

ARIZONA STATE TRANSPORTATION BOARD

MULTIMODAL PLANNING DIVISION REPORT

December 20, 2019

Multimodal Planning Division Director:
Greg Byres, P.E.

Current Planning Activities

- Evaluation for prioritization of projects from P2P
- Preparation of Tentative 2021-2025 Five Year Program
- Planning of Major Projects (Tier 1, DCR)
- Grant funding and application information

Evaluation of Priority Projects



- Projects provided by COG's, MPO's City's, County's, Planning study's, Districts, Technical Groups and others
- Evaluation criteria includes, Technical, Policy, Safety and District weighted scoring.
- Total number of projects submitted was 1,371.
- The prioritized project lists for Preservation (Pavement and Bridge), Modernization, and Expansion will be provided to the State Transportation Board the beginning of January.
- Planning Level Scoping (PLS) has commenced on the highest rated preservation and modernization projects, several of which are updates to projects previously evaluated through PLS.

Preparation of Tentative 2021-2025 Five Year Program

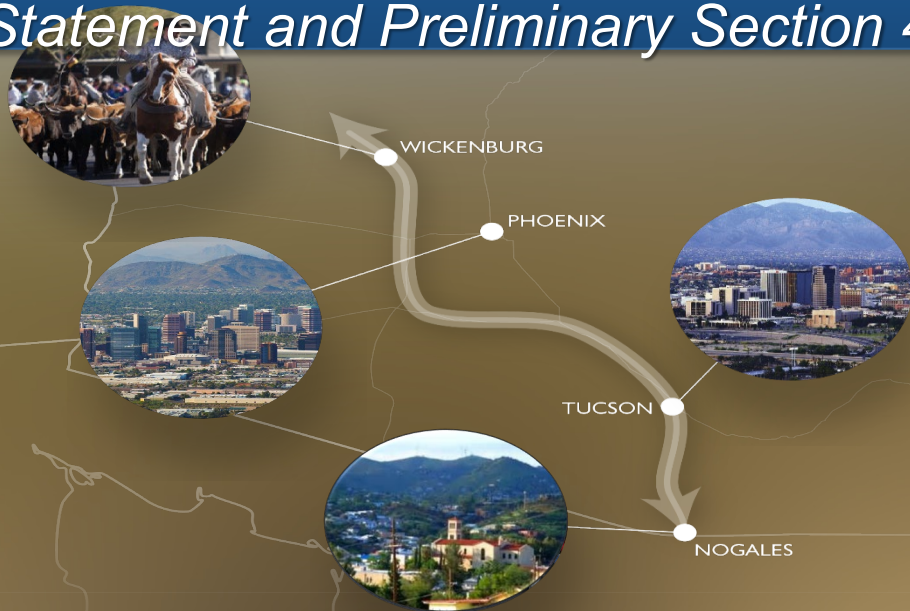


- Finalize annual budget for each year of the program
- Adjust projects to accommodate project schedules as necessary.
- Add prioritized projects in appropriate program years.
- Set sub-programs at appropriate budget levels and add proposed projects to the program where applicable.

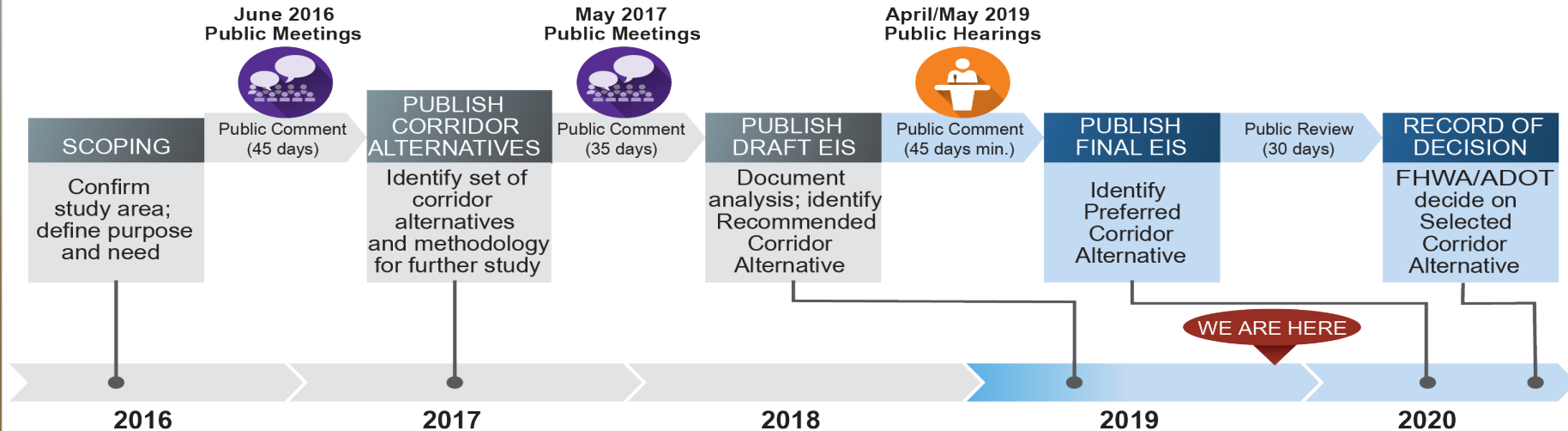


I-11 Corridor

Highlights: *Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation*



Timeline



The Build Corridor Alternatives

11

Purple

A mix of existing and new corridor options

Green

Primarily new corridor options

Orange

Mostly existing interstate and highway corridors



Recommended Corridor Alternative

11

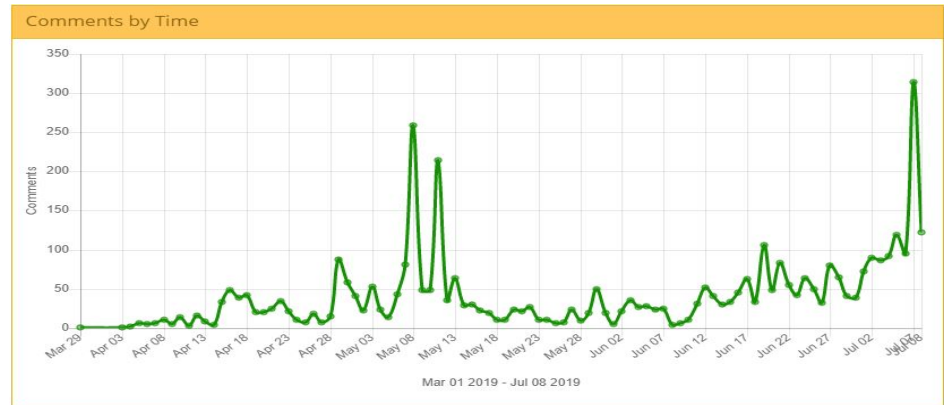
- Primarily Purple and Green
- Best meets Purpose and Need while reducing the potential for adverse impacts



Comment Summary



- **Comment Period Ended: July 8, 2019**
- **Comment Summary Snapshot: April 5 to August 20, 2019**
 - ▶ Total Number of Submissions: 12,339
 - ▶ How the submissions were transmitted:
 - ❑ Webform: 2,608
 - ❑ Hand Written: 43
 - ❑ Oral (Public Hearing): 248
 - ❑ Email: 414
 - ❑ Email campaign: 8,652
 - ❑ Mail: 94
 - ❑ Phone Line: 252
 - ❑ Other: 28



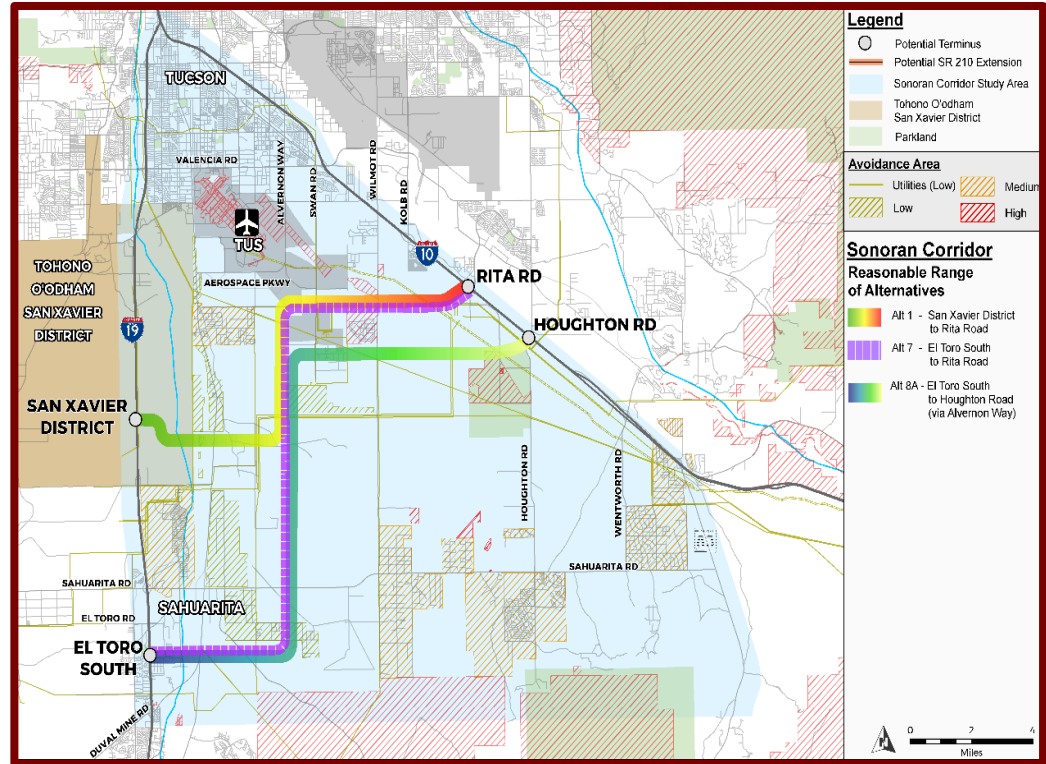
Sonoran Corridor Study

Three Build Corridors and No-Build Alternative under evaluation:

Alternative 1 – San Xavier District to Rita Road

*Alternative 7 –
El Toro South to Rita Road*

Alternative 8A – El Toro South to Houghton Road



Schedule

- **Draft Tier 1 Environmental Study – Spring 2020**
- **Public Hearings – Spring 2020**
- **Final Tier 1 Environmental Study – Summer 2020**

Project No. 999 PN 000 H7454

Federal Aid No. 999-A(365)X

NORTH-SOUTH CORRIDOR STUDY

Draft Tier 1 Environmental Impact Statement

Study Update

December 2019

STUDY OVERVIEW

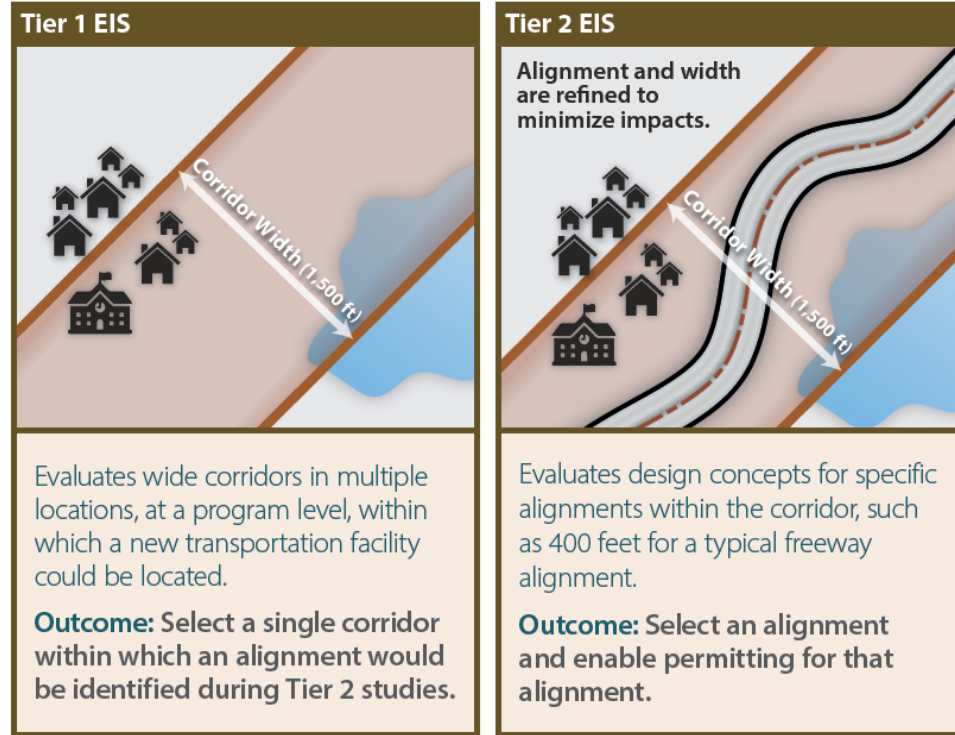
The Study Area is approximately 50 miles long between Apache Junction and Eloy, and traverses central Pinal County.



STUDY PROCESS

The publication of the Draft Tier 1 Environmental Impact Statement (EIS) is the culmination of:

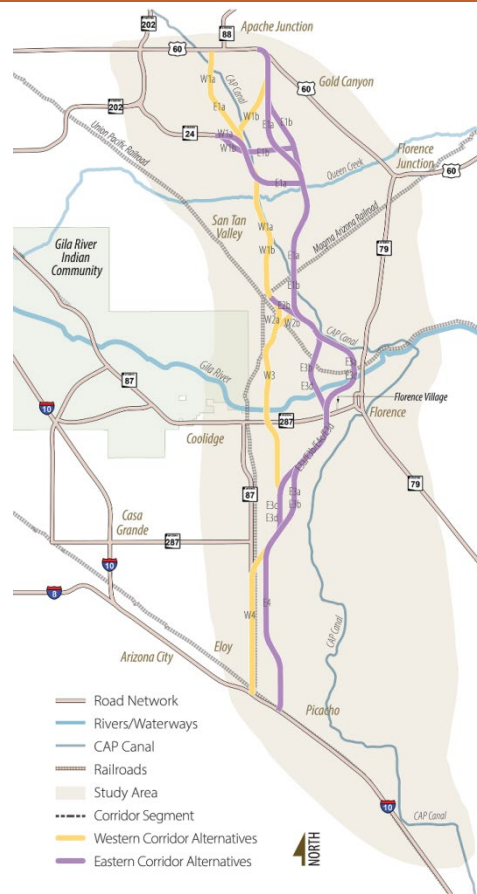
- Extensive public outreach
- Technical analysis
- Consultation with federal, state and local governments, tribal governments, planning organizations and utility companies



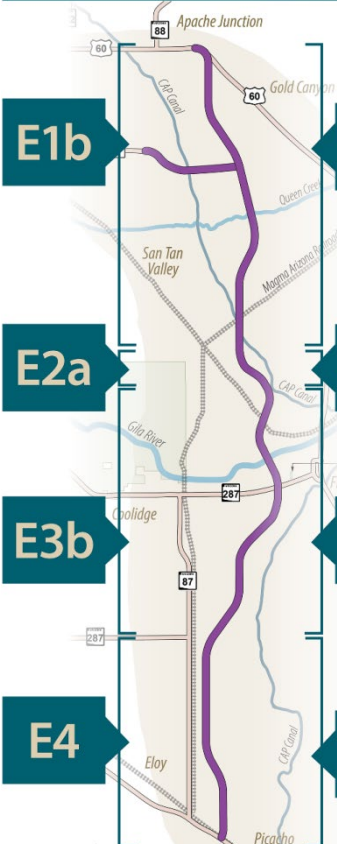
DEVELOPMENT OF CORRIDOR ALTERNATIVES

The range of corridor options to meet the purpose and need for the North–South Corridor are based on:

- Public input
- Local, regional, state, and federal agencies and tribal coordination
- Findings from previous studies
- Avoidance or minimization of environmental impacts



PREFERRED CORRIDOR ALTERNATIVE RATIONALE

SEGMENT ID / LOCATION	RATIONALE FOR RECOMMENDATION
 <p>E1b</p> <p>E2a</p> <p>E3b</p> <p>E4</p>	<p>SEGMENT 1</p> <ul style="list-style-type: none"> ✓ Less disruptive to existing development and roadway network than Ironwood Drive connection. ✓ Consistent with the Pinal County Comprehensive Plan and planning for Superstition Vistas. ✓ Avoids impacts to Rittenhouse Army Heliport. ✓ Lower risk of impacts to Section 4(f) properties (parks, recreation areas, and cultural resources). <p>SEGMENT 2</p> <ul style="list-style-type: none"> ✓ Connecting the better performing alternatives in Segment 1 and 3 guided the selection of the E2a Alternative. <p>SEGMENT 3</p> <ul style="list-style-type: none"> ✓ Less potential impacts to Gila River and associated drainage features. ✓ Generally compatible with local land use planning. <p>SEGMENT 4</p> <ul style="list-style-type: none"> ✓ Lower risk of residential and business displacements. ✓ Lower risk of impacts on minority and/or low-income populations and historic properties.

NEXT STEPS

Public Review

The public review and comment period for the Draft Tier 1 Environmental Impact Statement (EIS) was September 6, 2019 through October 29, 2019.

- Approximately 400 public and agency comments received

Final Tier 1 EIS & Record of Decision

A Final Tier 1 EIS is expected to be prepared in combination with a Record of Decision (ROD) in 2020.

Interstate 10 and State Route 210

Phase II Draft Environmental Assessment and Initial Design Concept Report

Project No. 010 PM 260 H7825 01L

Federal Project No. 010-E(210)S

Study Milestones

- ▶ 2011-2015 – Phase I
 - 2015 Feasibility Study & Environmental Overview
 - Identification of system alternatives
- ▶ 2016-2020 – Phase II
 - Draft EA and Initial DCR published for public review
 - Identification of recommended alternative

Study Area

- ▶ State Route 210 (SR 210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way
- ▶ Interstate 10 (I-10) from I-10/Interstate 19 (I-19) interchange to Kolb Road



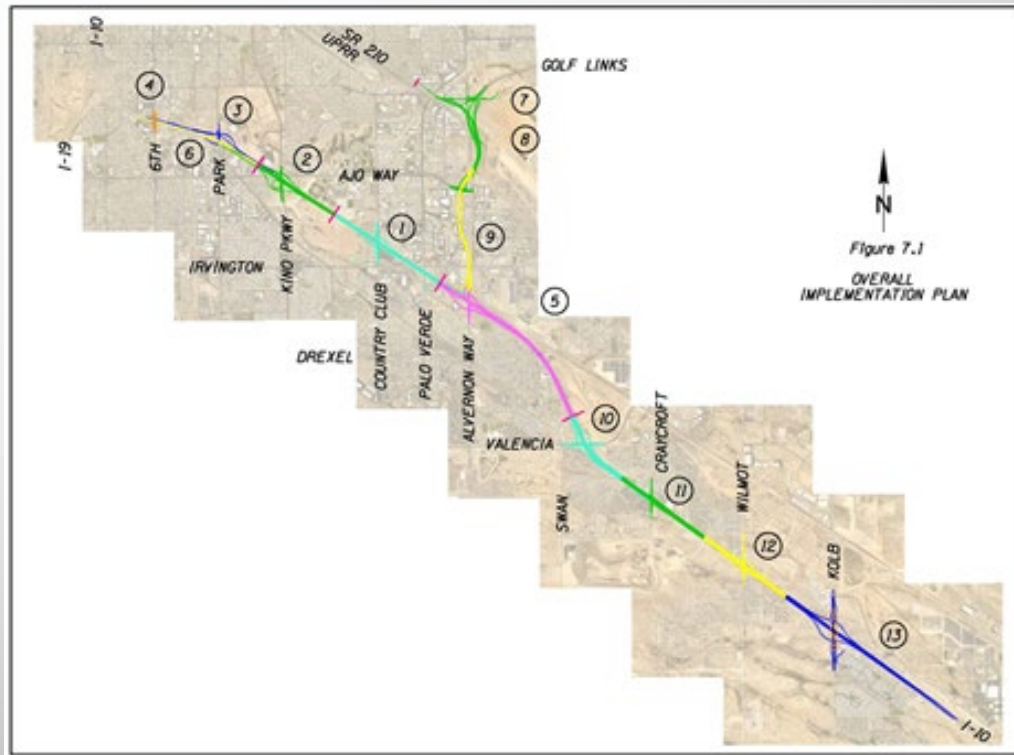
System Alternative I - Recommended Alternative

- ▶ Designate Alvernon Way as SR210 from Golf Links Road to I-10 and provide four (4) travel lanes in each direction
- ▶ Add a new system interchange to provide access from SR210 to I-10
- ▶ Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- ▶ Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road



Tentative Implementation Plan

- ▶ Proposed plan developed as part of the DCR
- ▶ Recommends 18 projects over 15 to 20 years
- ▶ Timing dependent on availability of funding and coordination with PAG
- ▶ Design of Kino Pkwy and Country Club Rd TIs included in Five Year Plan



Grant Funding for Projects

Fiscal Year	Grantor Agency	Name of Grant	Application Title	Grant Requested	Grant Awarded	Fees
2014	USDOT-FHWA	TIGER	I-15 Virgin River Bridge #1	\$24,500,000	\$0	\$55,166
2014	USDOT-FHWA	TIGER	I-10 Ehrenberg POE		\$0	\$56,214
2014	USDOT-FHWA	TIGER	I-11 and Intermountain West Corridor Study Environmental	\$26,250,000	\$0	\$25,815
2015	USDOT-FHWA	TIGER	SR-347 Grade Separation	\$10,330,000	\$10,330,000	\$75,344
2016	USDOT-FHWA	TIGER	I-15 Virgin River Bridge #1		\$0	\$50,165
2016	USDOT-FHWA	FASTLANE	I-10 Phoenix to Tucson Corridor	\$60,000,000	\$54,000,000	\$49,360
2017	USDOT-FHWA	TIGER	SR-189 Flyover	\$25,000,000	\$25,000,000	\$89,487
2017	USDOT-FHWA	INFRA	Widening I-17: Anthem to Sunset Point	\$120,000,000	\$0	\$85,136
2018	USDOT-FHWA	CHBP	Flagstaff Area Bridge Bundling Project	\$8,603,000	\$0	\$41,002
2018	USDOT-FHWA	CHBP	US 191 Bridge Bundling Project	\$14,230,000	\$10,365,000	\$41,002
2019	USDOT-FHWA	INFRA	I-17: Flexible Demand	\$95,500,000	\$90,000,000	\$29,883
2018	USDOT-FHWA	BUILD	I-17: Flexing to BUILD for Directional Demand	\$25,000,000	\$0	\$42,560
2018	USDOT-FHWA	BUILD	I-15 Virgin River Bridge No. 1	\$25,000,000	\$0	\$60,288
2019	USDOT-FMCSA	HP-ITD	Arizona High Priority ITD Grant Application 2019	\$1,148,560	\$1,148,560	\$0
2019	USDOT-FHWA	BUILD	US-191, Chinle to Many Farms, Navajo Nation	\$12,539,480	\$0	\$55,177
2019	USDOT-FHWA	BUILD	US-95, Avenue 9E to Welton Mohawk Canal Vicinity	\$25,000,000	\$0	\$49,967

Number of Grant applications in the past 5 years -**16**

Number of Grant awards in the past 5 years – **6**

Success Rate over past 5 years – **38%**

Total Grant funding awarded over past 5 years - **\$190,843,560**

Total cost of Grant application preparation - **\$806,565**