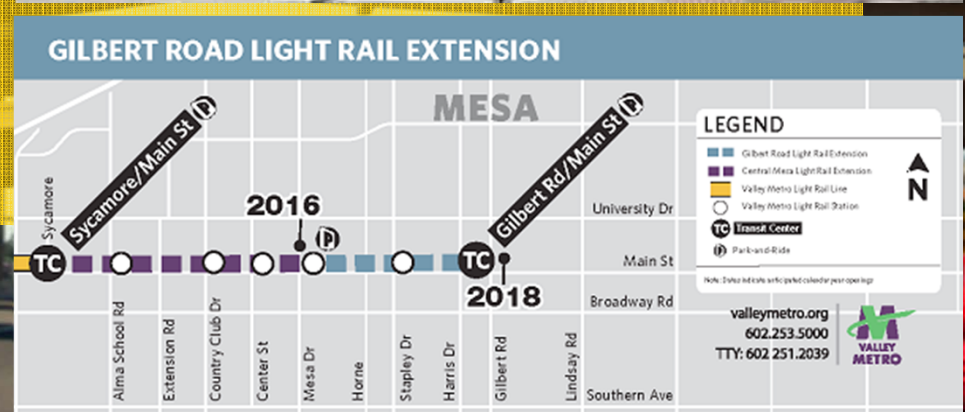
**Loop 202, Loop 101 to Broadway
Add HOV and General Lanes**

**Loop 101, US-60 to Loop 202
Add Lanes**



Regional Transit Program

- Planned Service Improvements:
 - Bus Rapid Transit
 - Super Grid Bus System Expansion
 - High Capacity Transit
 - Northwest LRT Phase I and II
 - Central Mesa (to Mesa Dr)
 - Central Mesa (to Gilbert Rd)
 - Tempe Streetcar
 - Phoenix West (planning)



Arterial Life Cycle Program

MORE THAN 30 PROJECTS COMPLETED

- Arizona Ave. at Chandler Blvd.: Intersection Improvements
- Arizona Ave. at Elliot Rd.: Intersection Improvements
- Arizona Ave. at Ray Rd.: Intersection Improvement
- Beardsley Rd.: Loop 101 to 83rd Ave/Lake Pleasant Parkway
- Chandler Blvd. at Dobson Rd.: Intersection Improvements
- Dobson Rd. at Guadalupe Rd.: Intersection Improvements
- El Mirage Rd.: Bell Rd to Deer Valley Dr.
- El Mirage Rd.: Deer Valley Drive to Loop 303
- Gilbert Rd. at University Dr.: Intersection Improvements
- Gilbert Rd.: SR-202L/Germann Road to Queen Creek Rd.
- Greenfield Rd.: Baseline Rd. to Southern Ave.
- Guadalupe Rd./Cooper Rd.: Intersection Improvements
- Happy Valley Rd.: Lake Pleasant Pkwy to 67th Ave.
- Happy Valley: I-17 to 35th Ave.
- Hawes Rd.: Santan Freeway to Ray Rd.
- Lake Pleasant Pkwy.: Union Hills to Dynamite Rd.
- Loop 101 at Beardsley Rd/Union Hills Dr.
- Loop 101 Frontage Rd.: Hayden Rd to Scottsdale Rd.
- Pima Rd.: SR-101L to Thompson Peak Pkwy.
- Pima Rd./Happy Valley Rd.: Intersection Improvements
- Power Rd at Pecos: Intersection Improvements
- Power Rd.: Baseline Rd. to East Maricopa Floodway
- Queen Creek Rd.: Arizona Ave. to McQueen Rd.
- Ray Rd.: Sossaman Rd. to Ellsworth Rd.
- Shea Blvd. at 90th/92nd/96th: Intersection Improvements
- Shea Blvd. at Mayo/124th St.: Intersection Improvements
- Shea Blvd. at Via Linda (Phase1): Intersection Improvements
- Shea Blvd.: Palisades Blvd. to Fountain Hills Blvd.
- Warner Rd. at Cooper Rd.: Intersection Improvements
- Val Vista Dr.: Warner Rd to Pecos Rd.



Regional Transportation Plan Review and Approval Process

September 2013

Mid-Phase Public Meeting on Transportation Improvement Program and Regional Transportation Plan.

October 2013

Approval to Proceed with Air Quality Analysis.

November 2013

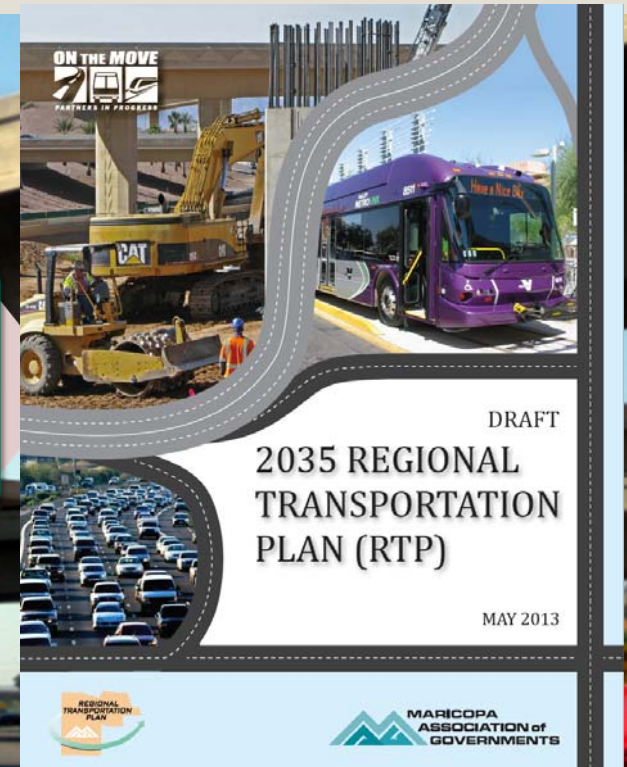
Final-Phase Public Hearing on Transportation Improvement Program, Regional Transportation Plan and Air Quality Analysis.

December 2013

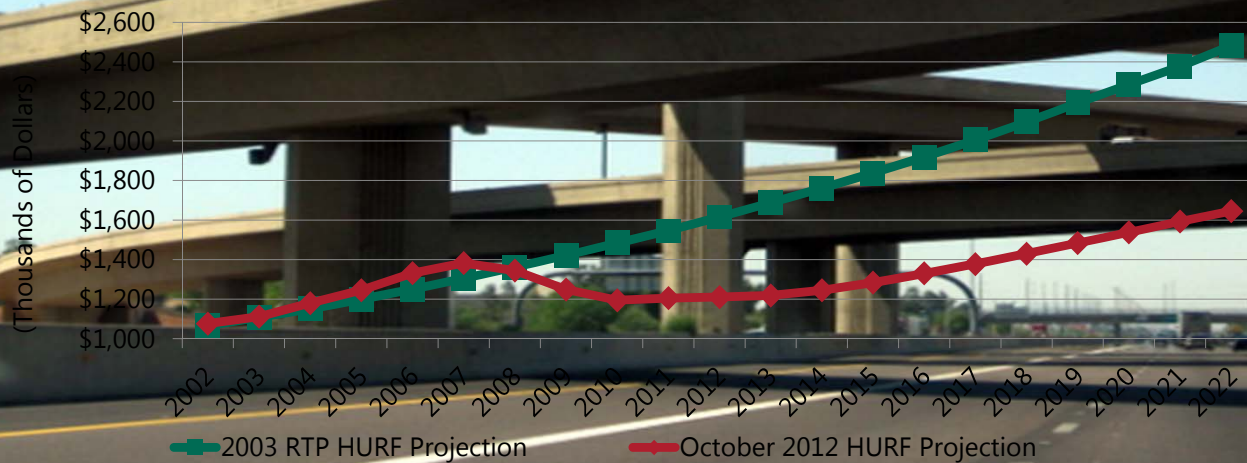
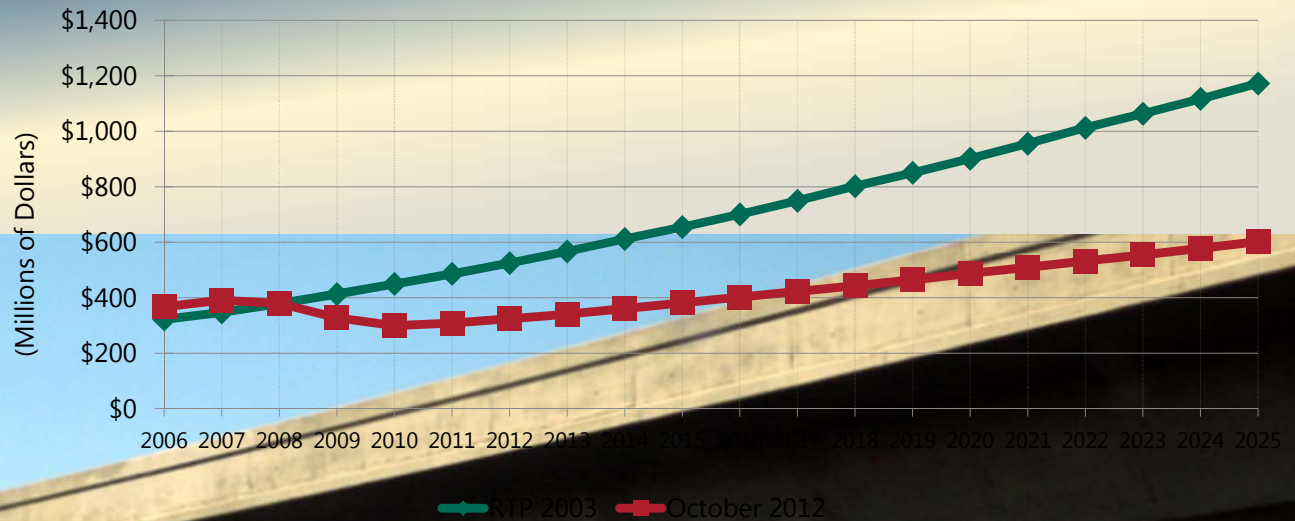
MAG Committee Recommendations.

January 2014

MAG Approval of Transportation Improvement Program, Regional Transportation Plan, and Air Quality Analysis.



**Sales tax revenues
\$6.0 billion
below 2003
forecast**



**Statewide
HURF
revenues
\$7.5 billion
below 2003
forecast**

MAG 2013-14 Transportation Survey

Objective

- Understanding of transportation.
- Satisfaction.
- Support for additional revenue for transportation.

On-line focus group of **29 participants.**

- Used to gain basic understanding of knowledge.
- Interactive with moderator.

602 telephone survey of high efficacy voters.

- Maricopa and Pinal County areas within MAG Region.



MAG Region High Efficacy Voters

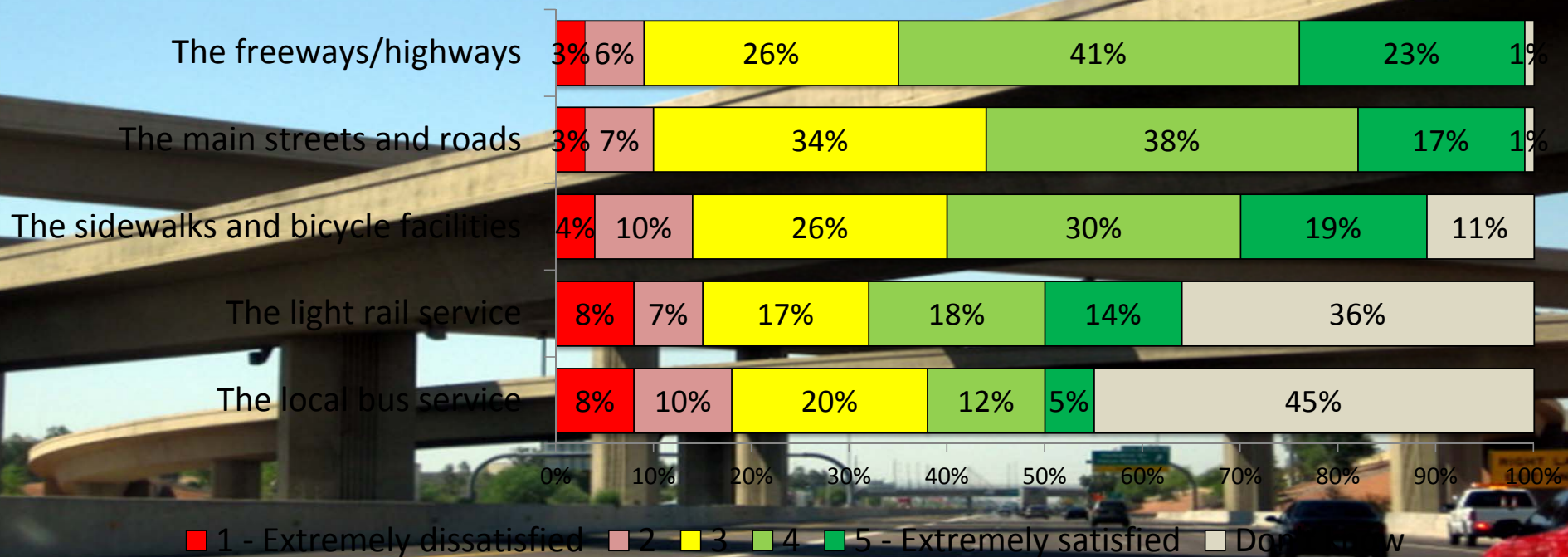
- **High efficacy voter** = voted at least **three** times in the last **five** elections (every two years, does not include local elections).
- Voters between the ages of 18 to 24 were required to have voted at least once.
- As a result of specifically targeting high efficacy voters, the demographic makeup of the sample skews **1) older in age and 2) Caucasian**, compared to a representative sample of all residents in the region or registered voters.

D1. Thinking about the future, do you think you/your family will be in a better or worse financial place next year or will it remain the same?

Perceived Future Financial Status



Q1. Using a scale of 1 to 5, where 1 means extremely dissatisfied and 5 means extremely satisfied, how satisfied are you with each of the following components of the transportation system in the greater Phoenix area. To start, how satisfied are you with. . .?



Metro Phoenix Congestion

2013 TomTom Traffic Index
Phoenix is **56 of 61** metro areas in the Americas

Los Angeles #4: Congestion Level 35%

Portland #13: Congestion Level 25%

Houston #20: Congestion Level 22%

Atlanta #23: Congestion Level 22%

Dallas -Ft Worth #39: Congestion Level 16%

56	---	Phoenix	United States	12%
57	---	Raleigh	United States	12%
58	---	Richmond	United States	10%
59	---	Kansas City	United States	10%
60	▼	Cleveland	United States	10%

PHOENIX #56: Congestion Level 12%

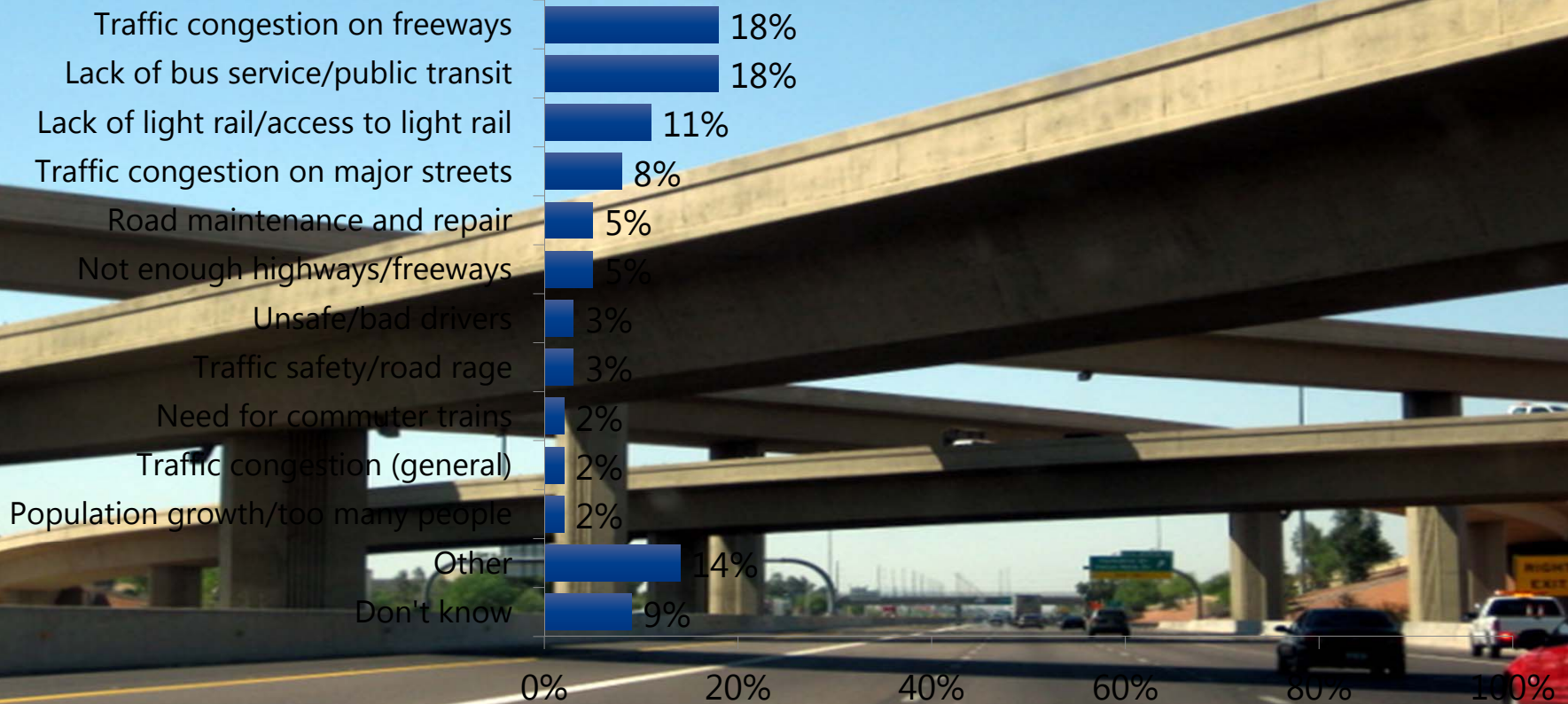
TomTom Traffic Index TOMTOM

Americas

Rank	CI change	City	Country	Congestion	Morning peak	Evening peak	Highways	Non-Highways
1	▲	Rio de Janeiro	Brazil	50%	96%	125%	44%	53%
2	▼	São Paulo	Brazil	39%	66%	100%	30%	47%
3	▲	Vancouver	Canada	36%	61%	76%	23%	40%
4	▲	Los Angeles	United States	35%	55%	78%	33%	38%
5	▼	San Francisco	United States	32%	53%	71%	28%	37%
6	▼	Honolulu	United States	28%	36%	59%	19%	36%
7	▲	Seattle	United States	28%	50%	76%	22%	35%
8	▲	San Jose	United States	27%	53%	73%	19%	38%
9	---	Toronto	Canada	27%	54%	72%	21%	34%
10	▲	Washington	United States	27%	49%	66%	20%	34%
11	▲	New York	United States	26%	43%	58%	22%	31%
12	▼	Montreal	Canada	25%	55%	72%	23%	29%
13	▲	Portland	United States	25%	34%	67%	19%	29%
14	▲	Boston	United States	23%	47%	59%	18%	32%
15	---	Chicago	United States	23%	39%	58%	17%	30%
16	▲	Miami	United States	23%	43%	51%	12%	32%
17	▲	Ottawa	Canada	23%	49%	92%	19%	32%
18	▲	Tampa	United States	23%	35%	51%	13%	28%
19	▲	Denver	United States	23%	38%	54%	16%	28%
20	▲	Houston	United States	22%	45%	64%	19%	27%
21	---	Austin	United States	22%	44%	67%	17%	24%
22	▼	New Orleans	United States	22%	29%	51%	17%	24%
23	▲	Atlanta	United States	22%	42%	59%	16%	28%
24	▲	Philadelphia	United States	22%	39%	52%	16%	29%
25	▲	Calgary	Canada	21%	39%	57%	18%	23%
26	▲	San Diego	United States	21%	36%	48%	12%	35%
27	▲	Orlando	United States	21%	27%	47%	9%	30%
28	▲	Tucson	United States	20%	25%	34%	4%	27%
29	▼	Pittsburgh	United States	19%	31%	45%	11%	29%
30	---	Virginia Beach	United States	19%	22%	47%	13%	24%
31	▼	Nashville	United States	18%	35%	55%	13%	35%
32	▼	Riverside	United States	18%	31%	38%	14%	28%
33	▼	Las Vegas	United States	18%	18%	32%	7%	22%
34	---	Sacramento	United States	17%	29%	41%	8%	25%
35	▲	Providence	United States	17%	26%	42%	10%	26%
36	---	Baltimore	United States	17%	33%	47%	12%	28%
37	---	Edmonton	Canada	17%	22%	37%	6%	22%
38	▲	Minneapolis	United States	17%	29%	48%	13%	22%
39	▲	Dallas-Fort Worth	United States	16%	30%	44%	12%	23%
40	▲	Charlotte	United States	16%	27%	48%	10%	25%
41	▲	Hartford	United States	15%	26%	43%	11%	22%
42	▲	St. Louis	United States	15%	25%	37%	9%	24%
43	---	Memphis	United States	15%	22%	30%	7%	21%
44	---	San Antonio	United States	15%	27%	44%	8%	23%
45	▲	Milwaukee	United States	15%	29%	35%	11%	19%
46	▲	Jacksonville	United States	15%	28%	37%	6%	26%
47	▼	Cincinnati	United States	14%	21%	46%	9%	23%
48	▼	Buffalo	United States	14%	16%	31%	6%	27%
49	▼	Detroit	United States	14%	22%	39%	8%	19%
50	---	Columbus	United States	14%	20%	40%	7%	23%
51	---	Birmingham	United States	14%	25%	39%	6%	33%
52	▲	Rochester	United States	13%	19%	30%	6%	18%
53	▼	Salt Lake City	United States	13%	15%	35%	4%	22%
54	▼	Louisville	United States	13%	15%	35%	5%	25%
55	▲	Oklahoma City	United States	13%	20%	36%	9%	26%
56	▼	Phoenix	United States	12%	24%	29%	5%	18%
57	---	Raleigh	United States	12%	21%	33%	4%	21%
58	---	Richmond	United States	10%	14%	20%	4%	19%
59	---	Kansas City	United States	10%	18%	26%	5%	20%
60	▼	Cleveland	United States	10%	18%	25%	4%	20%

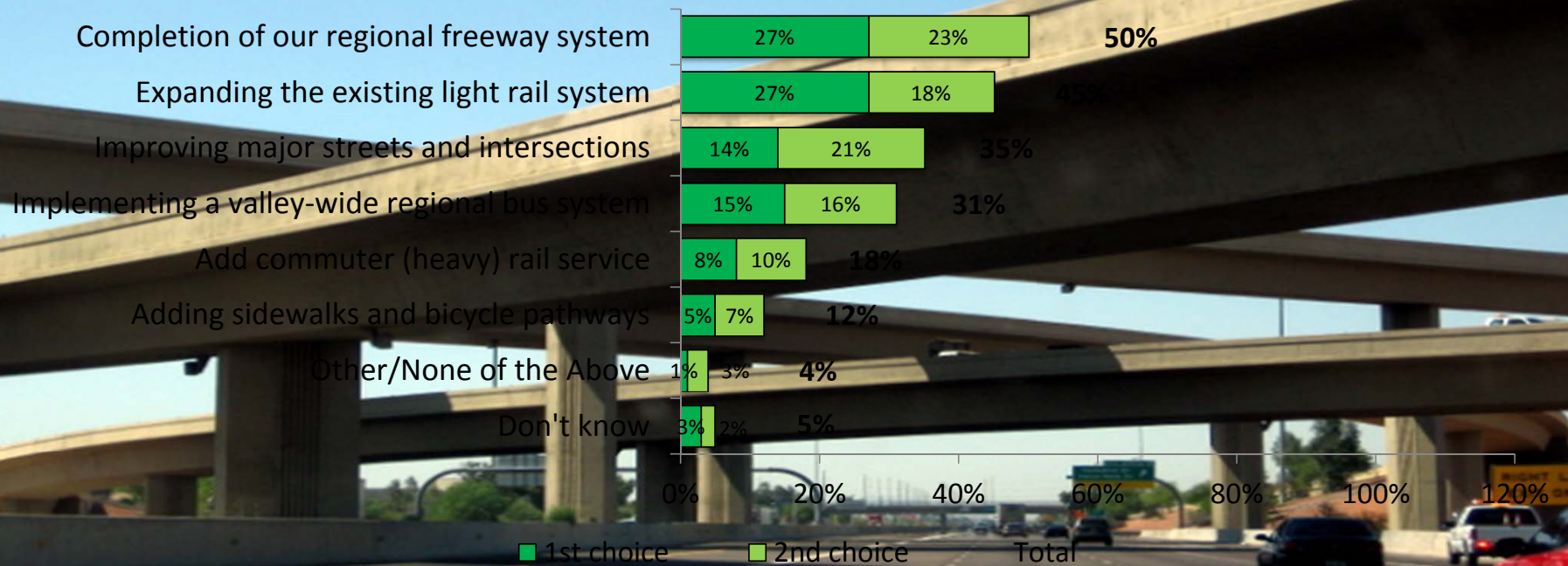
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Q2. What do you think is the ONE most important transportation-related issue or problem in the greater Phoenix area today? (Open Ended)

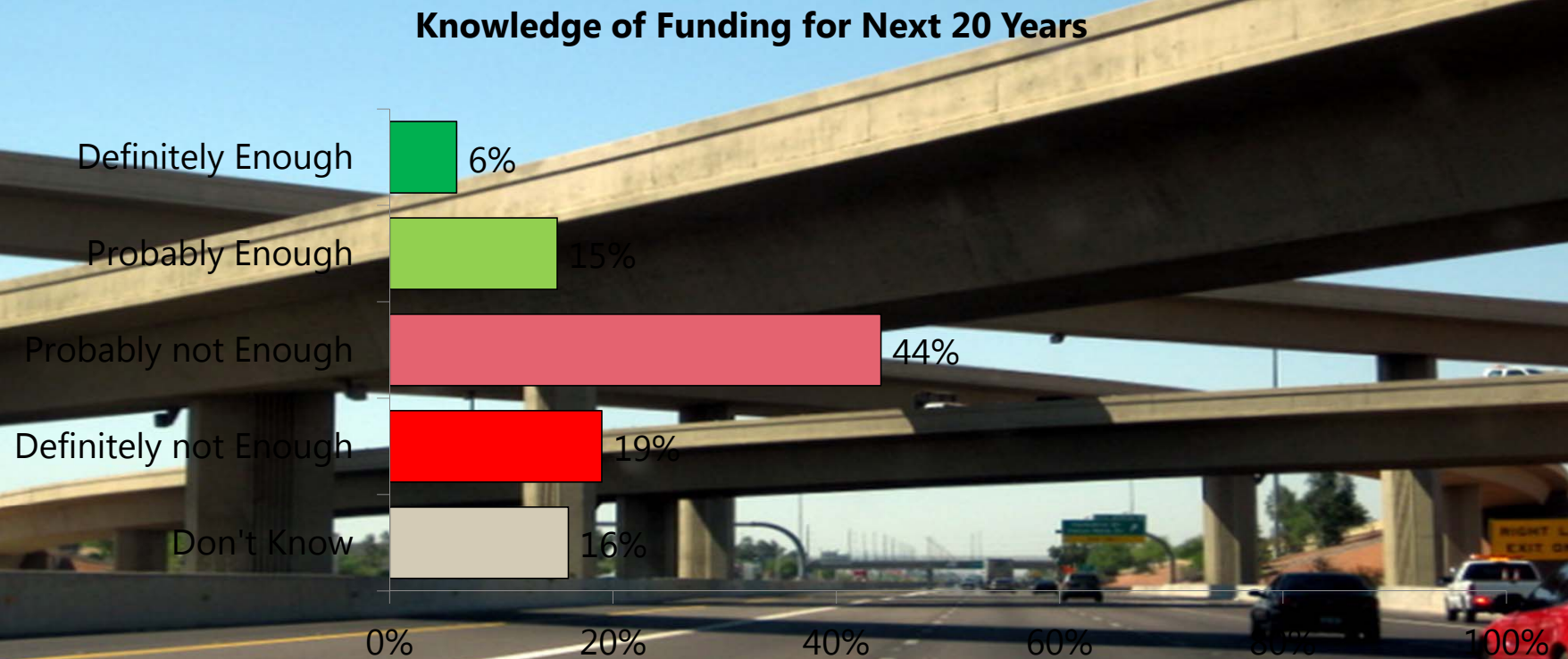


Q5. Of the following six components of the transportation system, which one do you think should be the number one priority for the greater Phoenix area? Of the remaining items, which one should be the second highest priority?

Top Priorities for Greater Phoenix Transportation System Components

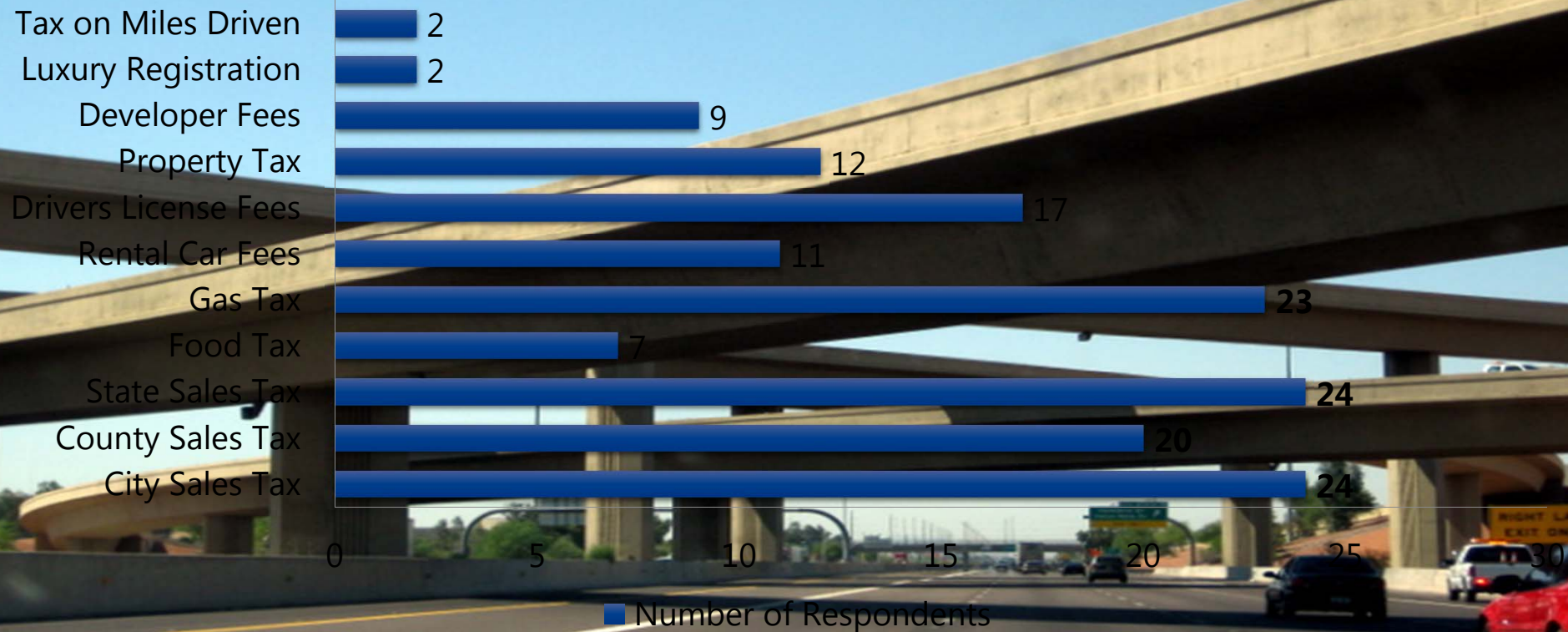


Q6. Next, as far as you know, is there definitely, probably, probably not, or definitely not enough funding available to cover needed transportation improvements in the greater Phoenix area over the next 20 years?



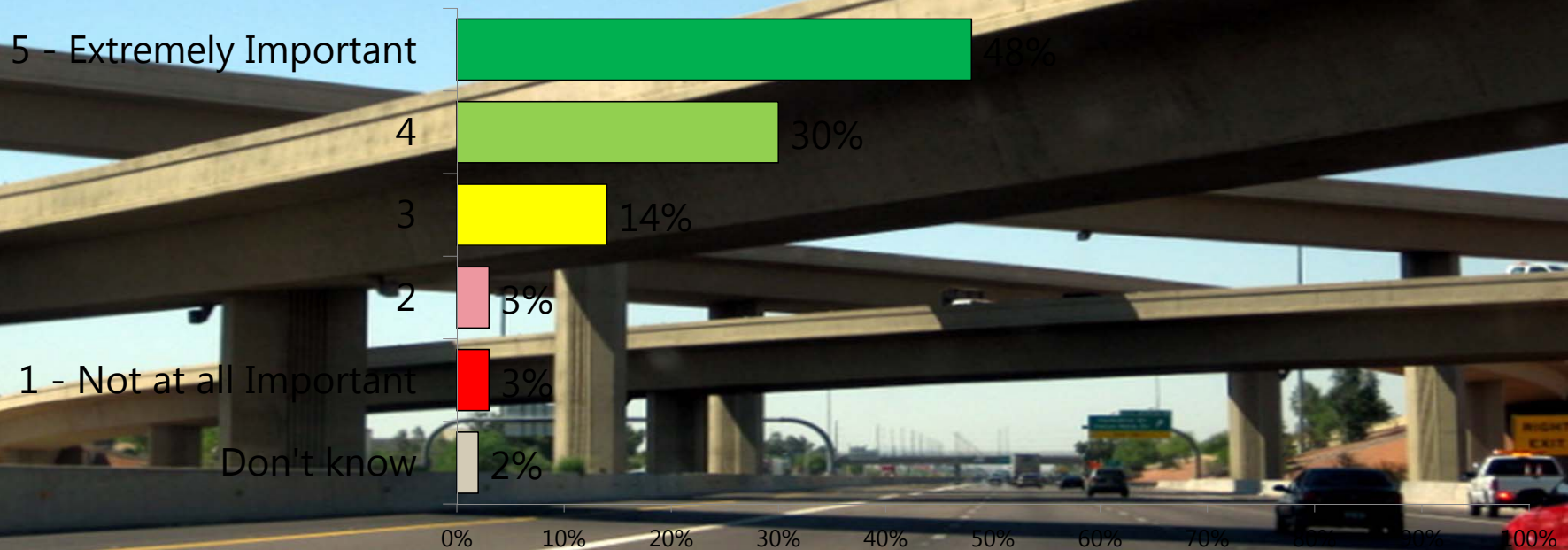
Transportation Funding Knowledge

To the best of your knowledge, how do you contribute to the funding of the transportation system in your city and the region (select all that apply)?



Q7. How important is the regional transportation system for the Greater Phoenix area's economy? Please use a 1 to 5 scale where 1 means not at all important and 5 mean extremely important.

Transportation System and the Economy

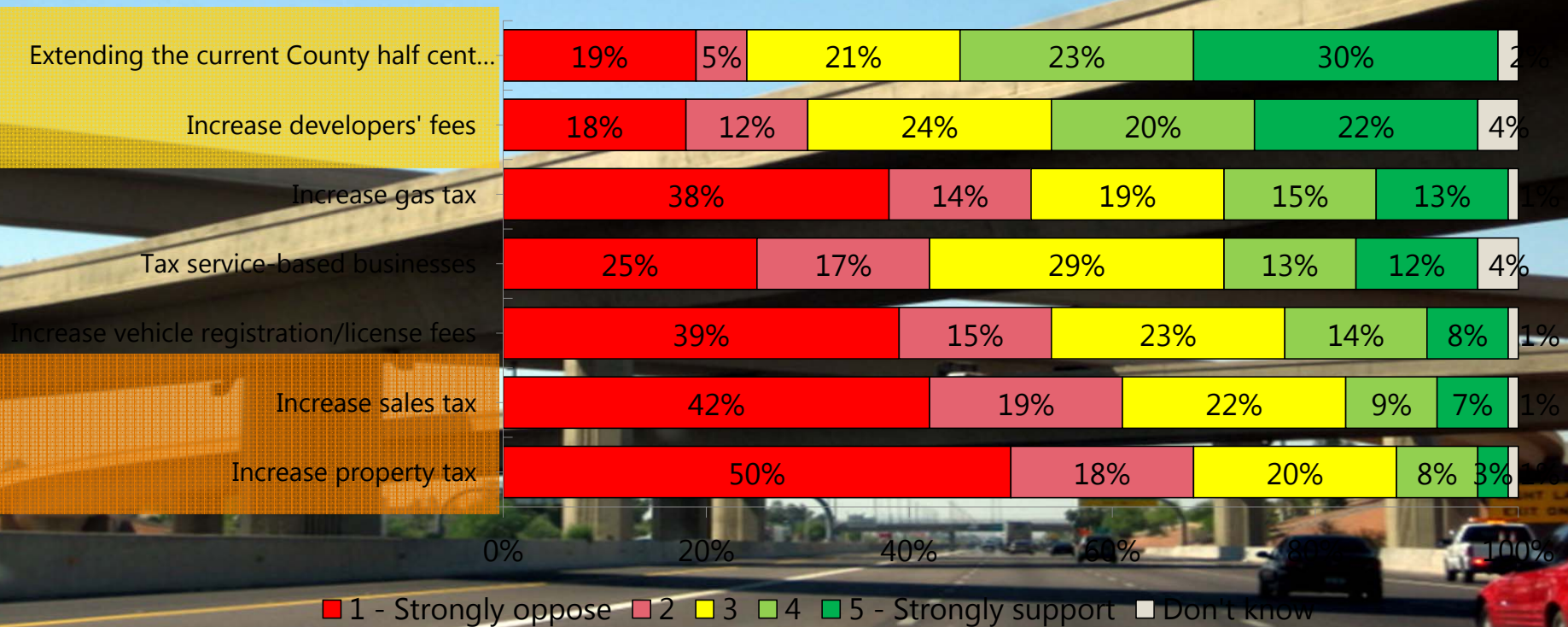


Preamble

*Our transportation system primarily relies on gas taxes and dedicated sales taxes for funding. The Arizona gas tax has been **18 cents a gallon since 1991**, which means that the purchasing power of the gas tax is almost **60 percent less** due to inflation and increased fuel economy. The 20-year transportation sales tax for Maricopa County, which **ends in 2025**, is expected to generate **40 percent less** than projected due to the recession. Because of lower revenue, maintenance and expansion of major parts of the regional transportation system have been delayed indefinitely.*



Q8. Based on that information, using a 1 to 5 scale where "1" means you "strongly oppose" an option and "5" means you "strongly support" an option, please rate your level of support for each proposed funding option to improve the transportation system in the greater Phoenix area.

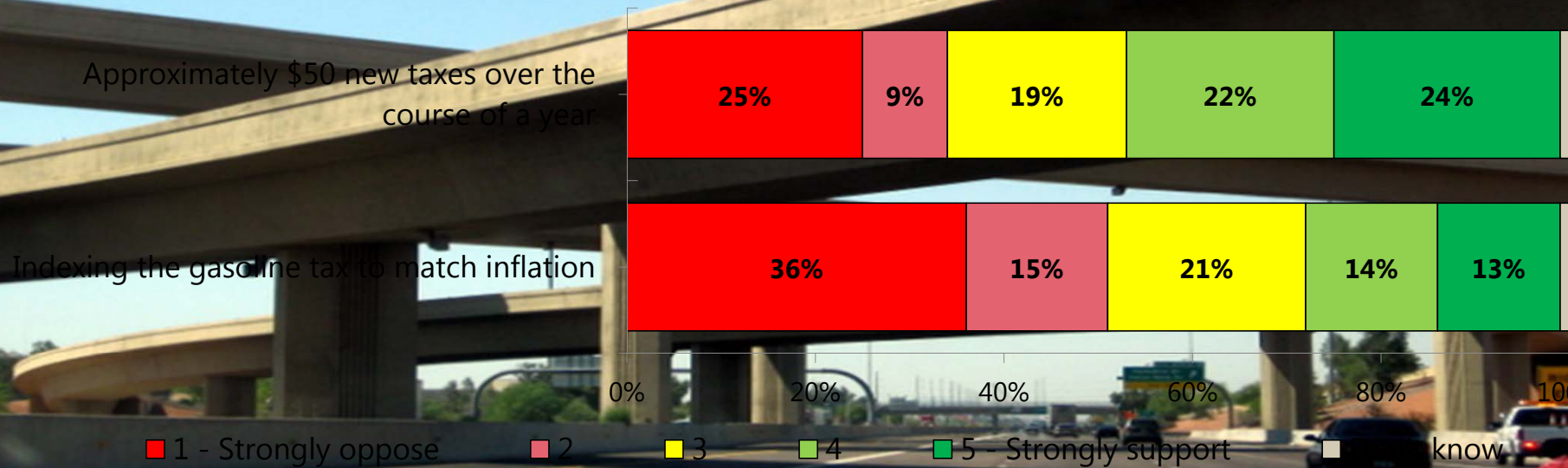


Source: MAG 2013-14 Transportation Survey.

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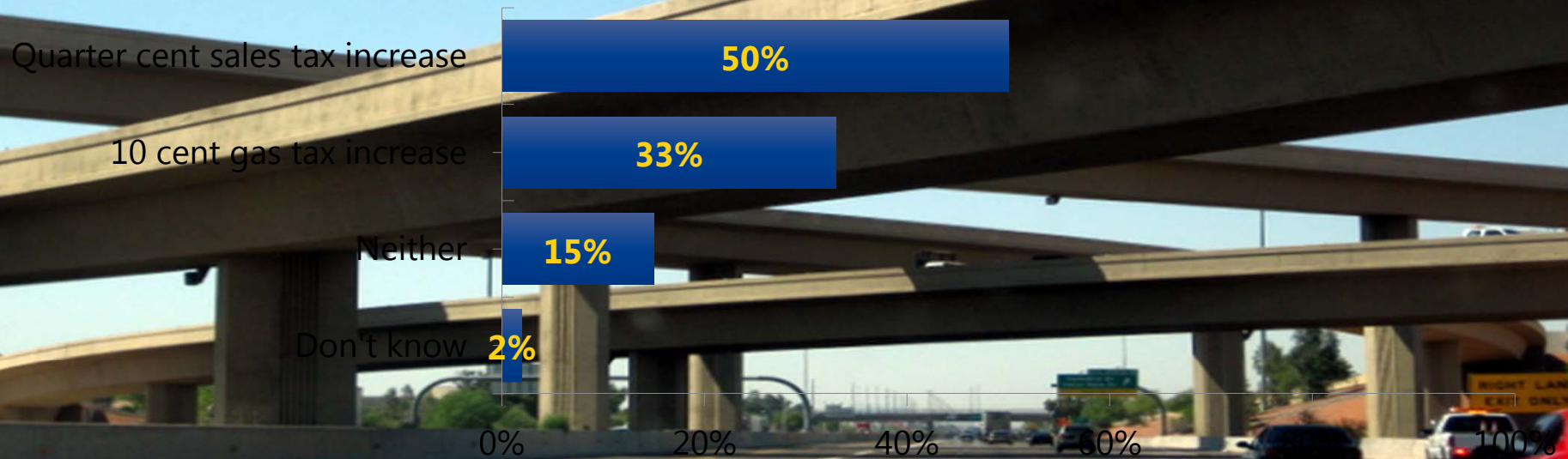
Q9. Using the same 1 to 5 scale, please rate your level of support for an increase in the taxes dedicated for transportation improvements if it would result in you paying approximately \$50 more in taxes spread across the course of a year.

Q10. Again, using the same 1 to 5 scale, please rate your level of support for increasing the gas tax each year in the future to match the general inflation rate in order to fund transportation system improvements.

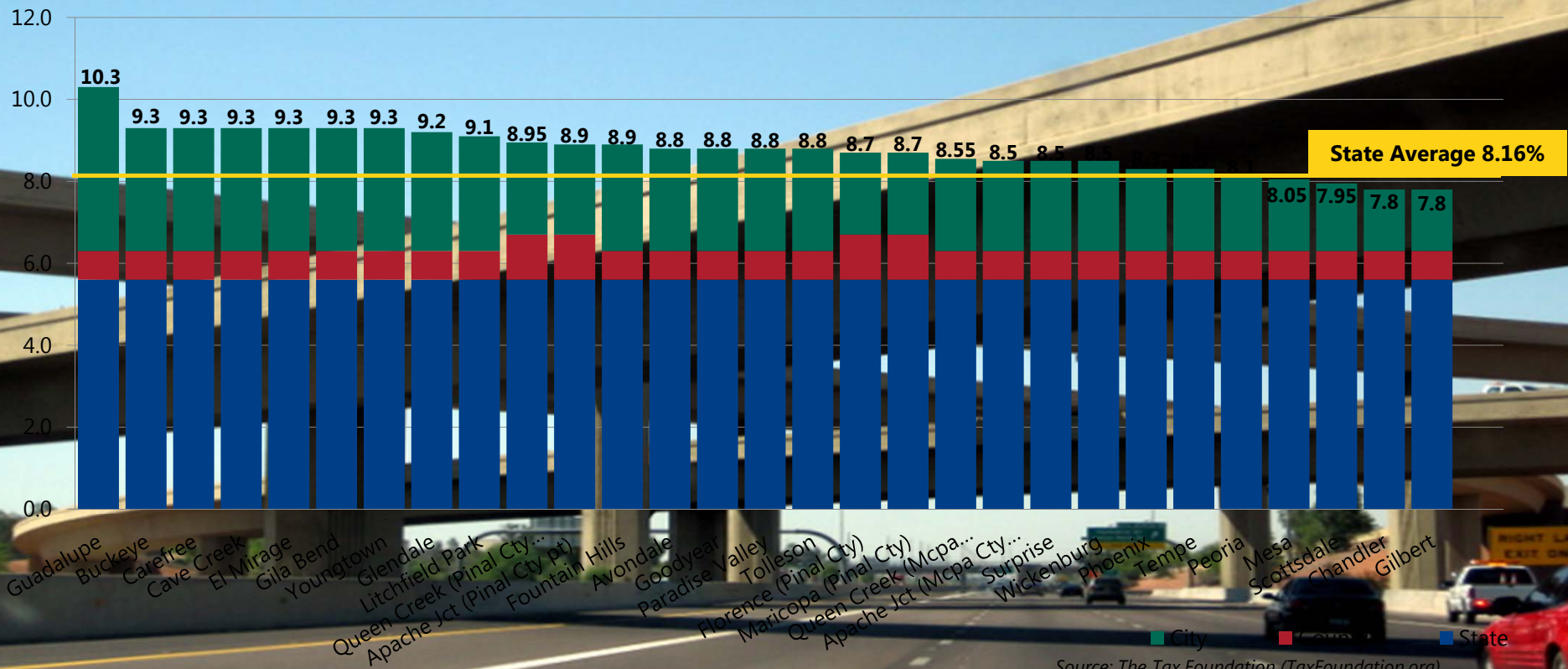


Q11. If you had a choice of paying this \$50 more per year in the sales tax or gas tax, which is about a quarter of a cent increase in sales tax or a 10 cent increase per gallon in gas tax, which tax would you prefer?

Support for Sales Tax Increase versus Gas Tax Increase

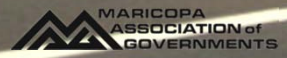


Combined (State, County, and Local) Sales Tax Rates for Cities within MAG Planning Area

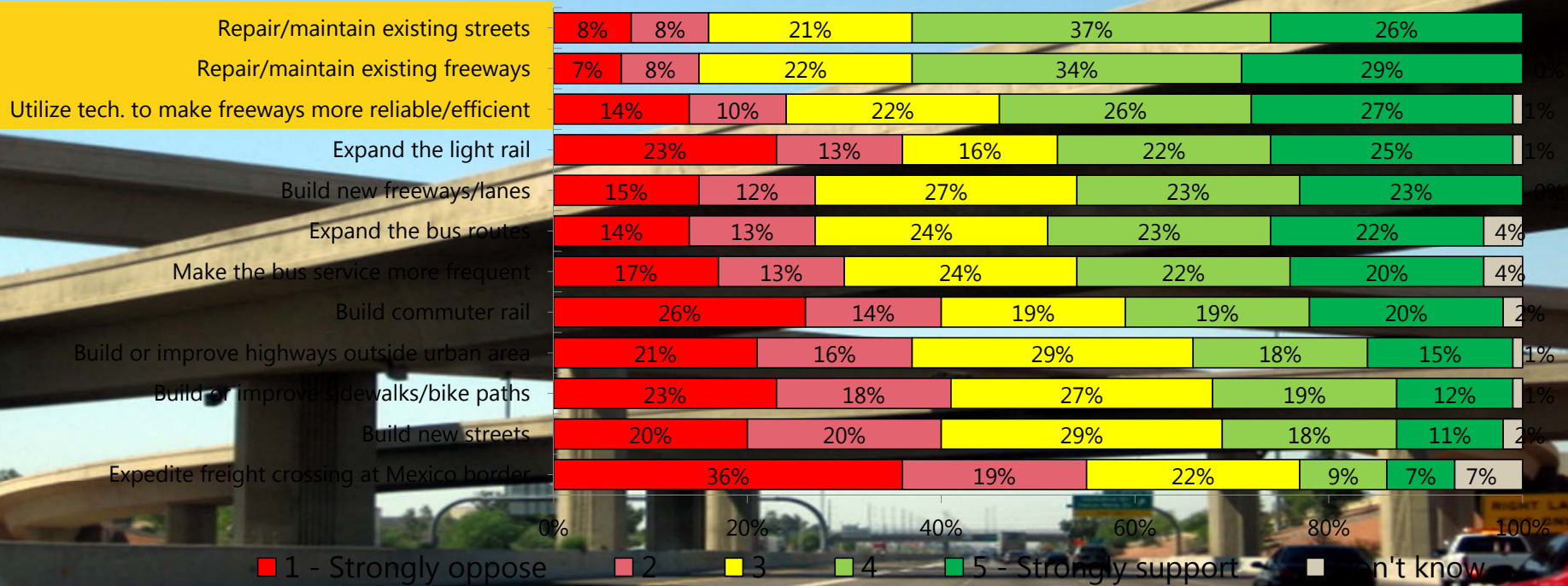


Source: The Tax Foundation (TaxFoundation.org)

Source: MAG Analysis.



Q12. Using a 1 to 5 scale where "1" means "not at all supportive" and "5" means "very supportive," how supportive of additional taxes or fees would you be if the money would be used to...



Survey Conclusions

- **Voters don't appear to support any new taxes/fees.**
- Voters not overwhelmingly ready to support the extension of the existing ½ cent sales tax.
- Little interest/support for increasing the gas tax.
- Many “undecided” or “middle of the road” **meaning room for education.**
- Majority of the voters understand the link between transportation and the economy
- ***This can be the foundation to build the case for the need for additional funds.***



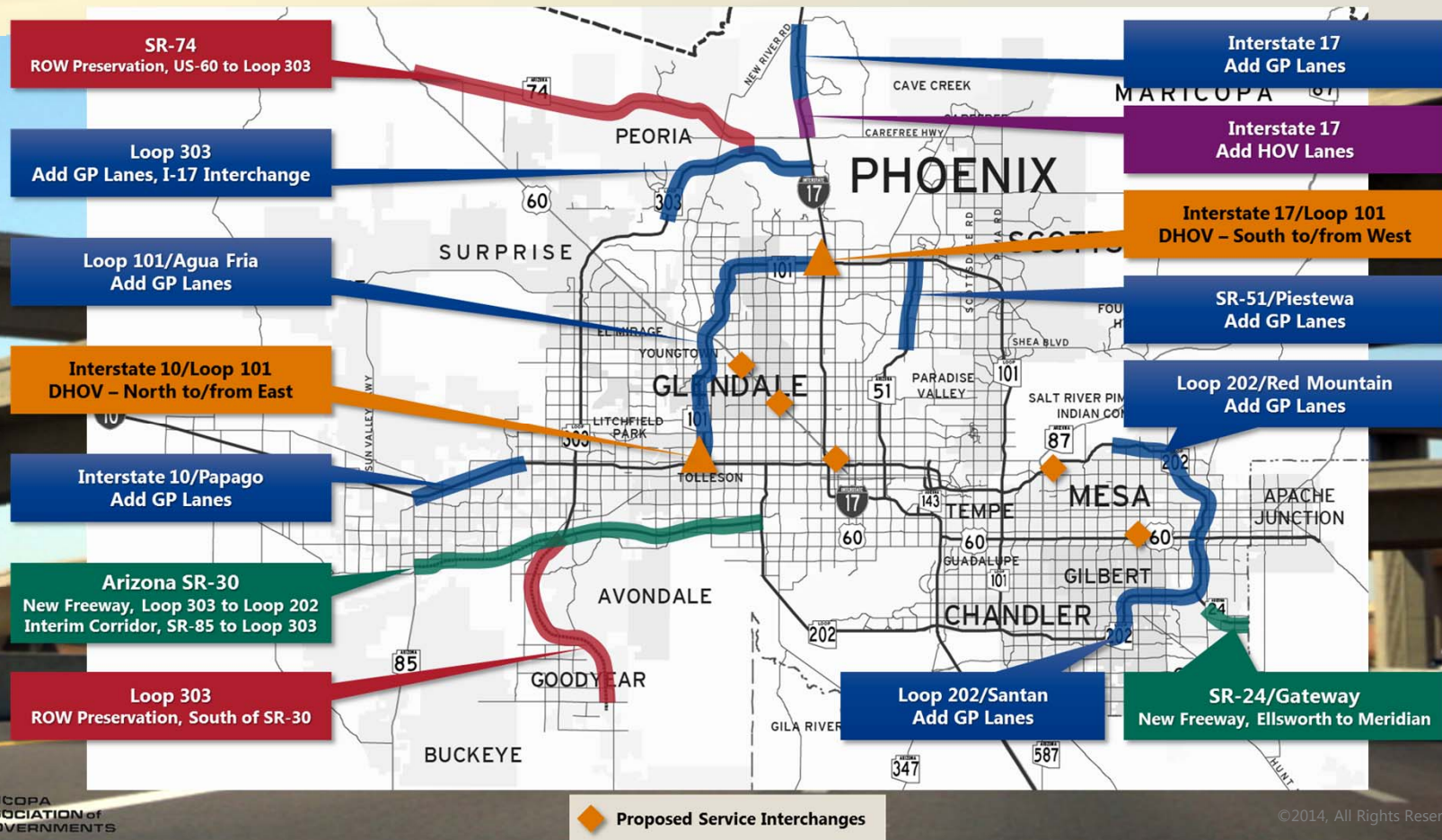
Survey Conclusions

- Many responses emphasized the need for public transportation improvements.
- **Satisfaction was high with freeways and roads/streets, but voters want additional funding to improve and maintain the existing freeways and streets.**
- While improved public transportation is important by voters, they also recognize the importance of maintaining the existing roads.



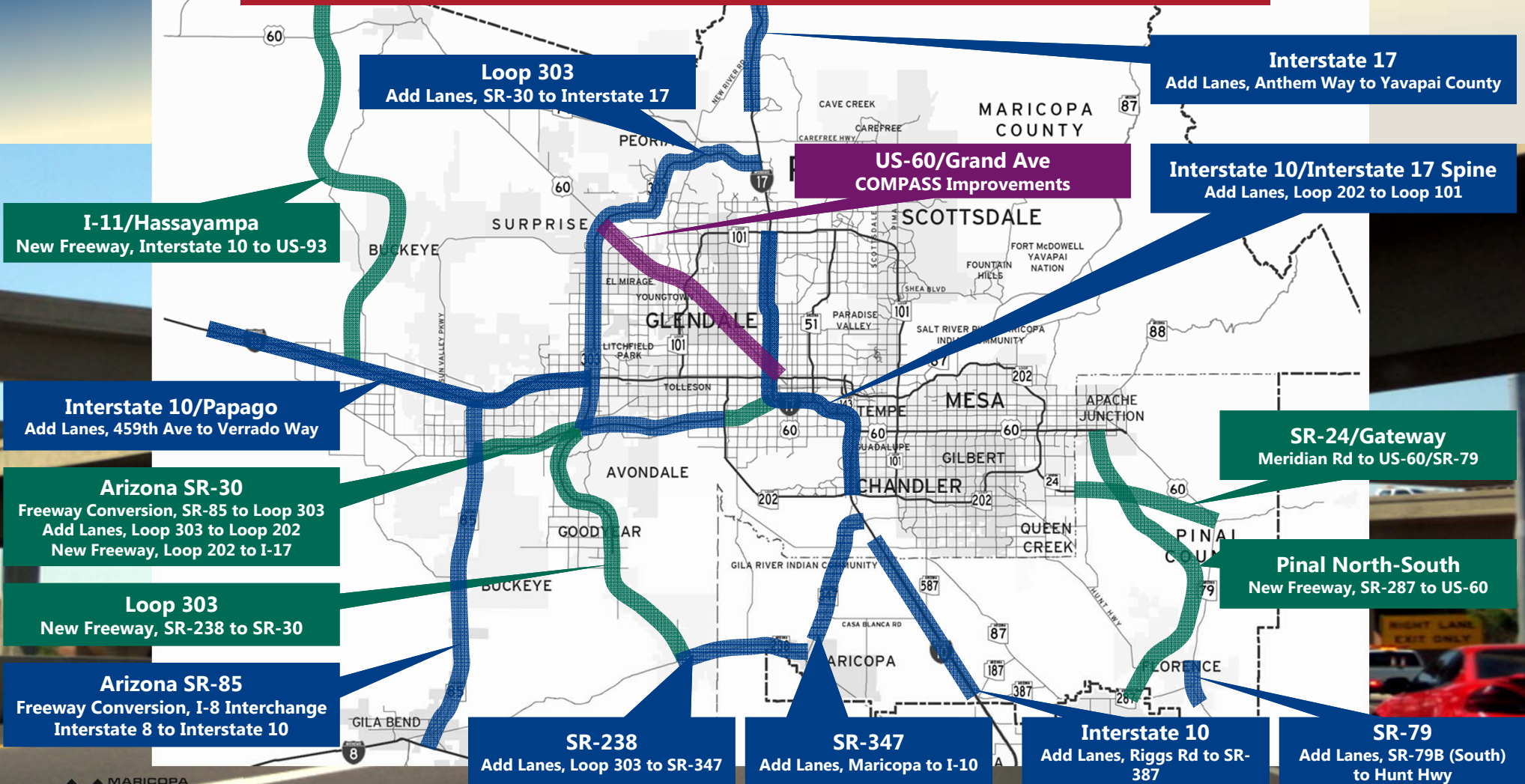
Deferred Projects

REGIONAL FREEWAY AND HIGHWAY PROGRAM



REPRESENTATIVE PROJECTS FOR PRESENTATION PURPOSES ONLY.

Final determination will be made with the fiscally-constrained NextGen Regional Transportation Plan.

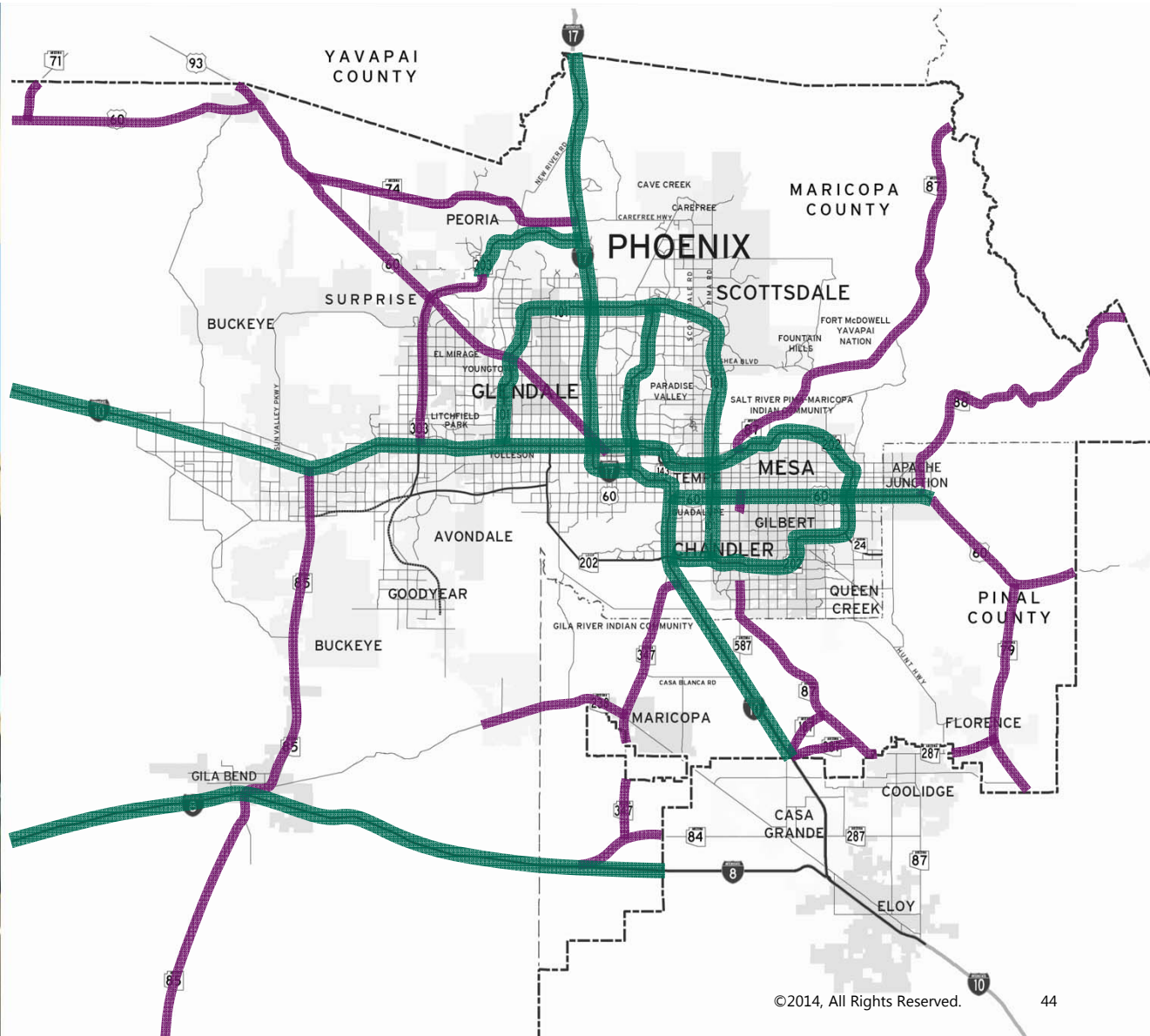


ADOT Roadways within MAG Region

7,000
Lane-Miles

5,300
Freeway Lane-Miles

2,700
Highway Lane-Miles



2013 Operations and Maintenance Costs

**\$80.8
million
Ideal**

**\$31.2
million
GAP**

**\$49.6
million
ACTUAL**

- Pavement Preservation (not Quiet Pave).
- Bridge Scour and Deck Maintenance.
- Drainage/Pumps.
- Deck Park Tunnel.
- Lighting.
- Traffic Operations.
- Litter/Graffiti.
- Signs, Signals, and Striping.

Operations and Maintenance Costs with New Corridors

**\$80.8
million**

**Existing
System**

2013

**\$91.6
million**

**With
Opening of
Loop 303,
Loop 202,
I-10/I-17**

by 2025

**Total Operations and Maintenance thru 2040
\$2.4 billion**

“Big Budget” Maintenance Items

By 2040:

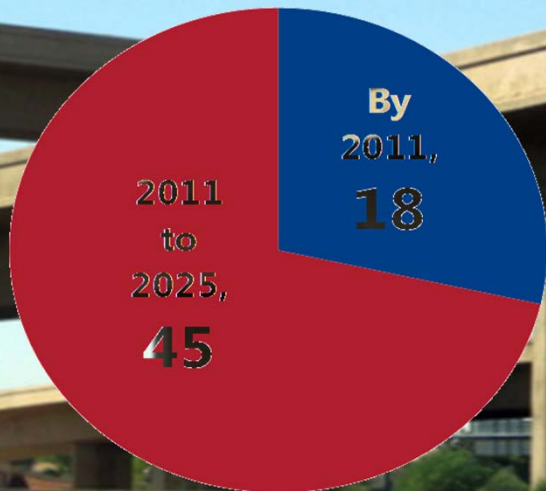
- Quiet Pavement Replacement – up to **three applications**.
- Interstate 10/Interstate 17 traffic interchange - “The Stack” - structure rehabilitation and deck replacement.
- Deck Park Tunnel Maintenance.
- Pump Replacement and Rehabilitation.



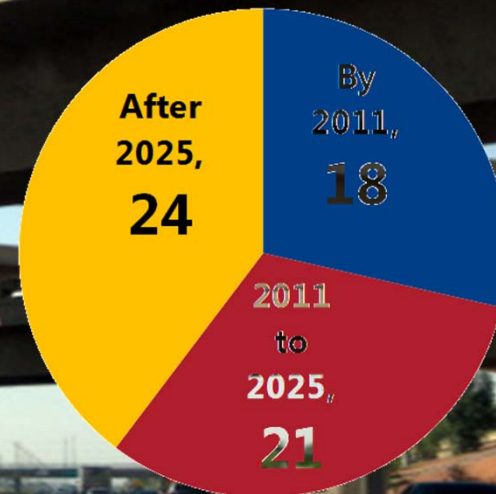
Rough Estimate - \$1.0 billion

Impact of Funding Loss on BRT/Express and Grid Routes

2003 Regional Transportation Plan

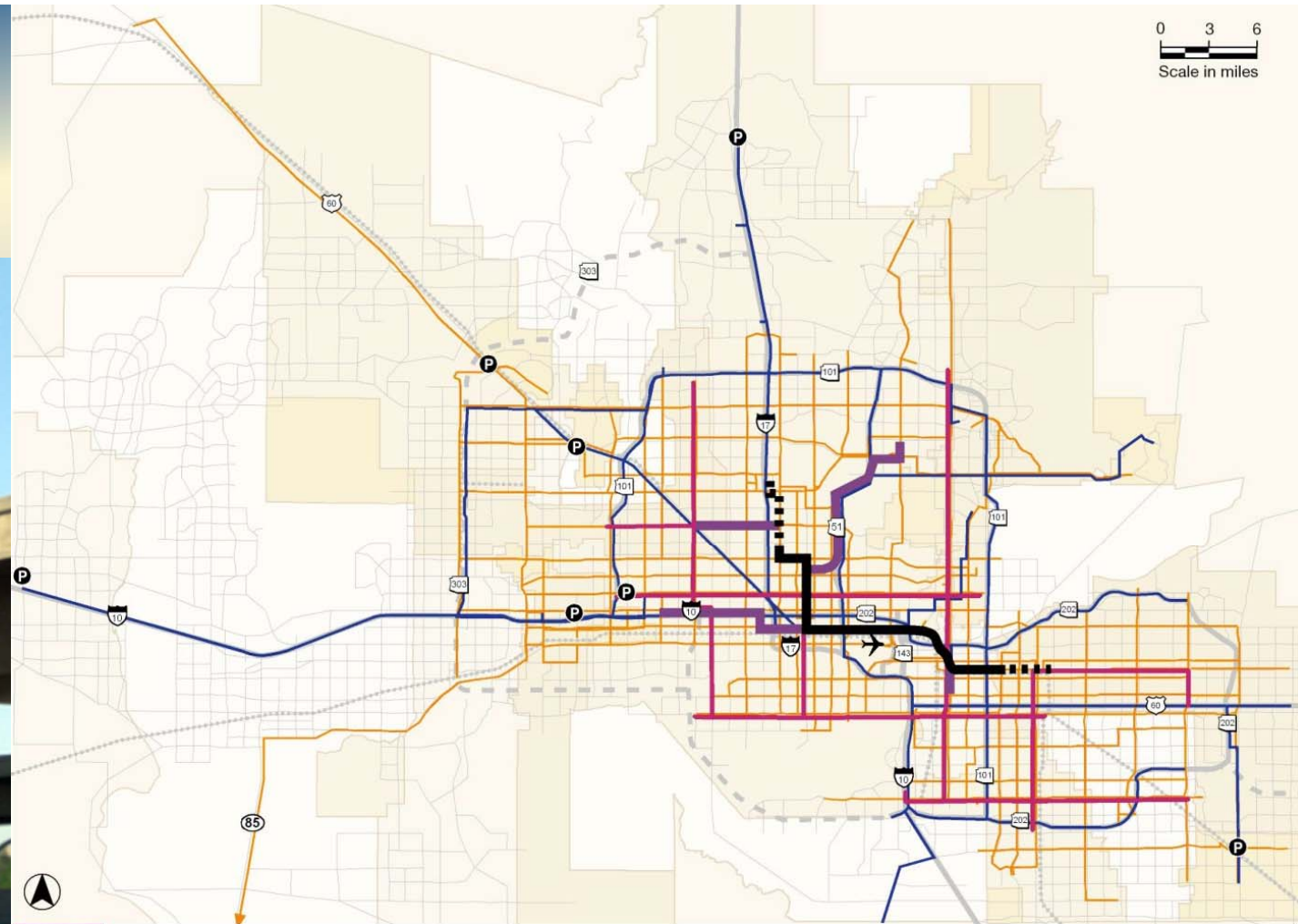


Current Transit Life Cycle Program



Scenario 1

- Minimal service expansion: Many deficiencies not addressed.
- Shifts Light Rail operation costs to regional service.
- New Express routes and increase frequencies (32 to 192 trips) for select express routes.



LEGEND

Existing and Planned Transit Service and Facilities

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit Corridors

Freeways/Expressways

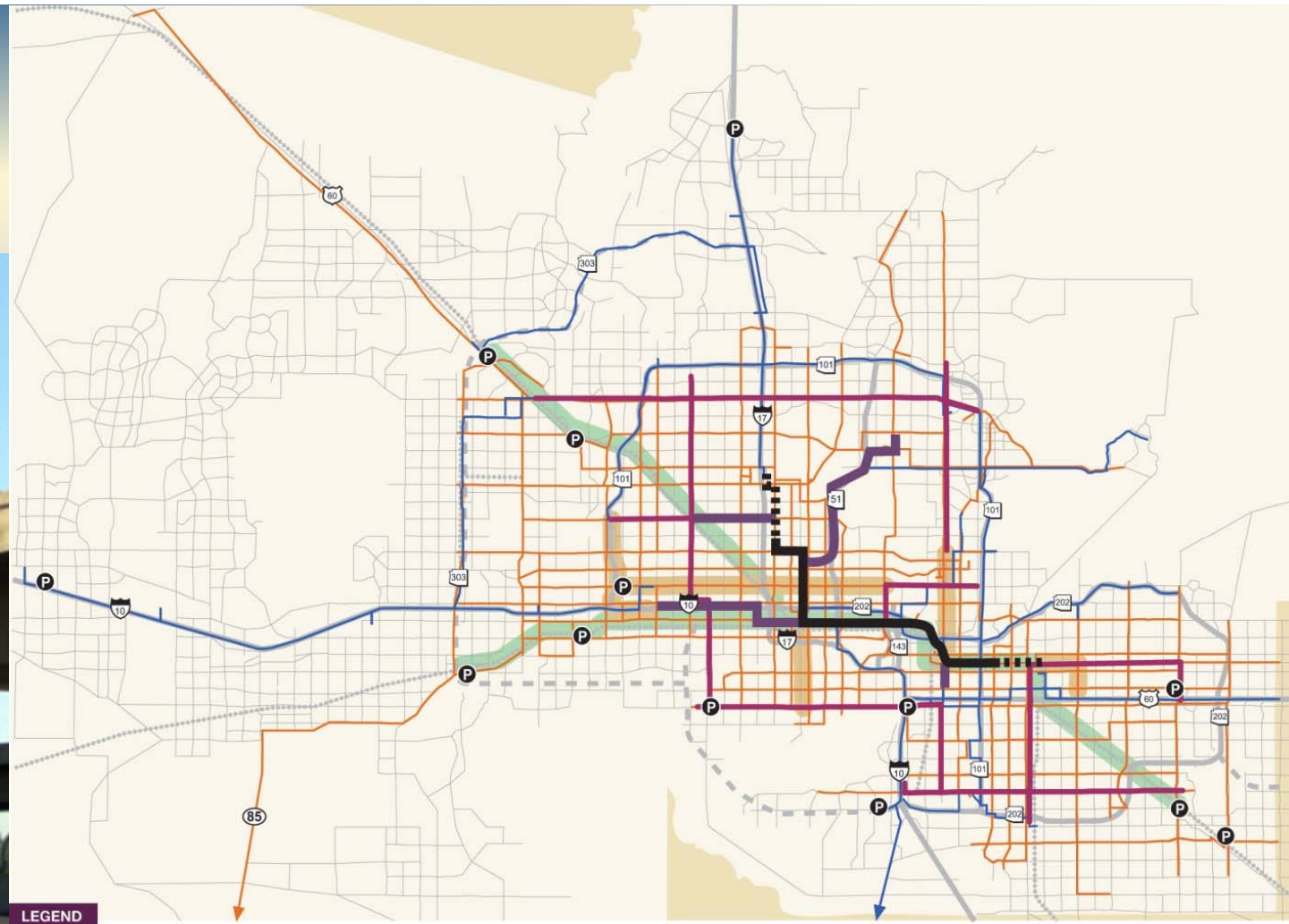
- Existing
- Planned

Express Bus

- Regional Supergrid Bus
- Arterial Bus Rapid Transit
(New or Expanded Service)
- New or Expanded Park-and-Ride Facility

Scenario 2

- Higher speed options: Express, Bus Rapid Transit, Light Rail and Commuter Rail.
- Improves regional transit service levels.
- Suburban activity centers connected by frequent express routes.
- Peer Region: Denver.



LEGEND

Existing and Planned Transit Service and Facilities

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit Corridors

Freeways/Expressways

- Existing
- Planned

New High Capacity Transit

- All Day Service
- Peak Service

Arterial Bus Rapid Transit (New or Expanded Service Level)

Express Bus

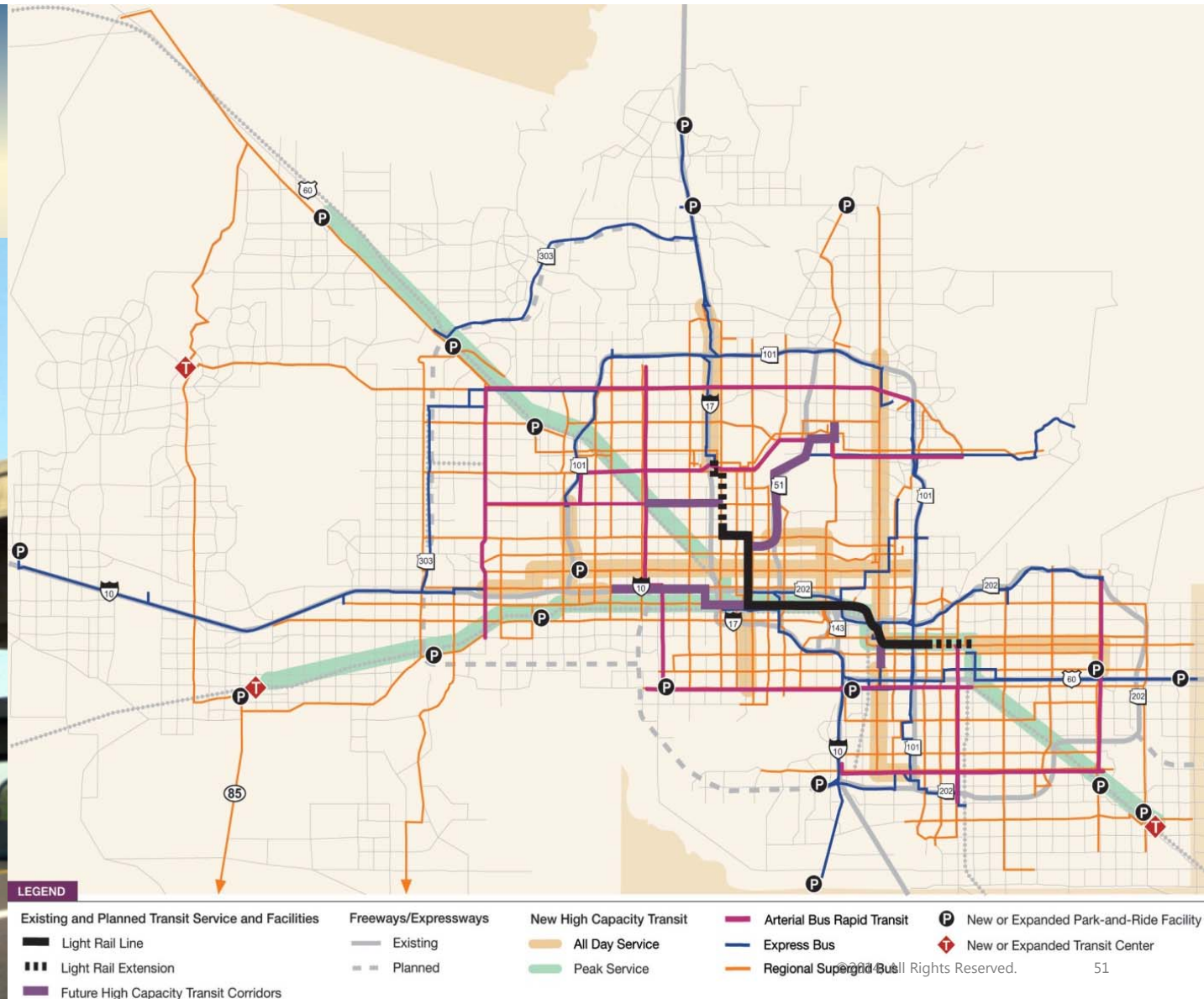
Regional Supergrid Bus

New or Expanded Park-and-Ride Facility

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Scenario 3

- Provides a comprehensive regional transit system.
- Nearly all deficiencies are addressed.
- Most aggressive service expansion with many of high speed options.
- Peer Regions: Seattle and Salt Lake City.



Needs Summary

Regional Freeways and Highways

\$15.6 billion

Regional Transit Options

\$6.3 billion

\$8.2 billion

\$21.7 billion

\$32.7 billion

Base Case

Scenario 1

Scenario 2

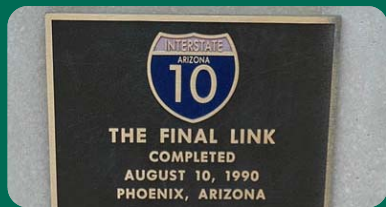
Scenario 3

Regional Arterials-Parkways

\$3 billion

Potential Highway Revenue Sources

Projected 2025 to 2040



Federal Highway Funds

- MAG STP and MAG CMAQ

**\$200
million**



ADOT Funds

- Includes Highway Users Revenue Fund (HURF) and Federal Aid

**\$5.7
billion**



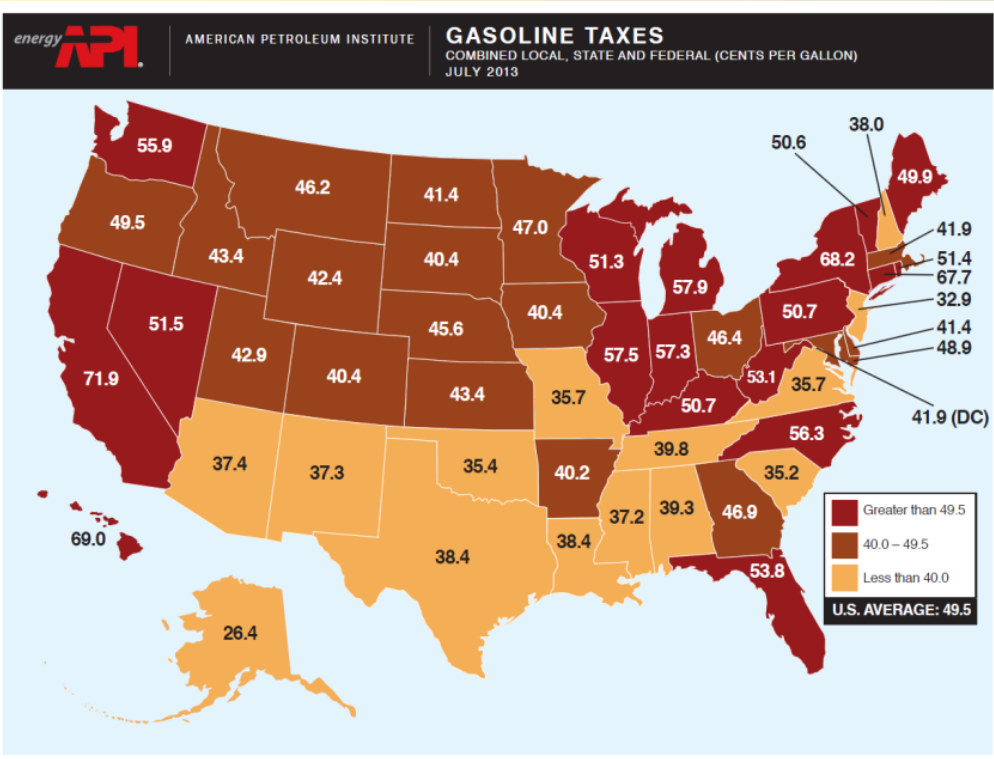
Regional Area Roadway Fund (RARF)

- Half Cent Sales Tax

**\$7.8
billion**

Federal and State Gas Rates

Gasoline Motor Fuel Taxes as of July 1, 2013



California	71.9
Hawaii	69.0
New York	68.2
Connecticut	67.7
Michigan	57.9
Illinois	57.5
Indiana	57.3
North Carolina	56.3
Washington	55.9
Florida	53.8
West Virginia	53.1
Nevada	51.5
Rhode Island	51.4
Wisconsin	51.3
Pennsylvania	50.7
Kentucky	50.7
Vermont	50.6
Maine	49.9
Oregon	49.5

U.S. Average	49.5
Maryland	48.9
Minnesota	47.6
Georgia	46.9
Ohio	46.4
Montana	46.2
Nebraska	46.0
Kansas	43.4
Iowa	43.4
Utah	42.9
Wyoming	42.4
Massachusetts	41.9
District of Columbia	41.9
North Dakota	41.4
Delaware	41.4
South Dakota	40.4
Iowa	40.4
Colorado	40.4
Arkansas	40.2
Tennessee	39.8
Alabama	39.3
Texas	38.4
Louisiana	38.4
New Hampshire	38.0
Arizona	37.4
New Mexico	37.3
Mississippi	37.2
Missouri	35.7
Virginia	35.7
Oklahoma	35.4
South Carolina	35.2
New Jersey	32.9
Alaska	26.4

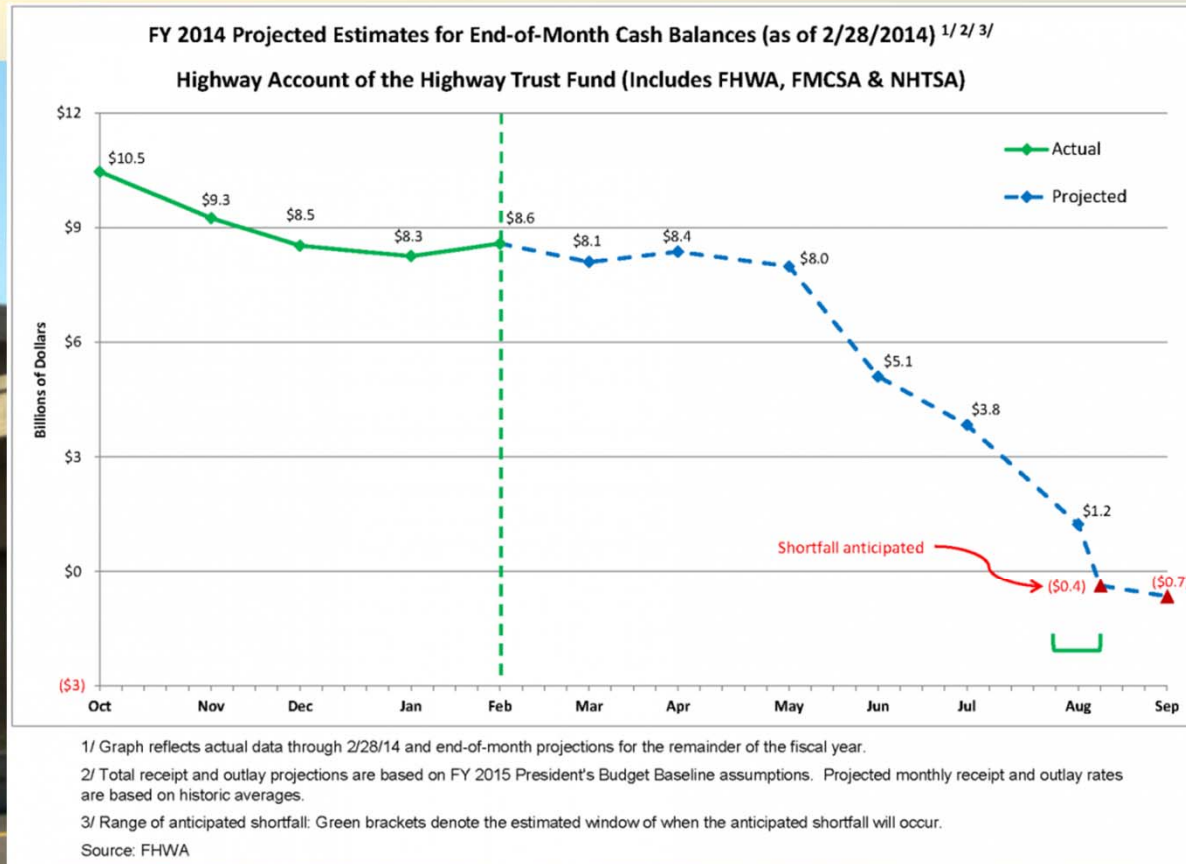
US Average
49.5¢/gal

Western USA
47.2¢/gal

Arizona #43
37.4¢/gal

State Excise Tax
Other State Tax
Federal Excise Tax

Highway Account of the Highway Trust Fund



Major Components and Revenue Categories

- Operations and Maintenance funding for transit, streets and highways – permanent and sustainable.
- Capital program – project specific and limited term for the tax (20-year sunset?).
- Tools – redevelopment and value capture.

Sales Tax Options

- AZ Transportation Sales Tax
- Local Sales Tax

Fuel Tax Options

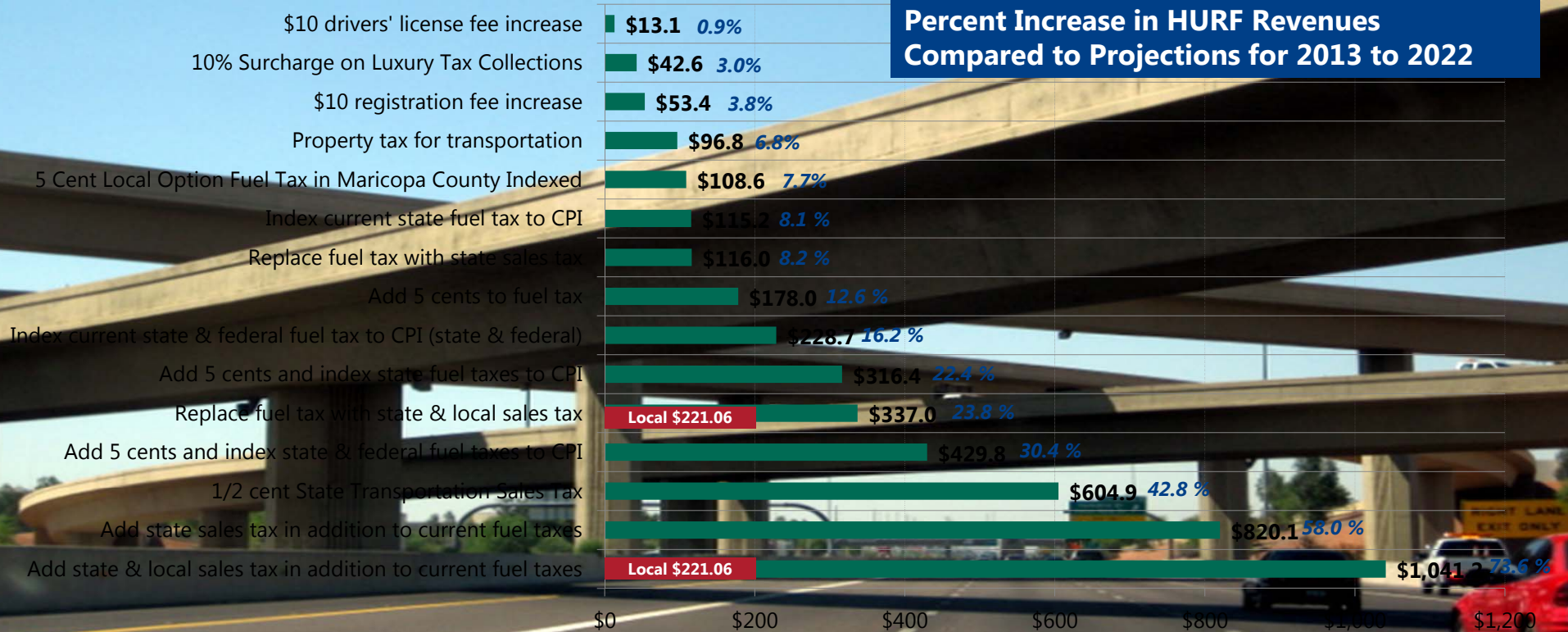
- Increase fuel tax
- Index to inflation
- County option

Other Options

- Property tax
- Driver's license fee
- Registration fee
- Sin tax

Annual Average Net New Statewide Revenue 2013 to 2022 (millions of dollars)

Percent Increase in HURF Revenues Compared to Projections for 2013 to 2022



Corridor Master Plan Overview



Establish Corridor Master Plan

- Completed PEL
- Priority Resource Impacts Evaluation
- Mitigation Strategy
- Implementation Plan
- Design Exceptions
- MAG Policies
- P&N guidance for future projects

Develop Corridor Alternatives Screening

- Alternatives Workshop
- Categorize Alternatives
- Tier 1 Qualitative Screening
- Tier 2 Quantitative Screening
- System Bundles
- Tier 3 Quantitative Screening (Bundles)
- Agency and Public Outreach – Round 2
- Select Preferred Alternative

Conduct Corridor Needs Assessment

- Existing Conditions
- PEL Checklist Part 1
- Future Conditions (No-Build)
- Agency and Public Outreach – Round 1
- Goals and Objectives

Initiate Project

- Project Management Plan
- Public Involvement Plan
- Controlling Design Criteria and Design Exception / Variance Procedures

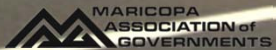
**DECEMBER
2016**



Corridor
Master Plan

Interstate 10/ Interstate 17 Corridor Master Plan

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