



Pima Association of Governments

1 E. Broadway, Tucson, Arizona
Santa Rita Conference Room

Regional Transportation Studies

Regional Council

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North-South Corridor Study (Pinal County)

Staff Contact: Nathan Barrett

Summary:

The Arizona Department of Transportation and Federal Highway Administration are studying the area between US 60 in Apache Junction and I-10 near Eloy and Marana. The purpose of the study is to identify and evaluate a possible route to provide a connection between these two areas.

This study has elicited significant interest from the public and other stakeholders. Approximately 55,000 post cards were sent out and over 400 responses have been received.

Currently there are several alignments being considered. The goal is to narrow it down to three or four options. There is also communication taking between the FTA and FRA and the ADOT Intercity Rail Study.

Status:

Planning for the SR 24 corridor alternatives has been advanced. As a result, SR 24 will now be considered as part of the project. SR 24 alternatives will be developed for both the western and eastern North-South alignments. The first of a number of technical documents supporting the analysis Initial Site Assessment was submitted for initial ADOT review, and additional documents (biology and noise) are scheduled for submittal before the end of the year. A project web map is being prepared to assist ADOT and other agencies in their document reviews.

I-10 and State Route 210 Design Concept Report and Environmental Assessment

Staff Contact: Jamie Brown

Summary:

In 2015, ADOT completed a feasibility study to help identify effective and efficient mobility improvements along the I-10 corridor from the downtown Tucson area towards Vail (SR 83), as well as identify the best alternatives for I-10 and the Barraza-Aviation (SR 210) corridors. Based upon the recommendations from the Phase I feasibility study, ADOT, in coordination with FHWA, has initiated Phase II, which involves development of an Environmental Assessment (EA) and a Design Concept Report (DCR). In this phase, the eastern terminus is now Kolb Rd and two alternatives are under consideration, in addition to a “no-build” option. For more information, please visit the study website at: www.azdot.gov/i10SR210study

Status:

The project team is currently collecting data and undertaking technical analysis to inform the DCR and EA. The DCR and EA are anticipated to be completed in spring 2019. According to ADOT, “community outreach is ongoing, and the public will have an opportunity to provide comments on the DCR and EA before they are final.”

Passenger Rail Study

Staff Contact: James McGinnis

Summary:

The Arizona Department of Transportation (ADOT) Passenger Rail Corridor Study is continuing study of high capacity regional transportation to move passengers between the Cities of Phoenix and Tucson. This study builds on previous work performed by ADOT and other agencies. Because federal funds are being used to fund the work program, and federal funds will likely be sought to help implement a preferred alternative, an environmental document is being prepared to satisfy requirements of the National Environmental Policy Act (NEPA).

The Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) are providing funds for this study. The agencies are designated as co-federal lead agencies for the study process. NEPA contains certain requirements that all federal agencies must follow. This project is designed to meet both FRA and FTA requirements to recommend a preferred alternative for a fixed guideway project to improve the intercity connectivity and the commuter mobility within urban areas in the same study area.

ADOT has worked closely with the FTA, the FRA, and local governments and planning organizations in Maricopa, Pinal and Pima counties to determine which routes would move forward for further study. Public input, including nearly 7000 surveys, has also served a significant role in the choice of final alternatives.

Status:

There is currently no construction schedule and no funding identified for a project to build a rail system between Phoenix and Tucson. It will be up to the public and policymakers to decide if the project is feasible and how to generate the funding to pay for the project.

Corridor Profile Studies

Staff Contact: Sam Sanford

Summary

ADOT is conducting eleven Corridor Profile Studies on strategic corridors statewide. Within the PAG region these include I-19 and I-10 East. Each of these studies is a comprehensive process to:

- Inventory past implementation proposals for the corridor,
- Provide an overall assessment of the existing health of the corridor based on performance measures,
- Propose various solution sets to help improve the overall corridor performance, and
- Recommend the most strategic improvements for the corridor.

The goal of the study is to identify candidate projects that would be included in the Multimodal Planning Division's (MPD) Planning to Programming (P2P) process and provide information to guide project selection and programming decisions.

This study will utilize a new planning approach, strategies and tools that incorporate life-cycle analysis and risk assessment to identify a range of cost-effective solutions for corridor deficiencies and prioritize projects based on relative risks to operations, safety, and performance for the corridor.

Each corridor has planning segments with logical segment breaks based on terrain, ADT, roadway classification, typical section, junctions, intersections etc. For each planning segment, relevant data including Safety, Pavement Condition, Bridge Condition and Mobility has been collected from ADOT Department's database and compiled/sorted to produce GIS based corridor maps that best present the performance of the corridor. The intent is to determine the performance of each planning segment. Any additional information including environmental or any other key issues or trends that may affect the present or future need will be investigated.

I-19 Status

The draft Final Report is available at the project website:

[http://www.azdot.gov/planning/transportation-studies/corridor-profile-studies/i-19-\(nogales-to-junction-i-10\)](http://www.azdot.gov/planning/transportation-studies/corridor-profile-studies/i-19-(nogales-to-junction-i-10)). The Final Report contains a list of prioritized project opportunities aimed at improving corridor performance in multiple categories.

I-10 East (SR-202L to NM State Line) Status

ADOT is concluding the third round of Corridor Profile Studies, which includes I-10 East. Seven working papers on this corridor can be found at

<http://azdot.gov/planning/CurrentStudies/corridor-profile-studies/documents>. The last working paper, the Draft Final Report, is currently out for comment by the TAC. Comments are due back by February 20th, 2017.

I-10 Corridor Profile Study SR-202L to NM State Line

Staff Contact: Sam Sanford

Summary

The I-10 Corridor Profile Study process is a comprehensive process to

- Inventory past implementation proposals for the corridor
- Provide an overall assessment of the existing health of the corridor based on performance measures
- Propose various solution sets to help improve the overall corridor performance
- Recommend the most strategic improvements for the corridor

The goal of the study is to identify candidate projects that would be included in the Multimodal Planning Division's (MPD) Planning to Programming (P2P) process and provide information to guide project selection and programming decisions.

This study will utilize a new planning approach, strategies and tools that incorporate life-cycle analysis and risk assessment to identify a range of cost-effective solutions for corridor deficiencies and prioritize projects based on relative risks to operations, safety, and performance for the corridor.

The corridor will have planning segments with logical segment breaks based on terrain, ADT, roadway classification, typical section, junctions, intersections etc. For each planning segment, relevant data including Safety, Pavement Condition, Bridge Condition and Mobility will be collected from ADOT Department's database and compiled/sorted to produce GIS based corridor maps that best present the performance of the corridor. The intent is to determine the performance of each planning segment. Any additional information including environmental or any other key issues or trends that may affect the present or future need will be investigated.

Status

ADOT is entering their third round of Corridor Profile Studies, which includes I-10. This is one of the ways ADOT is focusing on transitioning to a performance-based project programming system. These studies look at interstate corridors across our state and assess them on pavement, bridge, mobility, safety and freight conditions. The first draft working paper reviewing previous studies along the corridor can be review on ADOT's webpage <http://azdot.gov/planning/CurrentStudies/corridor-profile-studies/documents>. The Project Kickoff meeting was held on November 17 which was followed by a conference call on December 15th. Not dates have been released for the next TAC meeting.

State Route 189 Study: International Border to Grand Avenue

Staff Contact: Jamie Brown

Summary:

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are working on a study evaluating roadway and traffic improvements to State Route 189 (locally known as Mariposa Road), a 3.75-mile highway in the City of Nogales in Santa Cruz County, Arizona. These improvements will provide for future traffic growth resulting from the significant expansion of the Mariposa POE, one of the busiest cargo ports along the U.S./Mexico border, and help commerce move efficiently and safely.

Status:

In January 2015, the study team released the "Alternative Screening Document" describing how three alternative corridor types and six traffic interchange (TI) options were developed and evaluated. The study team continues to evaluate and refine alternatives while developing a draft Environmental Assessment (EA) and Design Concept Report (DCR). The draft EA and DCR are anticipated for completion in early 2017 and final versions anticipated in summer 2017. For additional information, please see the website ADOT has created for the study: www.azdot.gov/sr189.

State Freight Plan

Staff Contact: Jamie Brown

Summary:

According to ADOT, the Arizona State Freight Plan will establish immediate and long range plans for freight related transportation investments. More specifically, it will identify freight transportation facilities that are critical to the State's economic growth and give appropriate priority to investments in such facilities. The State Freight Plan will define investment priorities that will generate the greatest return for Arizona's economy, while also addressing other key transportation system goals. The State Freight Plan will

ultimately provide Arizona with a guide for assessing and making sound investment and policy decisions that will yield outcomes consistent with the state's visions, goals, and objectives, and notably, promote regional competitiveness and economic growth.

Status:

The planning process, which commenced in early 2015, is being developed in 11 phases. The phases are grouped under the three categories of 1) Goals, Objectives, Strategy, 2) System Analysis and Needs, and 3) Prioritization and Action Plan. Current information, including working papers, can be found on the ADOT web site at: www.azdot.gov/freight. With a change in scope to address new requirements in the FAST Act, the Plan is expected to be completed this spring.

I-11 Tier 1 Environmental Impact Statement – Nogales to Wickenburg, Arizona

Staff contact: Jamie Brown

Summary:

In March 2016, ADOT launched the next phase of study for Interstate 11 (I-11). This three year environmental study will help to further define I-11 for the 280-mile study area between Wickenburg and Nogales, Arizona. This follows a two-plus year feasibility study that concluded in 2014 and was jointly conducted by ADOT and the Nevada Department of Transportation. According to ADOT, "As a multimodal corridor, I-11 has the potential to support large-scale manufacturing, enhance movement of people and freight, and be a corridor for trade, communications and technology."

The purpose of the I-11 environmental study – in this case, development of a Tier 1 Environmental Impact Statement (EIS) and Alternatives Selection Report (ASR) – is to identify and evaluate corridor alternatives while considering impacts to the environment through a formal National Environmental Policy Act (NEPA) compliant public process. At the conclusion of the I-11 environmental study, a federal Record of Decision on the preferred corridor alternative would allow the project to advance to the next phase of delivery. Once funding for a particular phase of the project is later identified, a more detailed NEPA-compliant environmental analysis, such as a Tier 2 EIS, can be conducted within the corridor at the specificity necessary for final design and construction.

Status:

Throughout the study area, meetings were held from May 2016 to July 2016 to gather input from affected agencies, stakeholders, and members of the public on the scope of the process. This scoping process is an initial step in the environmental review process under NEPA. The Final Scoping Summary Report is now available on the study's website (www.i11study.com/Arizona). The report documents and summarizes the methods, meetings, and materials used to solicit feedback, as well as the comments and input received from stakeholders.

Marana Regional Airport Master and Strategic Business Plan Update

Staff Contact: Christopher Blue

Summary:

The Marana Regional Airport Master and Strategic Business Plan have been undertaken to provide direction for future airport development that will meet Federal Aviation Administration (FAA) design standards, satisfy aviation demand in a financially feasible manner, and meet the needs of the Town of Marana with respect to the airport. The Airport Master Plan will describe and depict the 20-year plan for development of the airport. The Strategic Business Plan will provide a financial and objective-based plan to reach the business goals of the airport and support its development. The new Airport Master Plan serves as an update to the 2007 Airport Master Plan.

Status:

Three advisory committees were formed at the onset of the project: the Planning Advisory Committee (PAC), which provides guidance and advice on development plans for the future of the airport; the Technical Advisory Committee (TAC), which consists of members representing various technical interests in and around the airport; and the Strategic Business Plan Committee (SBPC), which consists of Town of Marana government officials, regional interests, and the business community involved in the development of long-term financial planning for the airport.

During this planning effort, the Committees met three times to discuss the following items: master planning overview and elements, the Committees' roles, forecasting and design standards, planning considerations, key issues, public involvement, timeline, and next steps. The input received from these meetings was incorporated into the final plans by the consultants. Both plans are now complete and awaiting approval by the Marana Town Council. Additional information and documents related to this plan can be found at: www.flymarana.com.

PAG Regional Freight Plan

Staff Contact: Patrick Hartley

Summary:

In February 2016, PAG initiated development of the Regional Freight Plan. The purpose of the Regional Freight Plan is to examine all primary freight modes, ascertain needs and deficiencies, and identify strategies and projects that have the potential to improve freight mobility while mitigating negative impacts on safety, the environment, and quality of life. The Regional Freight Plan will utilize a region-specific qualitative and quantitative approach to address stakeholder needs, issues, and recommendations. The information will then be used to formulate targeted, detailed, and inclusive action initiatives for improving the performance of the regional freight network and economy.

A freight plan task force has convened as an ad hoc advisory body to PAG's Economic Vitality Advisory Committee (EVAC). Members include representatives of jurisdictions and agencies, organizations, and businesses with a stake in, or special knowledge of, the operation of the regional freight network. The task force will meet approximately five times over the anticipated 18-month planning process. To date, the freight plan task force has met twice.

Status:

The Regional Freight Plan is currently in phase 2 (of 4) of the planning process. During this phase, PAG staff is developing a Regional Freight Profile utilizing freight industry data and conducting freight stakeholder outreach. The Regional Freight Plan is scheduled to complete in late 2017.
