

What Moves You Arizona

let's talk. let's listen. let's decide.

A Transportation Plan for 2035

Steering Team II

July 20, 2010





Agenda

- Goals & Objectives
- Needs Assessment
- Baseline Revenue Forecast



Goals & Objectives

- Janet D'Ignazio
- Status
 - TAC I/ST I comments
 - Survey comments
 - Revised draft
- Roles



Background

- Built from foundation of bqAZ
- Developed with internal and external input
- Outcome and process based
- Define ADOT's anticipated role over next 25 years



Revision Status

- Comments Summary prepared
- Comments sources:
 - TAC and Steering Team meeting minutes
 - TAC and Steering Team post-meeting surveys
 - Email
- Status as of 7/15 for each comment received
- Final version to Policy Committee prior to August 3 meeting



Revised Goals & Objectives

- Work in progress pending additional information from ADOT
- Reflects only Goals & Objectives
 - Performance Measures development is underway
- Includes ADOT anticipated role



Role Definitions

Owner/operator

ADOT owns the transportation infrastructure and is responsible for maintaining, operating and enhancing it.

Partner

Some other agency owns and operates the infrastructure. However, over the life of the plan ADOT anticipates that to help achieve the outcomes reflected in WMYA, ADOT will have a role in funding and decision-making.



Roles

Advocate

Some other agency or private party owns and operates the infrastructure. Over the life of the plan ADOT would like to influence decisions by providing complementary and opportunistic funding that will support the objectives outlined in WMYA.

None

ADOT does not anticipate a role in funding or decision making related to the objectives in this category over the life of WMYA.



Needs Assessment

Don Vary



Purpose

- Key technical input to the Plan
- Estimate “full” engineering needs
- Input to Alternative Investment Choices



Approach

- Definitions:
 - Attain “State of Good Repair” for transportation assets (Preservation)
 - Improve functionality/safety (Modernization)
 - Grow the system to serve anticipated growth (Expansion)
- Focus on ADOT’s system
- Expressed in base 2008 dollars



Inputs

- Minimum tolerable conditions
- Improvement standards
- Improvement costs
- ADOT data




Needs Summary

- Highways -- \$40.1 B
 - Existing roadways -- \$22.6 B
 - New roadways -- \$16.1 B
 - Bridges -- \$1.4 B
- Passenger Rail -- \$2.4 B
- Freight Rail -- \$0.5 B
- Aviation -- \$9.7 B

Total -- \$51.7 B

Highway Needs – \$38.7 B



Total Expansion	\$	28.1
Expansion of Existing System	\$	12.0
New System Expansion	\$	16.1
Modernization	\$	4.2
Preservation	\$	6.4
Total	\$	38.7



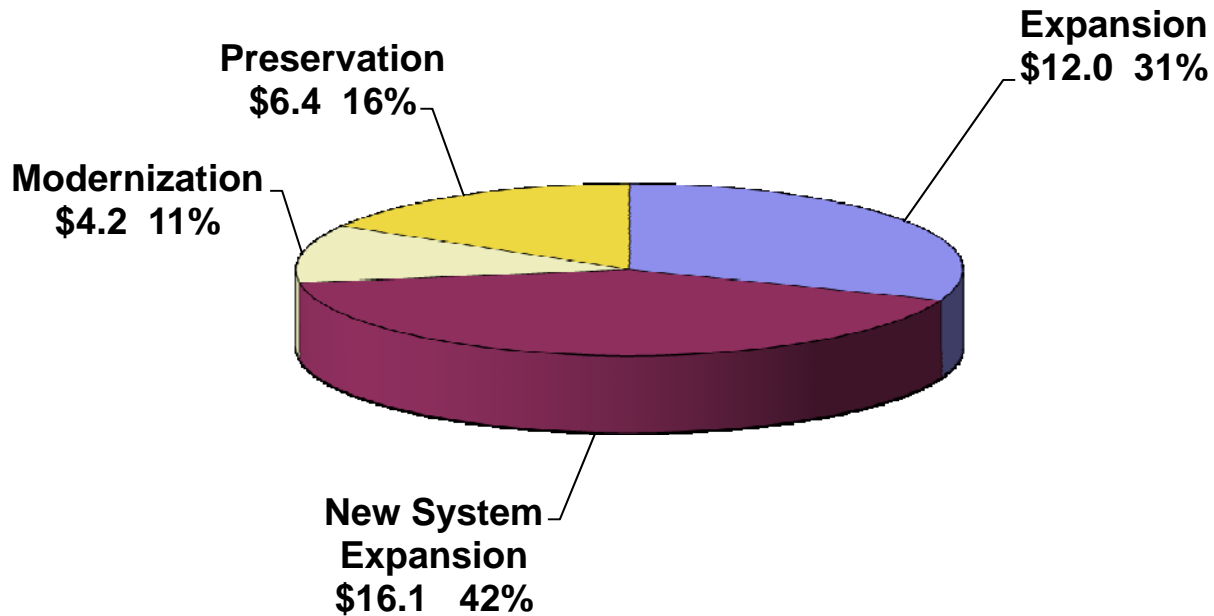
25-Year Needs - Sources

Existing System

- Data sources
 - ADOT HPMS (highway) database
 - ADOT NBI (bridge) file
- Highways
 - Preservation, Modernization, Widening
HERS-ST (FHWA)
- Bridges – NBIAS (FHWA)

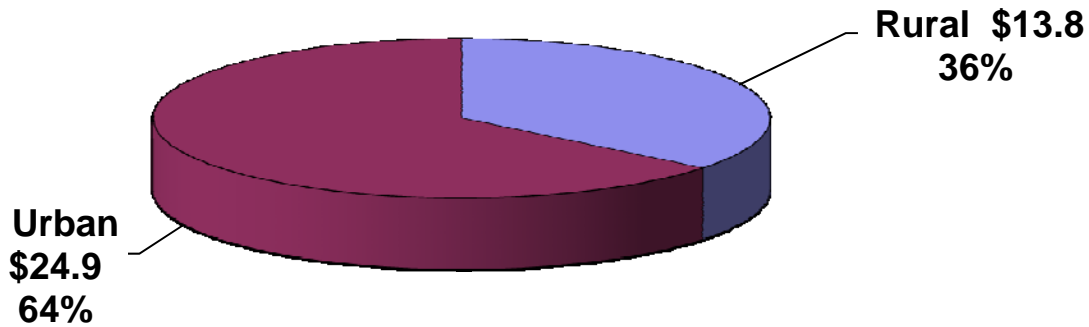
Existing/Future Highway Needs

Highway Needs by Type of Improvement (by Cost)
TOTAL NEEDS = \$38.7 billion

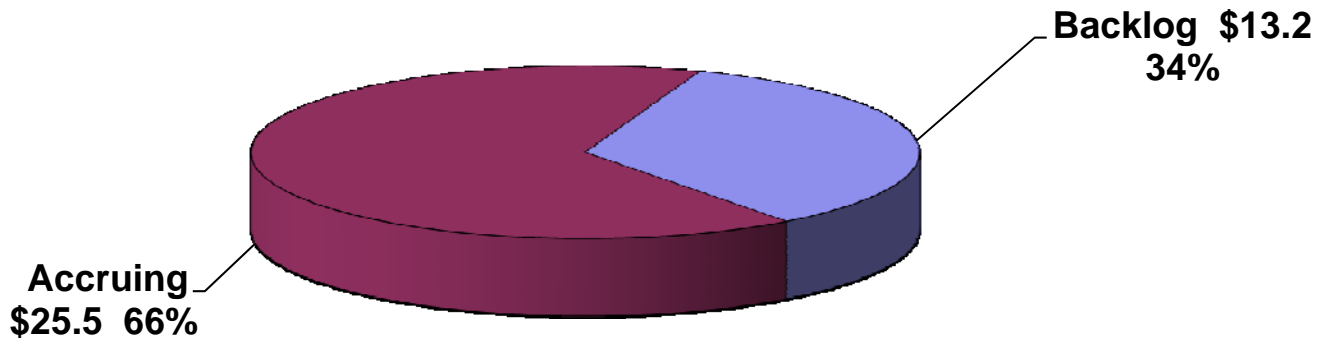


Highway Needs

Highway Needs by Area Type (by Cost)
TOTAL NEEDS = \$38.7 billion



Highway Needs by Backlog/Accruing (by Cost)
TOTAL NEEDS = \$38.7 billion





Extensive, Recurring System Improvement

Initial Mileage	6,953
Initial Lane-Miles	19,952
Center Line Miles Improved	8,139
% of CL Miles Improved	117%
Lane-Miles Improved	28,668
% of LM Improved	144%
Lane-Miles Added	1,967
% LM Added	10%

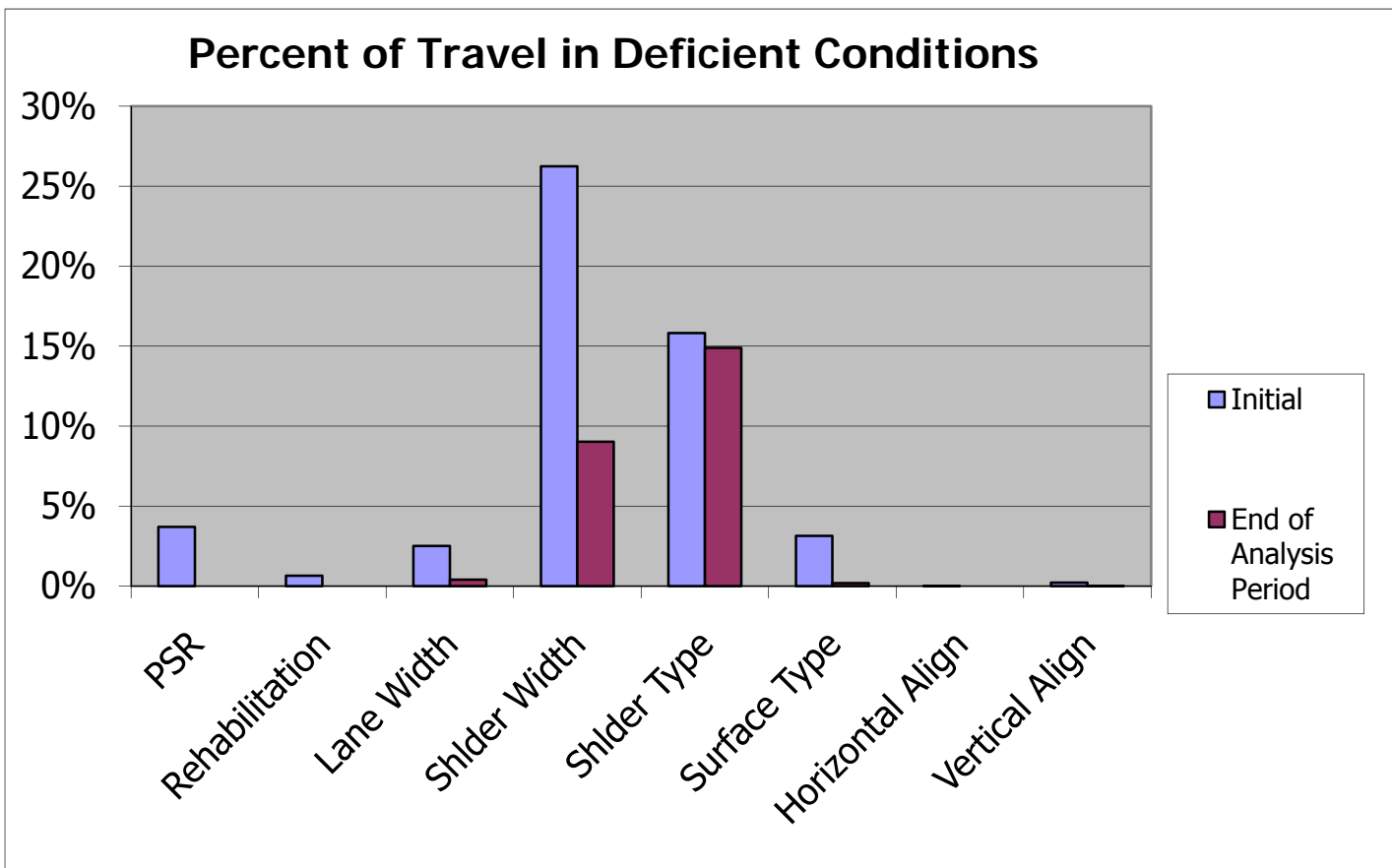


Extensive, Recurring System Improvement

Number of times centerline miles are improved over 25 years

- 1.52 Interstates and Expressways
- 1.04 Principal Arterials
- 1.08 Minor Arterials
- 1.12 Collectors & below

Highway Investment Outcomes



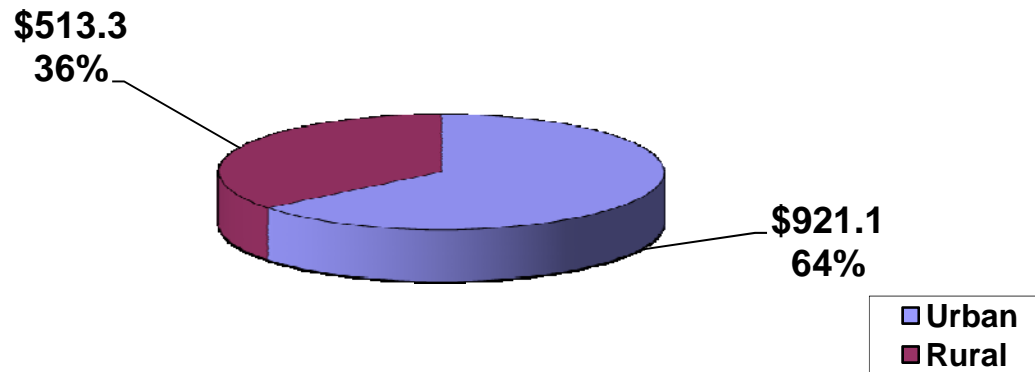
Bridge Needs - \$1.4 B



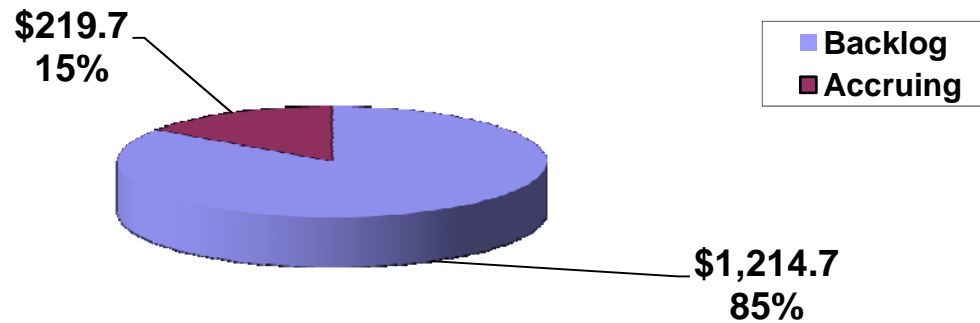
	Backlog	Accruing	Total
Replacement	\$1,123.4	\$104.0	\$1,227.4
Modernization	\$82.7	\$20.5	\$103.2
Maintenance & Rehab	\$8.6	\$95.2	\$103.8
Total	\$1,214.7	\$219.7	\$1,434.4

Bridge Needs

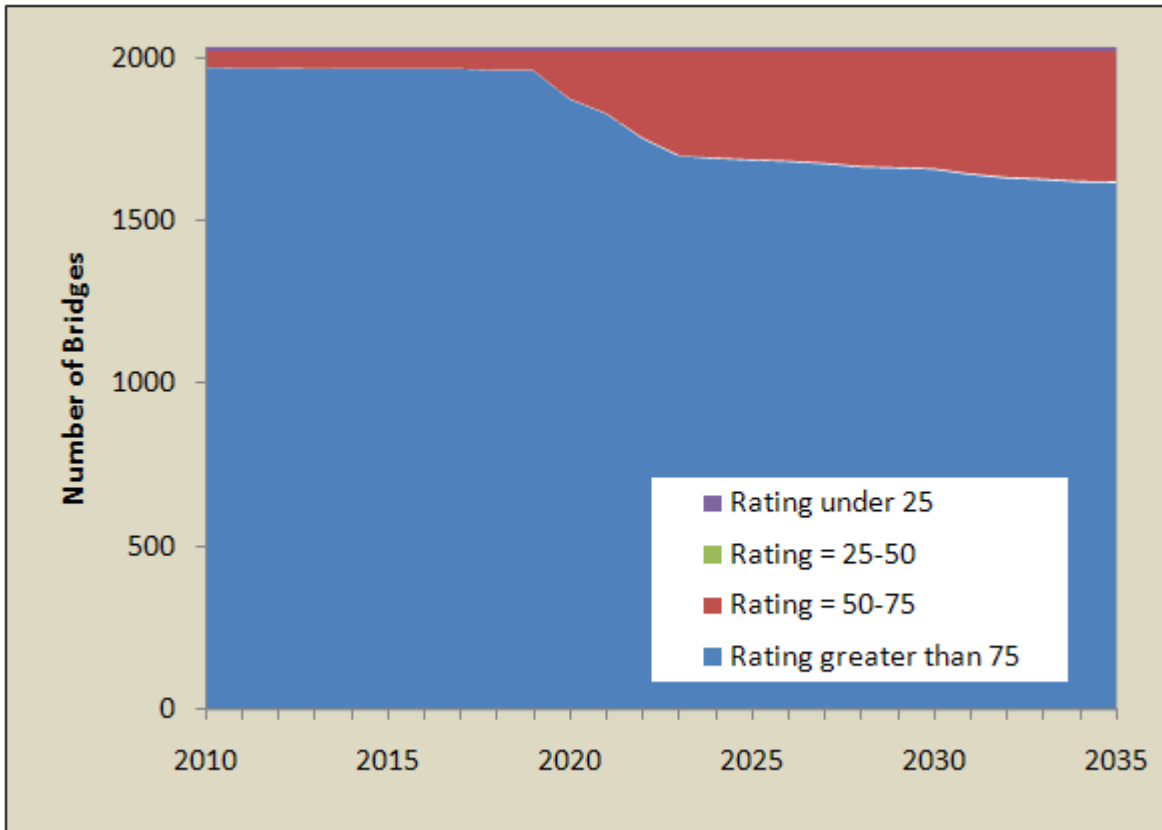
Bridge Needs by Area



Bridge Needs by Backlog/Accruing



Bridge Sufficiency Ratings



Rating of 50 or Below = Replacement Eligibility

System End State is in Very Good Condition



New Highway Expansion - \$16.1 B

- Sources
 - bqAZ
 - Framework studies
 - ADOT Strategic Plan
 - STIP
 - Critical needs studies
 - MPO LRTPs
- Criteria
 - Within 25-year timeframe
 - A “fundamental” need



25-Year Needs - Sources

Other Modes

- Freight
 - *Railroad Inventory and Assessment, Multimodal Freight Analysis Study*, discussions with railroads
- Aviation -- *Strategic Aviation System Plan*
- Passenger rail
 - *High Speed Passenger Rail Strategic Plan*
 - *MAG Commuter Rail Strategic Plan (2008)*
 - *AMTRAK Report on Accessibility and Compliance with the American with Disabilities Act of 1990 (2009)* and internal route performance initiative



Other Intercity Modes

- Intercity Passenger
 - Phoenix-Tucson: \$800 M - \$2.0 B
 - Commuter Rail: \$50-\$400 M
 - AMTRAK: \$12.5 M
- Freight Rail - \$200-\$500 M
- Aviation - \$9.7 B



Baseline Revenue Forecast

John Carr & Michelle Maggiore

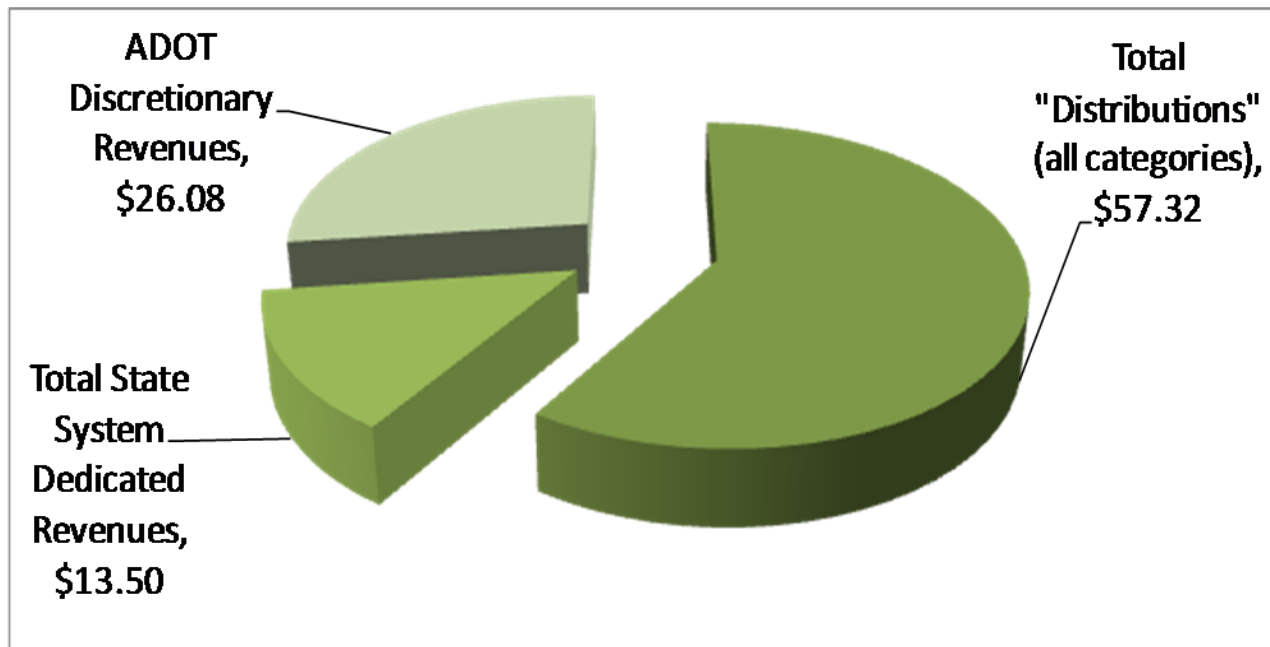


Baseline Forecast

- Estimates Arizona's future transportation revenues based on historic trends
- Applies conservative growth rates
- Assumes current state revenue-generating structure
- Aggregates funds available for **state system** improvements

25-Year Revenues

Total baseline revenues: \$96.9 B (current dollars)



State system baseline revenues: \$26.1 B + \$13.5 B
= \$39.6 B (current dollars)

Forecast Summary

Baseline Funding, Current Dollars

Revenue Category	2009 (\$Millions)	Annual Growth Rate	2010-2035 (\$Billions)
Dedicated Federal Funds to MAG and PAG (STP sub-allocations)	(\$60.7)	2.0%	(\$2.4)
Arizona statutory and budgetary appropriations distributions from HURF Revenues (includes ADOT operating budget)	(\$590.0)	3.4%	(\$16.2)
HURF for Cities, Towns, and Counties	(\$578.6)	3.4%	(\$23.8)
HURF for MAG and PAG (state system)	\$79.2	3.4%	\$3.6
RARF for Regional Public Transit/MAG Planning	(\$5.5)	2.5%	(\$0.3)
RARF for Freeways (State)	\$179.9	6.5%	\$9.9
RARF for Arterials (Local)	(\$33.5)	6.5%	(1.8)
RARF for Public Transit for Maricopa County (33% statutory)	(\$109.3)	6.5%	(\$6.1)
State aviation	(\$25.7)	1.0%	(\$0.8)
Federal transit and aviation	(\$157.7)	3.5/1.0%	(\$5.9)
Total Distributions (all categories)	(\$1,561.0)		(\$57.32)
Total "State System" Dedicated Revenues	\$259.1		\$13.5
Total "Discretionary" ADOT Revenues	\$736.2		\$26.1



Reduce for Inflation

- Presents the impact of inflation on buying power for the revenues from 2010 to 2035
- Apply 2.1% annual discount rate for all revenue sources (based on average 1991-2009 CPI)
- Compare constant dollars to current dollars
- Loss of buying power estimated at **28.1%**



The Bottom Line:

- \$26.1 B ADOT discretionary revenues
 - \$13.5 B dedicated revenues for state system in metro areas
- = **\$39.6 B** (current dollars) for state-system improvements

Compare to Needs Analysis:

- Loss of buying power = 28.1%
- Adjusting for inflation, ADOT will have **\$28.5 B** to spend on transportation improvements in the 2010-2035 period



25-Year Revenue Gap

Revenue =
\$28.5 Billion

Highway & Bridge Needs = \$40.1 Billion



Public Participation

Teresa Welborn



Upcoming Activities

Common Interest Community Workshops

- July 21 and 22
- Phoenix
- Eight groups



Upcoming Activities

- e-newsletter with survey
- Media outreach
- Attending community events and presentations on request
- Stakeholder webinars
 - Thursday, August 12, 10 am-noon or
 - Monday, August 16, 1-3 pm
- Elected Official webinars
 - Wednesday, August 18, 10 am-noon or
 - Thursday, August 19, 2-4 pm



Public Participation

Successful partnership with COG/MPO communication reps

- Monthly calls
- Input to lists for common interest community workshops
- “Canned” presentation for COGs and MPOs to use locally
- Need help with webinar publicity



Public Participation

Project Website

- Updates ongoing
- Please visit and provide your input
- www.whatmovesyouarizona.gov



Discussion

Tom Warne



Future Topics

- Alternative Investment Choices
- Follow up



www.whatmovesyouarizona.gov
