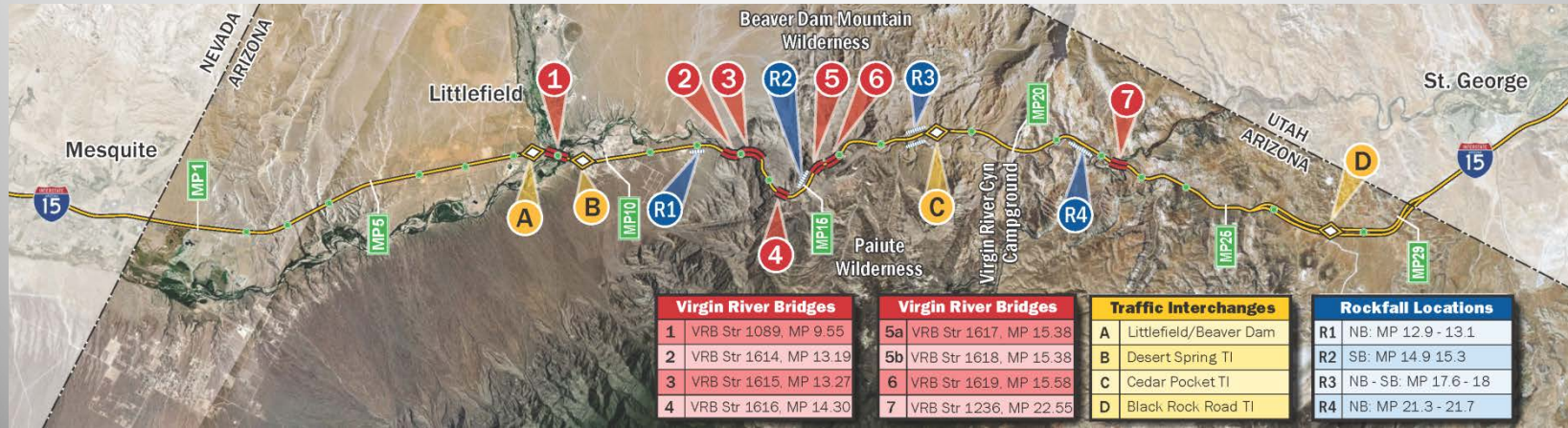
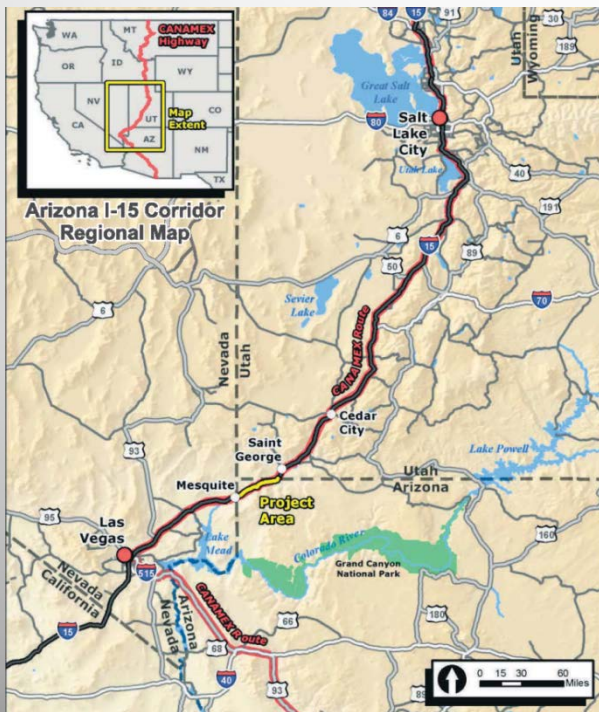




# Infrastructure



# I-15 is Part of CANAMEX Corridor



- **48** Years Old (Average)
- **Built 1964-1973**
- **29 Miles**
- **28% Trucks**



# Recent Bridge Investment



Location	Year	Amount
Bridge Rehab – #2 thru #7	2007	\$5.4 Million
Farm Road TI Equipment Pass	2012	\$4.6 Million
Deck Rehab – #3 & #7	2013	\$4 Million
Bridge Replacement	2014	\$34.5 Million
Remote Bridge Monitoring	2016	\$0.5 Million
Total \$49 Million		

**Total  
\$49  
Million**

# Recent Pavement Investment



Location	Year	Amount
Nevada State Line to MP 13	2015	\$14.1 Million
MP 13 to Utah State Line	2012	\$16.2 Million
Misc.		\$1.6 Million
		Total \$31.9 Million

**Total  
\$32  
Million**

# Current Programmed Projects



Location	Year	Amount
Bridge Rehab	2019	\$8.8 Million
Bridge Replacement	2019	\$61.1 Million
Bridge Replacement	2022	\$3.7 Million
Total \$73.6 Million		

**Total**  
**\$74**  
**Million**

# TOTAL RECENT & PROGRAMMED INFRASTRUCTURE INVESTMENT

**2007 – 2022**

**\$155 MILLION**  
**(\$15.5 MILLION/YEAR)**





# Future Infrastructure Investment – Next 10 Years



Location	Year	Amount
Bridge Replacements - #5 & #7	2027	\$120 Million
Pavement Rehab – MP 13 to Utah State Line	2024	\$20 Million
Pavement Rehab – Nevada State Line to MP 13	2027	\$18 Million
Corridor Wide Misc		\$2 Million
		<b>Total \$160 Million</b>

**Total  
\$160  
Million**



# Investment Summary

Recent & Current

\$155 Million

Future (Next 10 Years)

\$160 Million

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**\$315** Million





# Is Tolling an Option for I-15?

Gail Lewis

Director, Office of P3 Initiatives

January 18, 2019

- A public-private partnership, or P3, refers to any type of alternative delivery that shifts more risk and responsibility to a private partner.
- Enhanced Design-Build, Design-Build-Operate and Maintain, and Design-Build-Finance-Operate and Maintain are all considered P3 delivery options.
- ADOT has used this approach for highways (South Mountain Freeway), asset maintenance (rest areas) and vertical facilities (new Flagstaff HQ and MVD).
- Tolls are sometimes used as a repayment mechanism for P3s, but not always, and are not necessary to use a P3 procurement and delivery approach.

- While tolling is generally not allowed on Interstate highways, there are several types of exemptions.
- Tolls can be used on existing Interstates with federal approval in certain circumstances.
- Narrowly defined pilot projects.
- Section 166 - HOV/HOT lanes, where HOV lanes can be used by single occupant vehicles for a fee, are allowed with federal approval (I-10 in Los Angeles).
- Section 129 – General Tolling
  - Tolling of newly constructed lanes on existing Interstate highways.
  - Initial construction of highways, bridges and tunnels on the Interstate system.

- Arizona State Statute allows for tolls and gives ADOT the authority to collect tolls on highways (including federal highways consistent with federal law).
- State law does not permit tolling on existing highways.
- State law does not permit tolling without a free option in “reasonable” proximity.

- In 2013, ADOT applied for one of three pilot spots for Interstate tolling for reconstruction of I-15.
- The proposal was withdrawn due to strenuous objections from the local community as well as neighboring Nevada and Utah.
- ADOT never took the additional steps of working with the other states to consider shared revenue, or exploring tolling technologies that could exempt local residents in the three states.

- ADOT could seek federal approval under Section 129 for tolling reconstructed bridges for I-15, but the response is uncertain. FHWA has approved only a few requests in the last five years.
- State law seems quite clear that only new highways or lanes could be considered for tolling. It is uncertain that the type of work being done on the bridges qualifies as a demolition and “new” construction.
- P3 procurement and delivery options could be used on the I-15 bridges regardless of funding source.