

For information and discussion.

# Report on the Status of I-10/I-17 Improvements

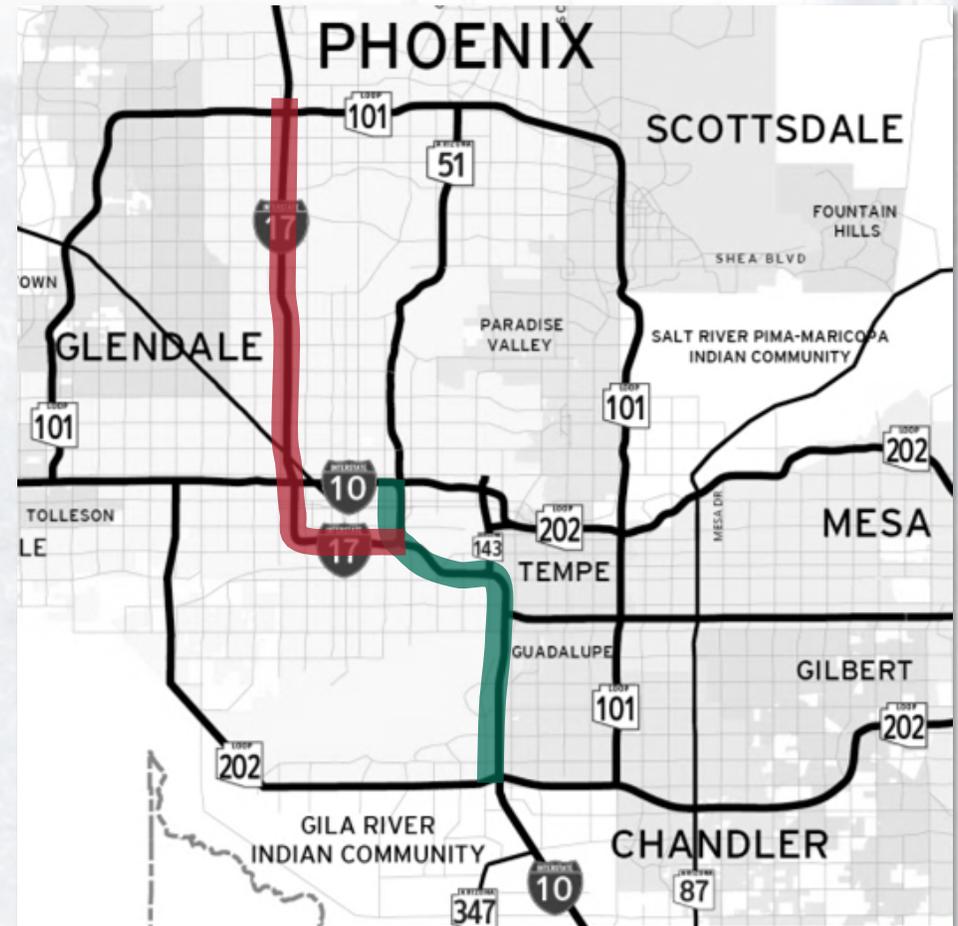
a.k.a.  
“The Spine”

Transportation Policy Committee  
May 15, 2013



# Regional Transportation Plan Program

- Interstate 10 – widen between 40th St and Pecos Stack . . . program amount of **\$648.5 million.**
- Interstate 17 – no project specified; awaiting EIS outcome . . . program amount of **\$821.6 million.**
- Total RTP Funding of **\$1.47 billion.**



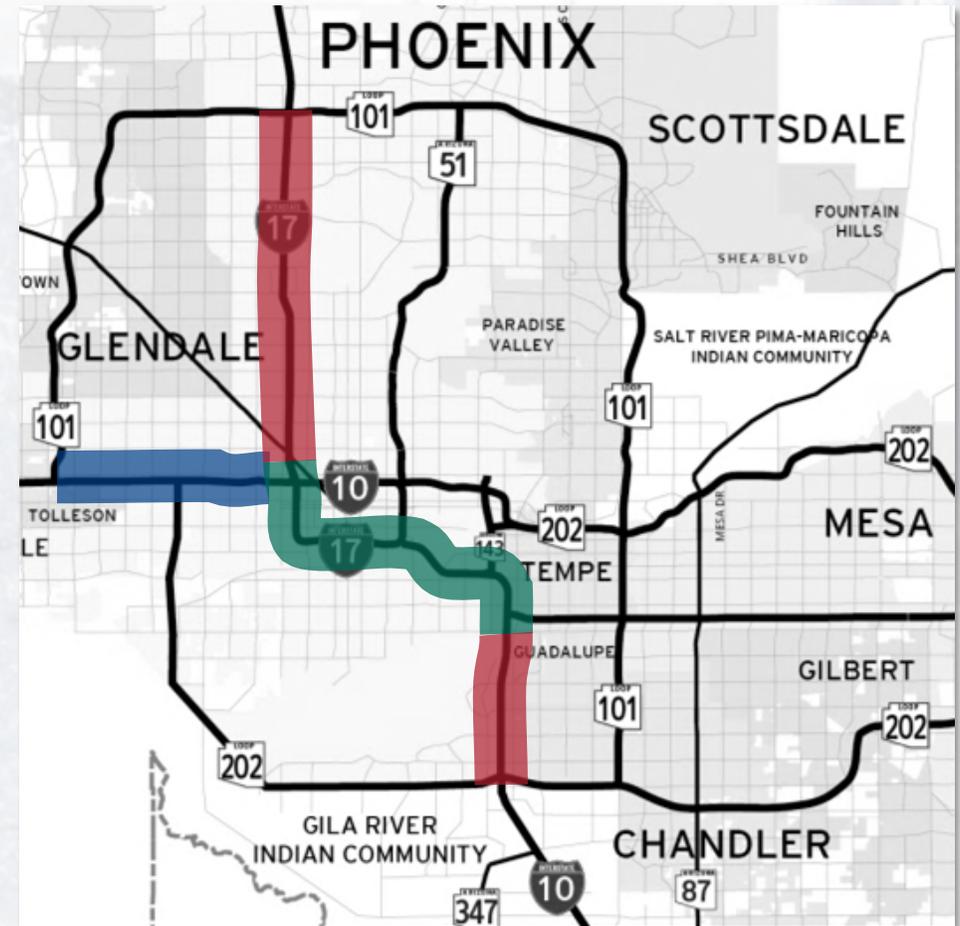
# Environmental Process Issues

- Cost of EIS alternatives substantially exceed Regional Transportation Plan funding.
- New airspace regulations at Phoenix-Sky Harbor International Airport impact the I-10/I-17 Split interchange.
- EIS process timing too long; new ideas emerging for meeting travel demand.



# Path Forward

- Immediate:
  - **Advanced Traffic Management.**
  - DHOVs and Transit Enhancements.
  - Interim SR-143/US-60 Weave Improvements.
- Near-Term:
  - +1 GP, Loop 101 to McDowell Rd and Baseline Rd to Loop 202.
- Long-Term:
  - Reconfigure SR-143/US-60.
  - Reconstruct I-17/I-10 Split.
  - Rebuild I-17, Split to McDowell Rd.



# Path Forward Defined

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- Immediate Needs addressing bottlenecks.
- Within ADOT Rights-of-Way (ROW).
- Near Term Construction.



- Joint Project Management.
- MAG Procurement.
- **Identify Corridor Operating Principles.**
- **Coordinate with Stakeholders.**
- Frame next environmental and design efforts.



- Joint Project Management.
- ADOT Procurement.
- **Multiple Studies and Efforts.**
- Consistent with Corridor Master Plan.



- Implementation.

# Elements to Corridor Operating Principles



## Transit Integration

- Integrated Bus-DHOV Operations.
- Connected Park and Ride Facilities.
- High Capacity Transit Options.



## Freight Considerations

- Better Commercial Vehicle Connections to enhance staging and operations.
- Providing reliable traffic data for freight routes.



## Advanced Traffic Management

- Coordinated Ramp Metering.
- Integrated Corridor Management.
- Commuter Data and Response.
- Improved HOV Management.

# Project Direction

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- City of Phoenix Streets
- City of Phoenix Aviation
- City of Phoenix Transit
- City of Tempe
- City of Chandler
- Town of Guadalupe
- Valley Metro/RPTA

**Planning Partners**  
Meeting Frequency – Bi-Weekly

**CHARTER PARTNERS**  
Elected Officials  
Executive Directors (MAG, ADOT, FHWA)  
Average Meeting Frequency - Quarterly

**MANAGEMENT PARTNERS**  
MAG-ADOT-FHWA  
Meeting Frequency - Weekly

**Agency Partners**  
Meeting Frequency - Monthly

**PROJECT STAKEHOLDERS**  
Focus Groups – PHX Village Councils -  
Affected Interest Groups – General Public  
Meeting Frequency – At Milestones

- Federal Aviation Administration
- Federal Transit Administration
- Western Power
- US Army Corps of Engineers
- Bureau of Indian Affairs
- AZ Department of Environmental Quality
- AZ Game and Fish
- AZ State Historic Preservation Office
- PHX Community Development
- PHX Economic Development
- PHX Parks and Recreation
- PHX Housing
- Arizona State University
- University of Arizona

# Corridor Master Plan

POTENTIAL WORK PROGRAM – STILL UNDER REVIEW

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**1. Initiate Project**

**2. Develop Corridor Base Conditions**

Concurrence #1/  
Consensus #2 –  
Statement of Purpose and Need and Corridor Program Operating Principles

**3. Develop and Screen Alternatives**

Consensus #3 – First Level Screening Criteria

**4. Select Reasonable Alternatives**

Consensus #4 – Fatal Flaw Elimination of Solutions

Consensus #5 – Identification of Additional Data Needs (to conduct Environmental Studies)

Consensus #6 – Second-level Screening Criteria

Concurrence #2/  
Consensus #7 – Alternatives for Draft Plan

**5. Evaluate Alternatives and Develop Documentation**

Consensus #8 – Decision to publish Draft Plan

**6. Recommend Preferred Alternative**

Consensus #9 – Preferred Alternative

Concurrence #3/  
Consensus #10 – Preferred Alternative and Mitigation Concept

**7. Establish Corridor Master Plan Process**

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