

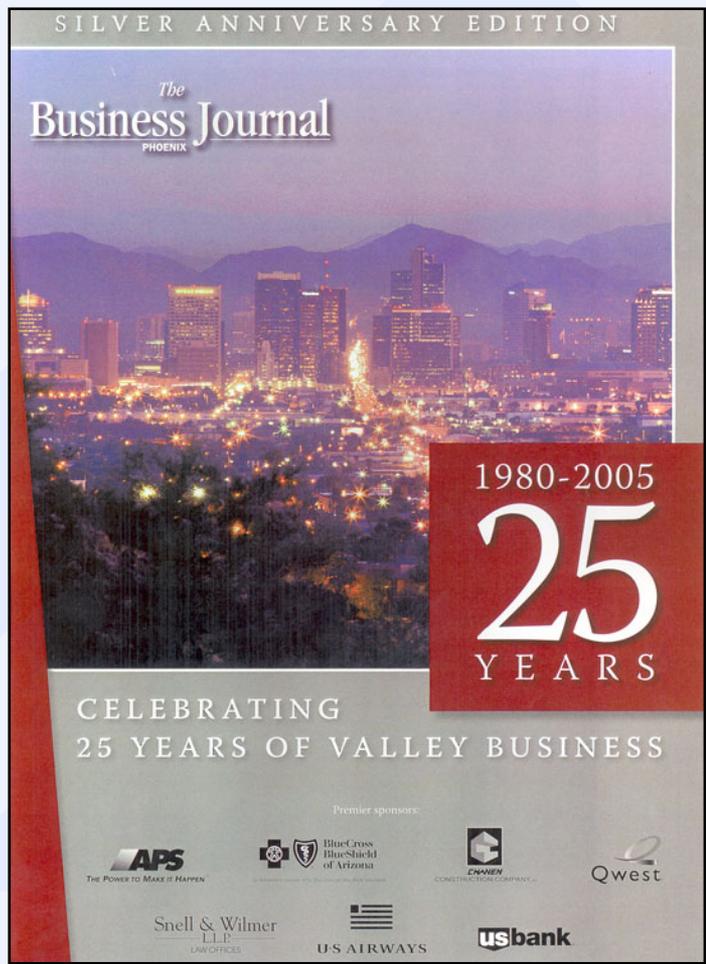
Transportation Planning Update

MAG Management Committee
April 9, 2008





Importance of Transportation



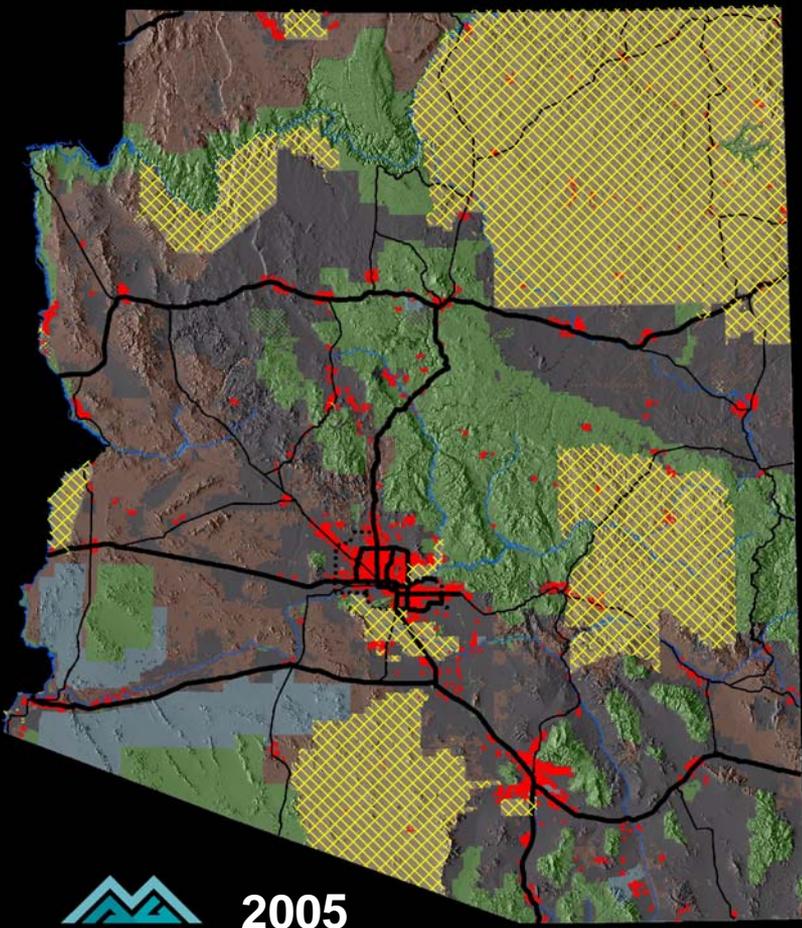
- ### MOST SIGNIFICANT TO THE VALLEY
- The following list is a ranking of the most significant business news stories based on votes from the Leaders & Legends who attended the roundtable:
1. The build-up of our freeway infrastructure.
 2. The real estate bust of the '80s and its implications.
 3. The impact of America West as a hometown airline linking the Valley nationally.
 4. The passage of the groundwater management act.
 5. The increase in stature of our state universities.
 6. Central Arizona Project.
 7. The building of the Palo Verde Nuclear Generating Station.
 8. The boom/bust cycle that seems to characterize Arizona business.
 9. Conti...
 10. Trans...



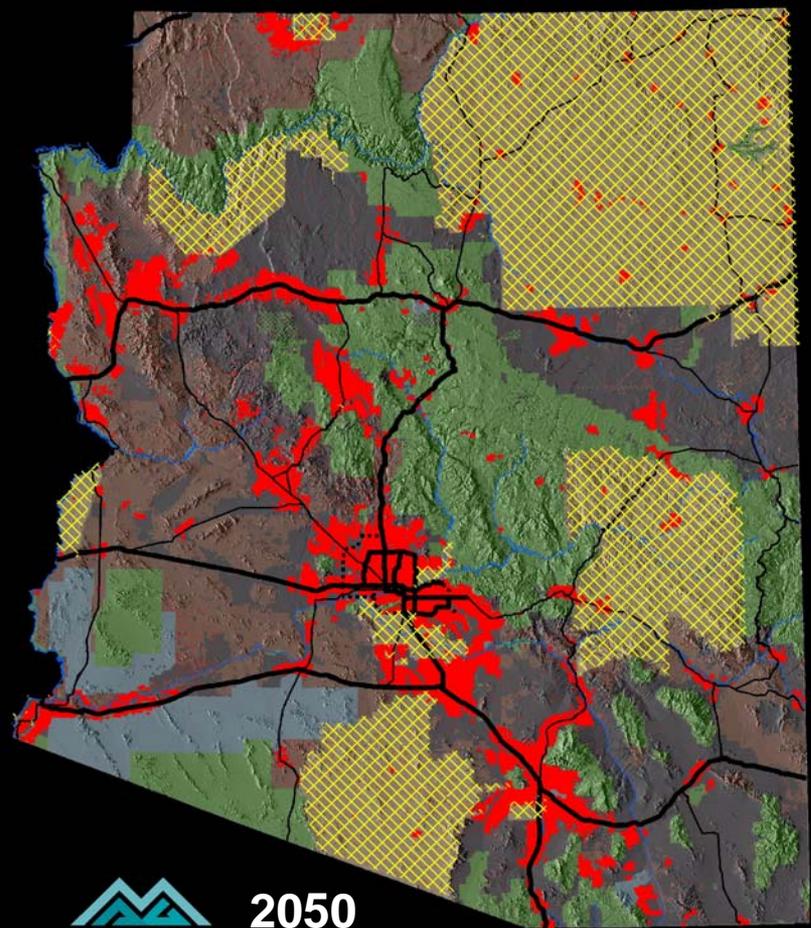


Arizona's Future

POTENTIAL STATEWIDE GROWTH



2005
6 million

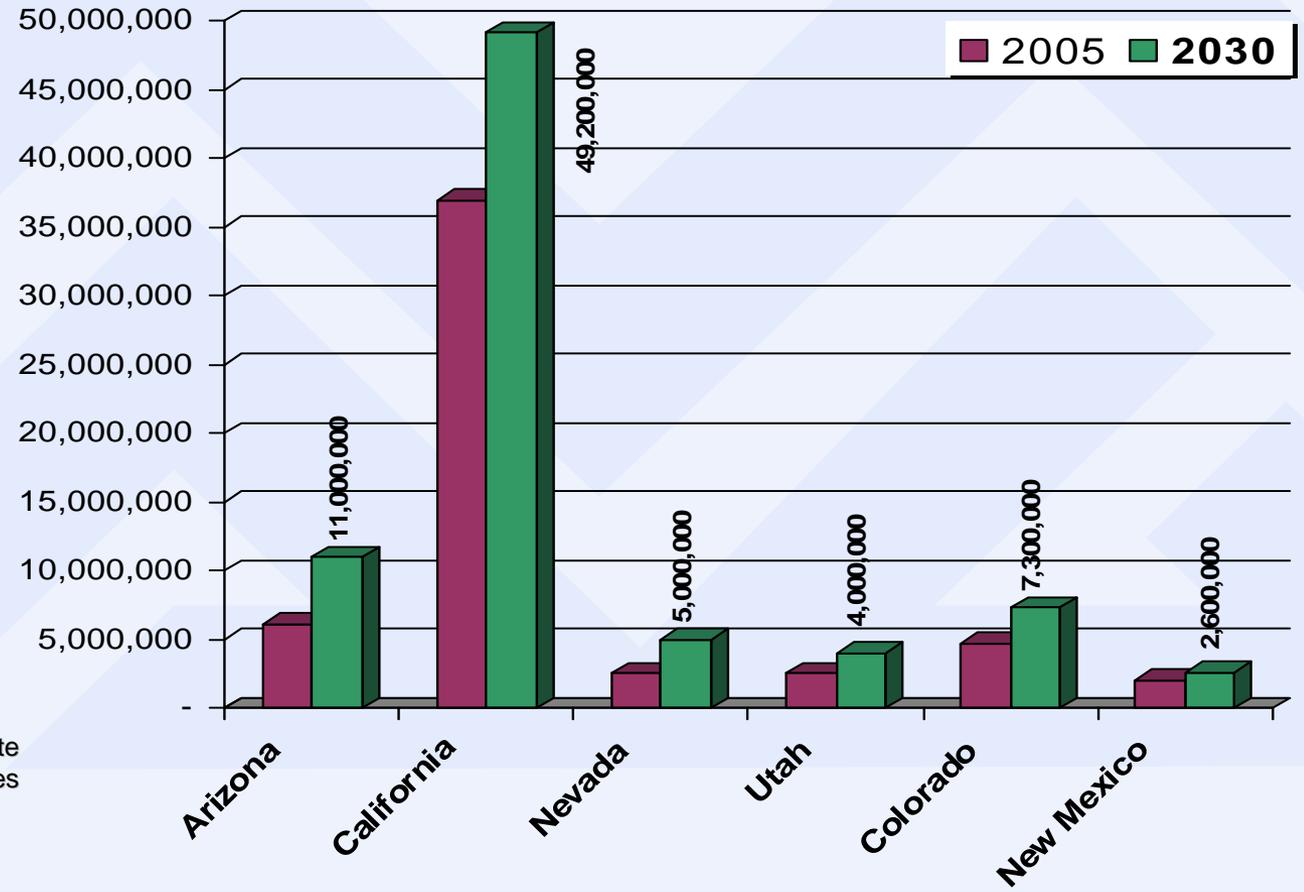
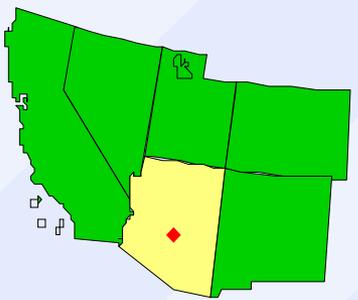


2050
16 million



Bordering State Population Projections

BY 2030 THE AMERICAN SOUTHWEST MAY BE HOME TO 80 MILLION PEOPLE

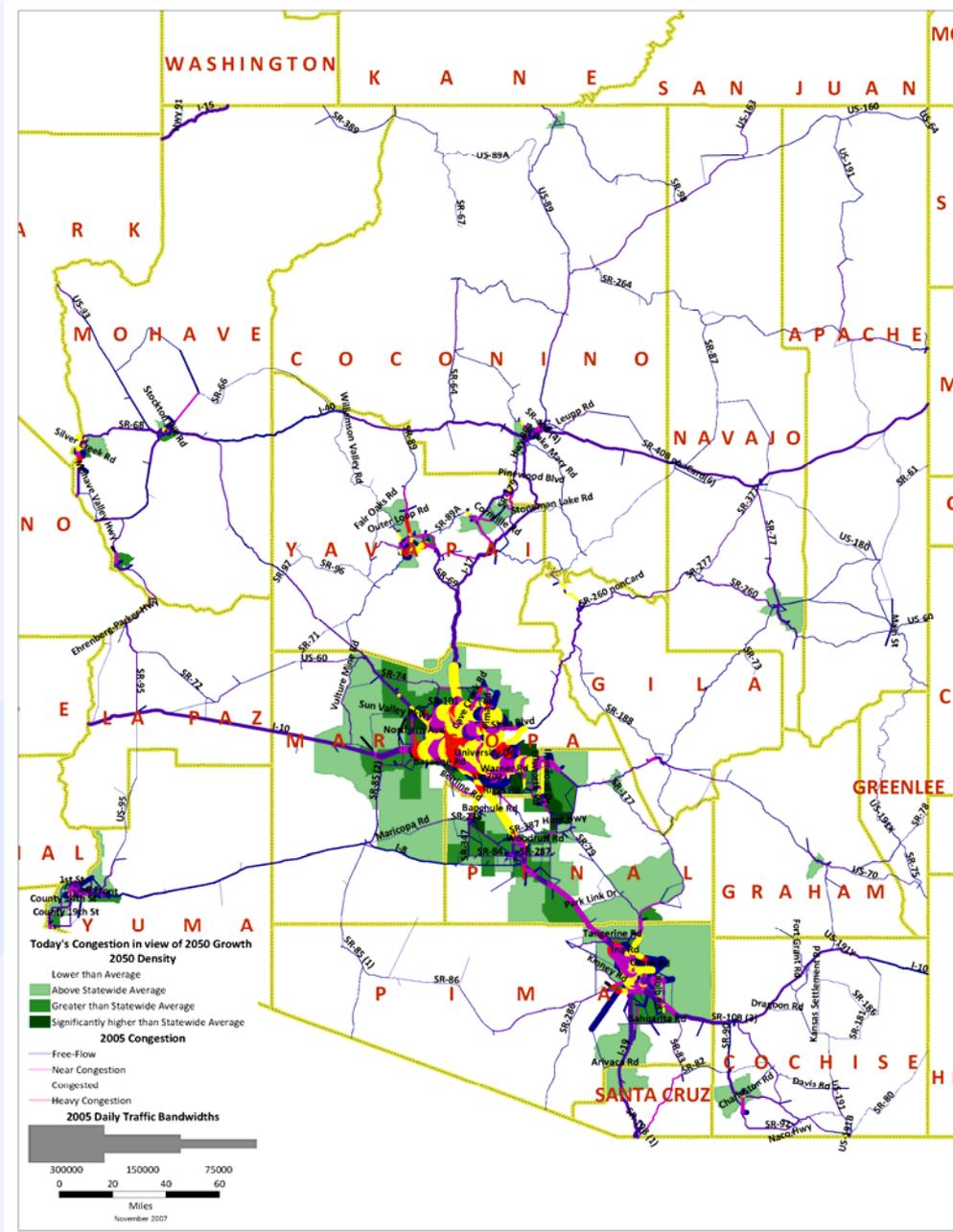


Source: Respective State Demographer Offices

In 2005 . . . TRAFFIC COUNTS FROM ARIZONA DEPARTMENT OF TRANSPORTATION

- **303,000 vpd** on I-10, west of SR-51 and Loop 202
- **294,000 vpd** on I-10 at the Broadway Curve
- **225,000 vpd** on I-17, north of Dunlap Ave
- **207,000 vpd** on US-60, east of Loop 101
- **176,000 vpd** on I-10, west of Loop 101
- **47,000 vpd** on I-10, east of Riggs Rd

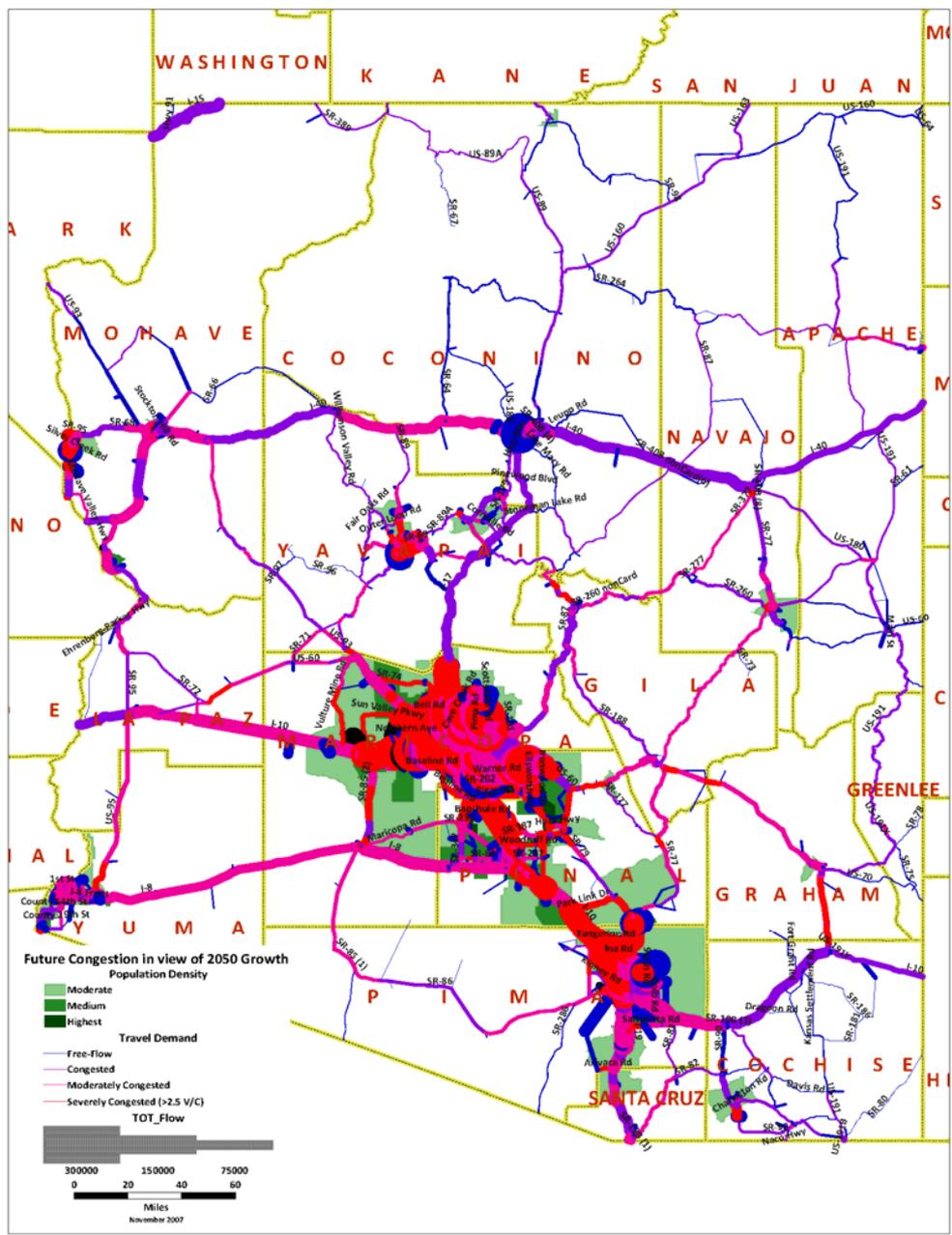
Vpd = vehicles per day



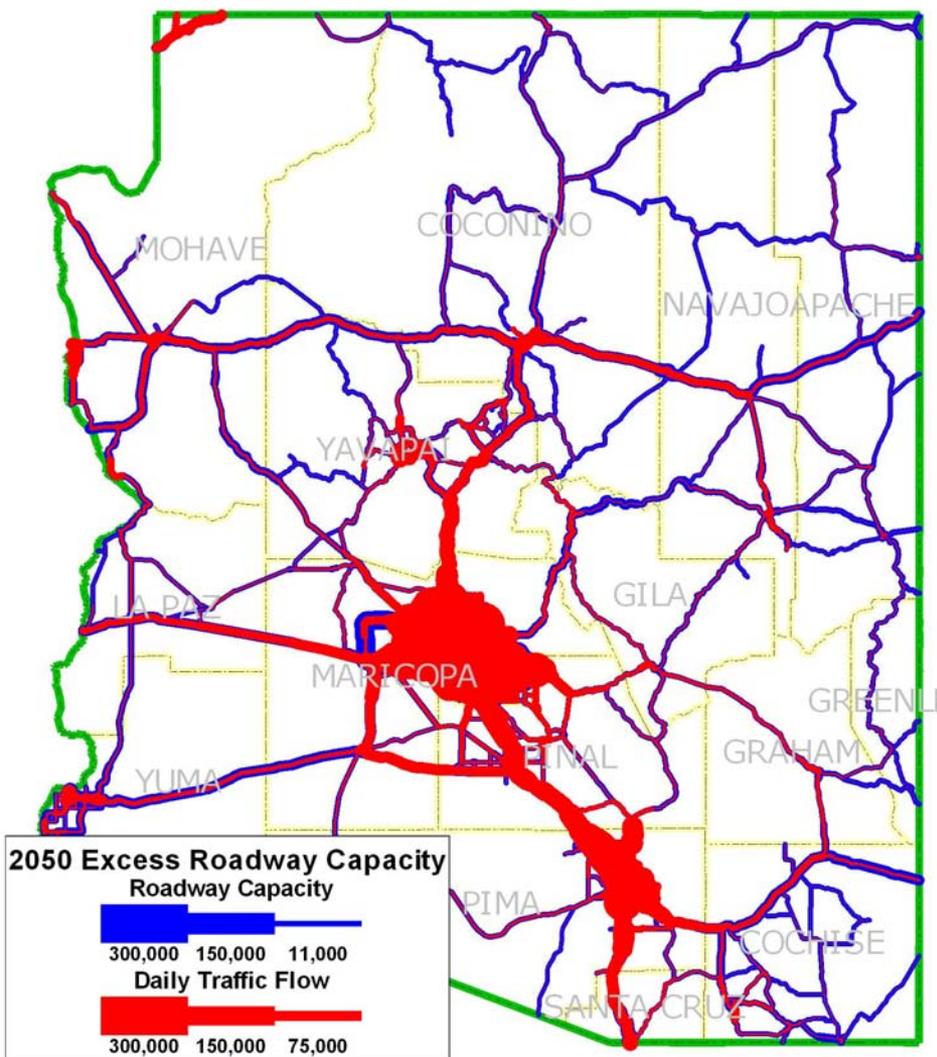
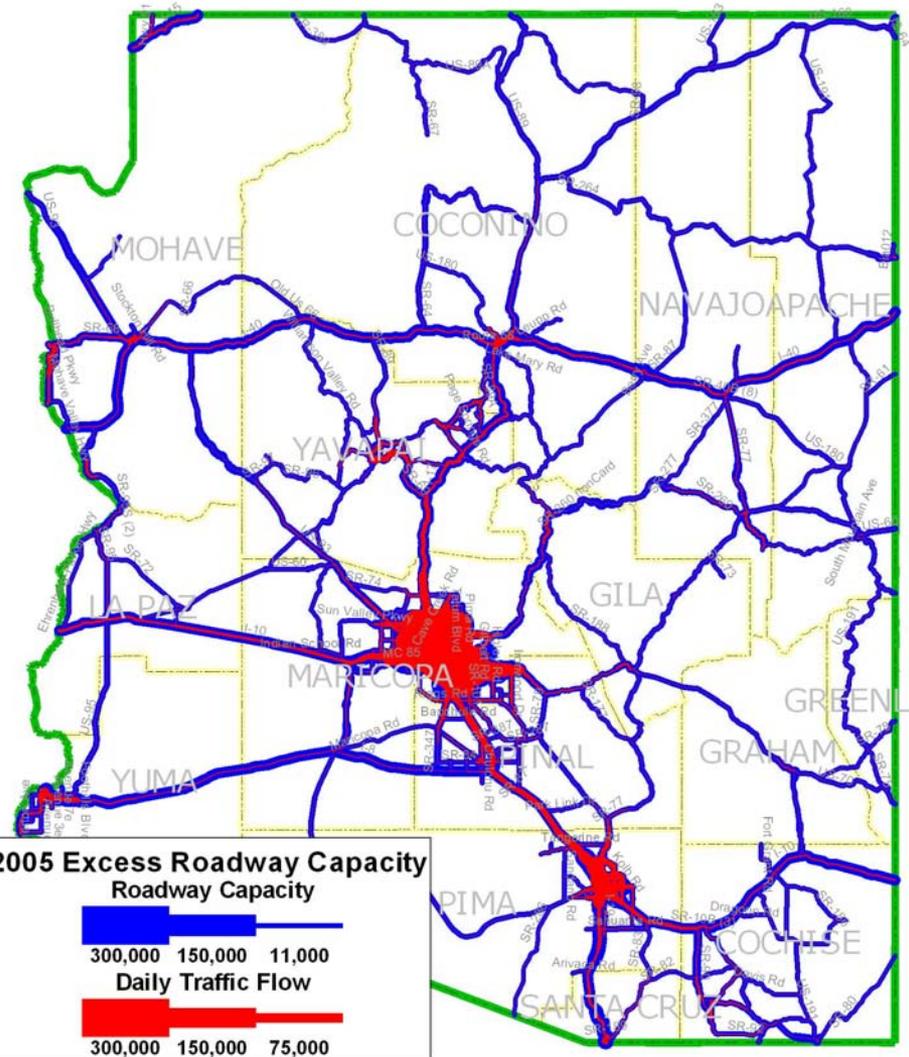
In 2050 . . . DEMAND ESTIMATES FROM bqAZ STATEWIDE PLANNING TOOL

- **750,000 vpd** on I-10, west of SR-51 and Loop 202 (+231%)
- **660,000 vpd** on I-10 at the Broadway Curve (+224%)
- **490,000 vpd** on I-17, north of Dunlap Ave (+217%)
- **395,000 vpd** on US-60, east of Loop 101 (+190%)
- **400,000 vpd** on I-10, west of Loop 101 (+227%)
- **215,000 vpd** on I-10, east of Riggs Rd (+457%)

Vpd = vehicles per day

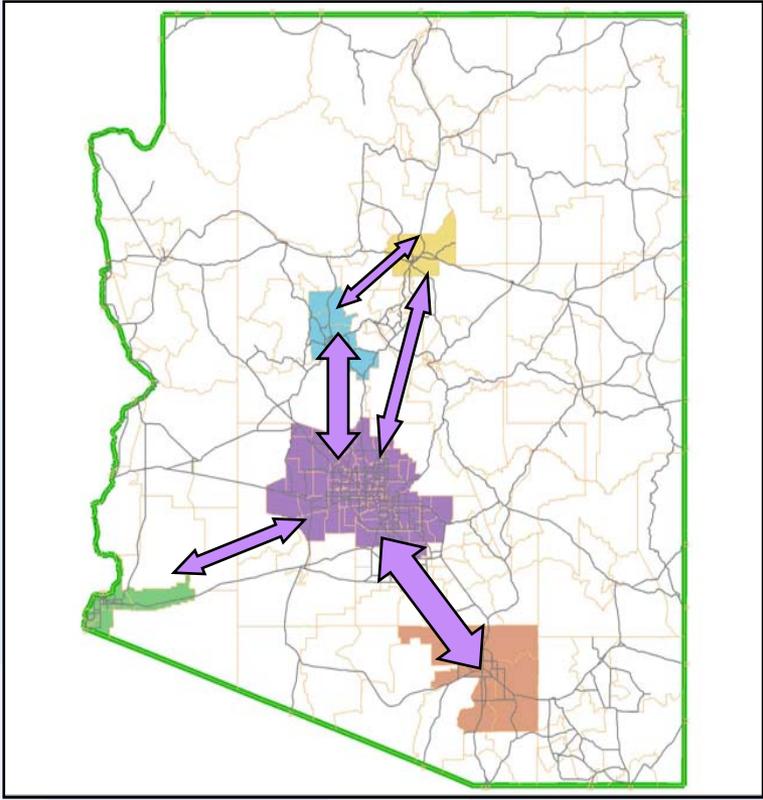


Visual Volume-to-Capacity Ratio

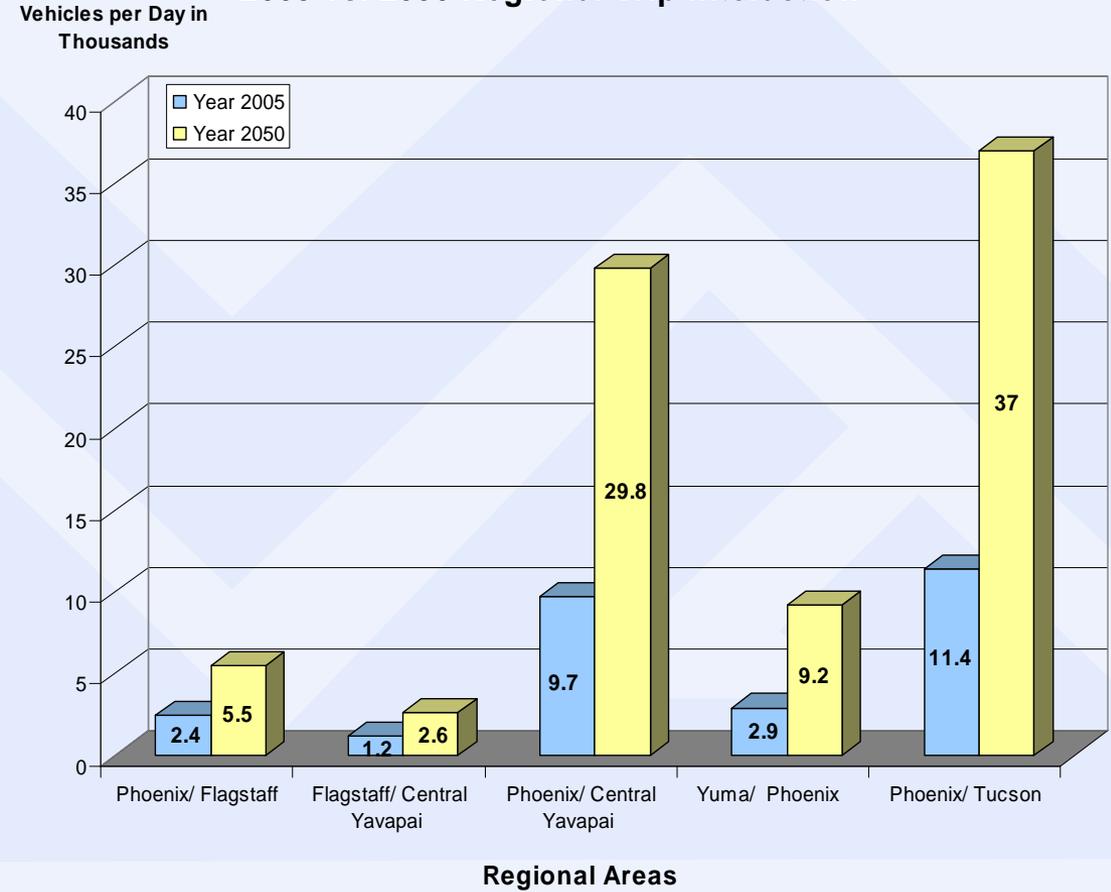




Statewide Travel Trends



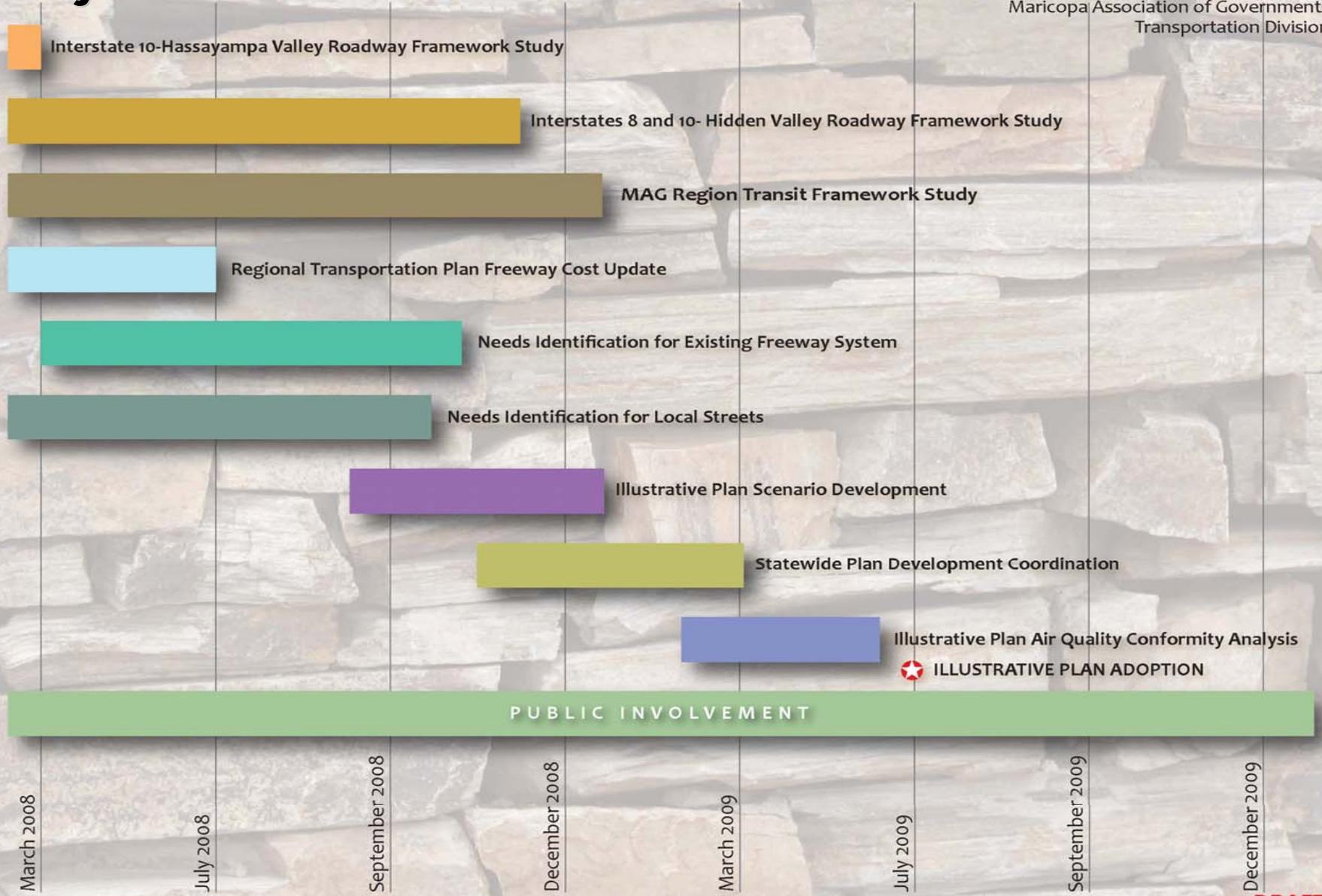
2005 vs. 2050 Regional Trip Interaction



Major MAG Work Activities

ILLUSTRATIVE PLAN DEVELOPMENT STEPS

Maricopa Association of Governments
Transportation Division



DRAFT
February 5, 2008



TPC & Regional Council Action: December 2007

- **MAG work cooperatively with ADOT and the COG/MPO Association in developing the transportation framework studies that will set the future transportation direction for Arizona.**
- **Also to have MAG work cooperatively with ADOT to provide information that will describe the transportation challenges facing this region, including representative projects that are part of the approved RTP.**
- **In addition, assist ADOT in describing future needs as part of the transportation framework studies.**



Four Dimensions of Equity

Return on investment (donor/donee)

67% of state sales tax from MAG region

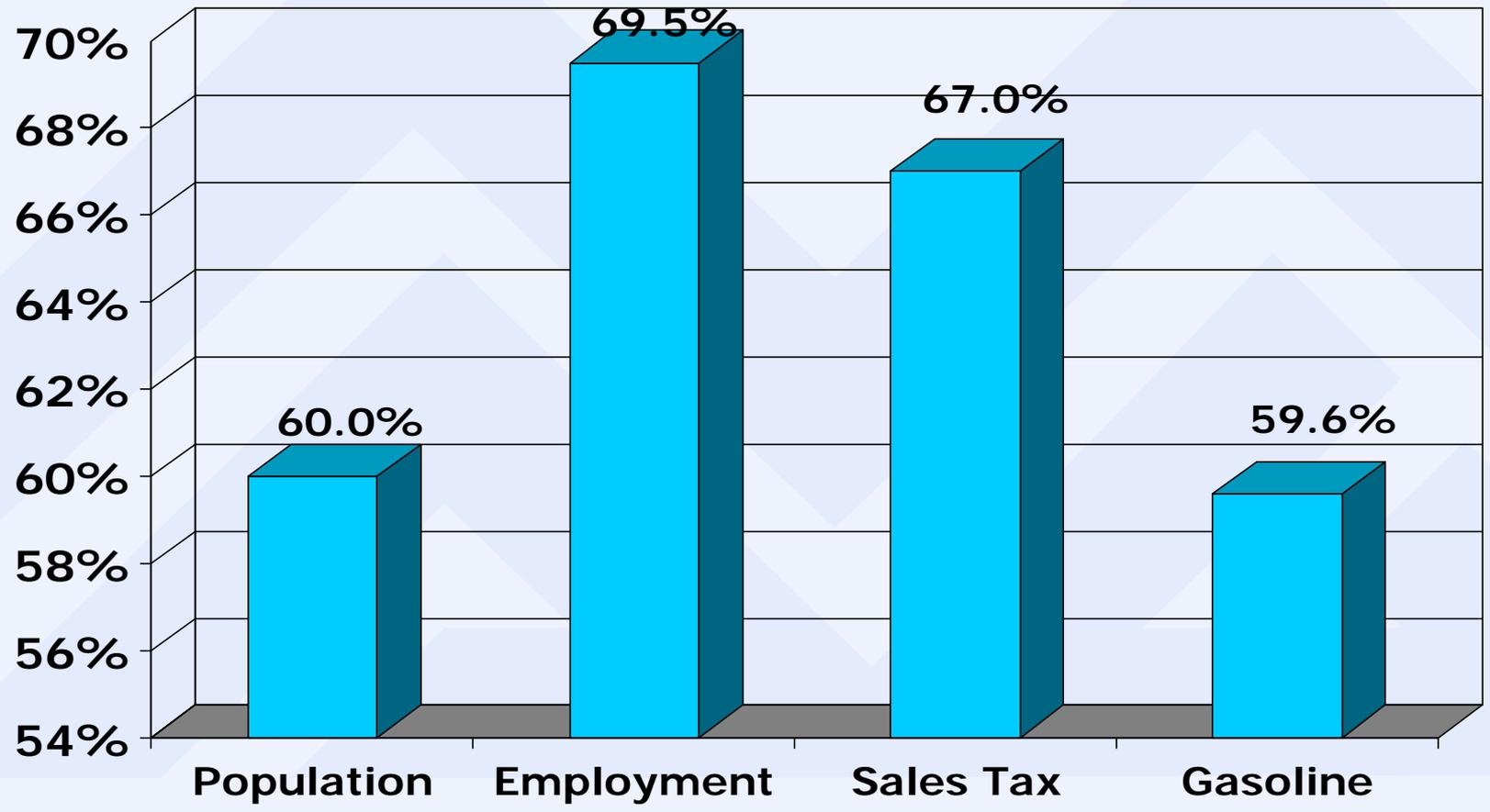
Access (who gets what)	Funding (who pays)
Long-Term Impacts (who gains)	Participation (who decides)

Problems being addressed (congestion, connectivity)

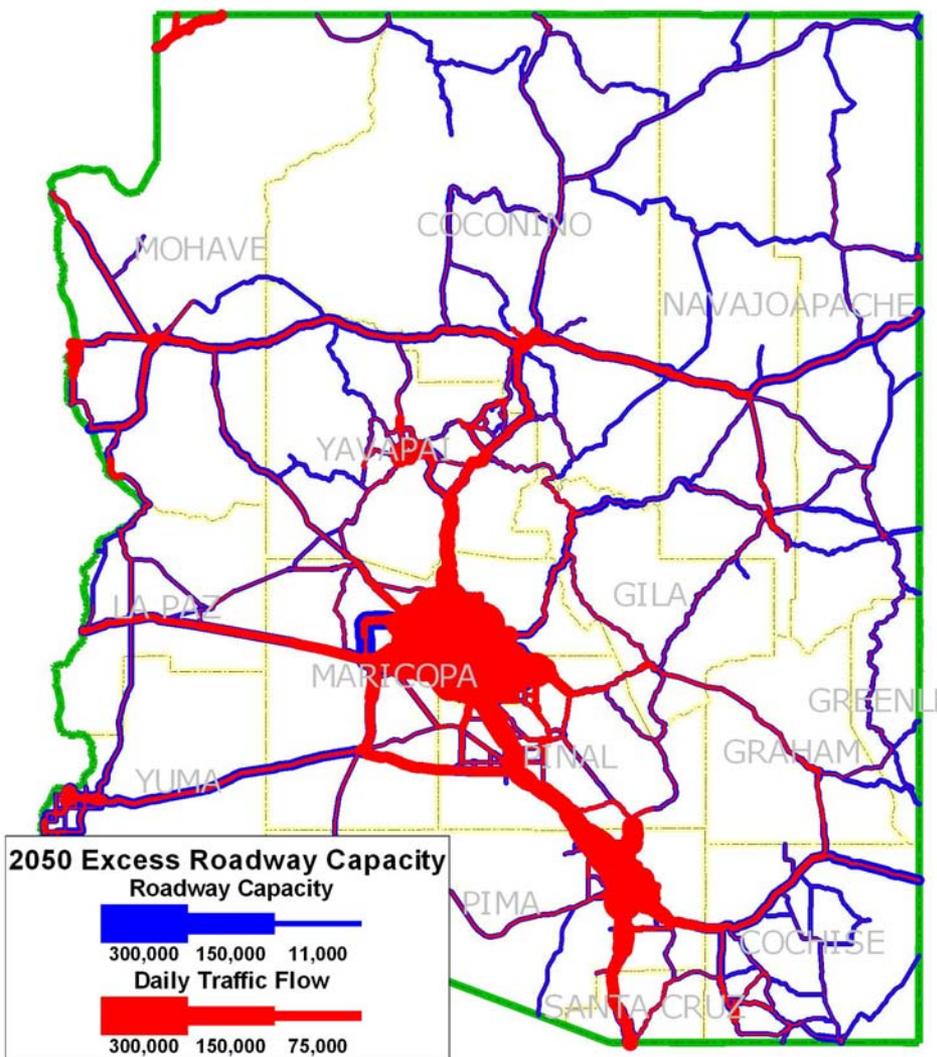
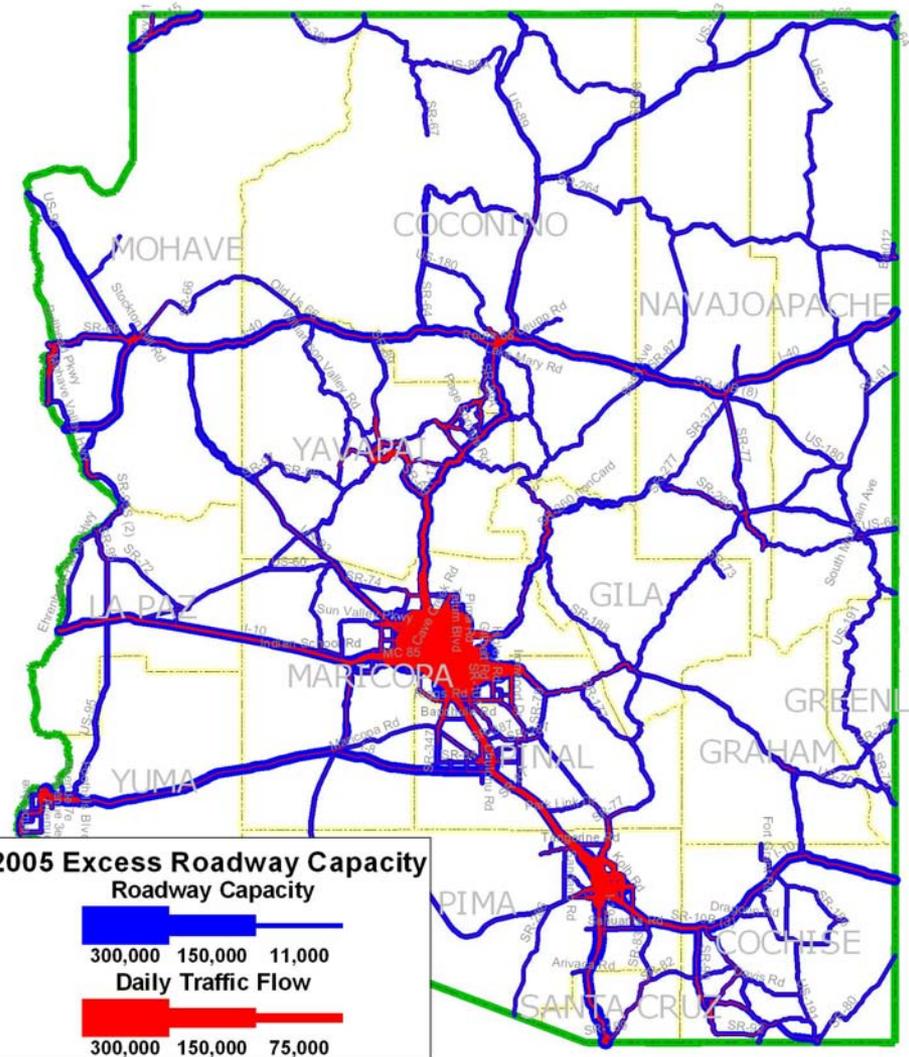
Plan developed with broad participation (ownership of the plan)



MAG Region's Share



Visual Volume-to-Capacity Ratio



2007 Update
Regional Transportation Plan
Fig. 20-2

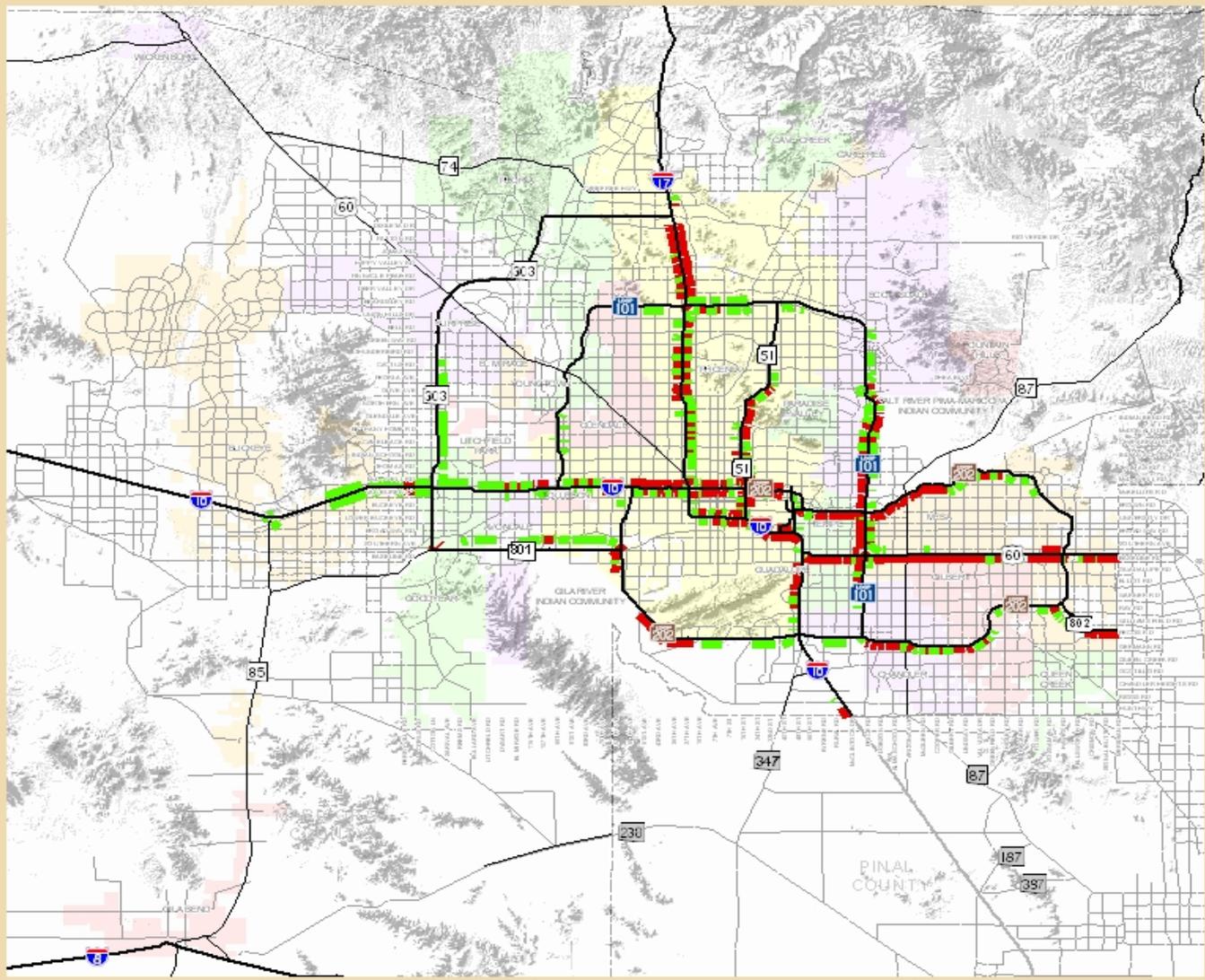


**2028 RTP Network:
Freeway PM Peak Period
Hours of
Level of Service E & F**

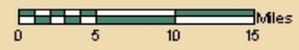
- █ Less than 1
- █ Greater than 1
- County Boundary
- Freeways
- Highways
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.



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MAG Region Perspective

- **Time Tax in the MAG Region**
 - 82 million person-hours of delay
 - \$1.7 billion of congestion cost in 2005
- **Increasing transit demand**
 - High fuel prices
 - Aging population
 - Environmental benefits
 - Opening of light rail
 - Transit framework study underway
- **Freeway program**
 - Increased costs
 - I-17 funding
 - I-10 funding
 - Acceleration of Prop 400 projects
 - Gateway routes
- **Local street needs**
 - \$9.0 billion shortfall for local streets

For more information

Contact

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Critical Needs Information Provided

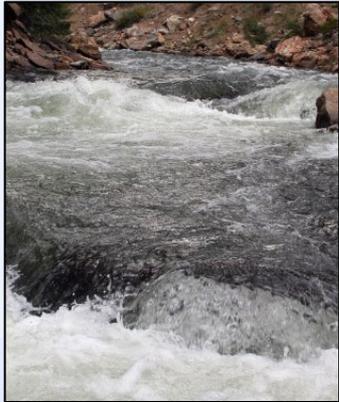


- Impact of cost increases for Prop 400 freeway plan and acceleration potential;
- Review input for 2007 Governor's Transit Executive Order;
- Develop a formula to establish funding needs for local streets;
- Identify unplanned conceptual projects needed by 2030 with order of magnitude costs estimates for each.
- Provide input by mid-March 2008



Navigating the Whitewater of Transportation Policy

QUESTIONS THAT NEED TO BE ADDRESSED

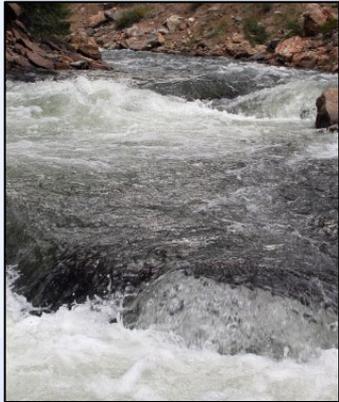


- **What is the revenue source(s)? How much will it raise?**
- **If sales tax is considered will communities already at 9% and 10% support the tax?**
- **Should growth pay its way? If so, will the real estate community support the plan?**
- **Currently approximately 67.6% of the sales tax in Arizona is generated in Maricopa County. What is a fair amount for Maricopa County to contribute to areas outside of Maricopa County?**



Navigating the Whitewater of Transportation Policy

QUESTIONS THAT NEED TO BE ADDRESSED

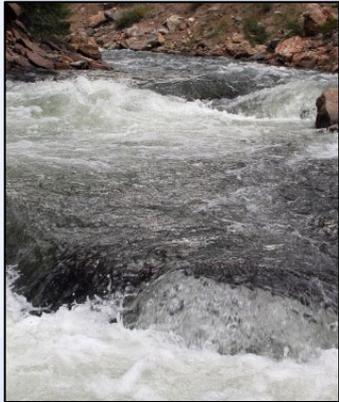


- **Arizona's gas tax is approximately 8 cents a gallon below the national average. The Arizona gas tax hasn't been increased since 1991. With gasoline at \$3 a gallon, is raising the gas tax viable?**
- **What improvements will be funded by a statewide source?**
 - Freeways/Highways
 - Freeway/Highway maintenance
 - Parkways/Expressways not on the state highway system
 - City/County roads/arterials
 - Local/regional bus service
 - Light rail
 - Commuter rail/high speed rail
 - Bicycle & pedestrian projects
 - Safety projects



Navigating the Whitewater of Transportation Policy

QUESTIONS THAT NEED TO BE ADDRESSED



- How will major amendments to the plan developed in the framework studies be addressed? At the state level or at the framework/regional level?
- What budget mechanism will be used to keep the promised improvements in the plan in balance with costs & revenues and on time?
- Who will be responsible for approving major cost increases (statewide body or regional body) (appointed or elected)?
- How will the business community and citizens be involved in the process?
- Who will be responsible for issuing an annual report?
- Who will set the priorities and who will have the responsibility to change the priorities?