

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

October 31, 2013

SUBJECT:

Consultant Selection for the Interstate 10/Interstate 17 Corridor Master Plan

SUMMARY:

On August 12, 2013, the MAG Regional Council Executive Committee amended the FY 2014 MAG Unified Planning Work Program and Annual Budget for \$2,500,000 to develop the Interstate 10/Interstate 17 Corridor Master Plan following upon environmental studies that were previously being conducted by the Arizona Department of Transportation (ADOT). The ADOT work has been cancelled and the project and funding have been transferred to MAG. The subject of this agenda item is the recommendation from an evaluation team consisting of representatives from MAG, ADOT, the Federal Highway Administration, and Valley Metro to select HDR, Inc., to conduct of the Interstate 10/Interstate 17 Corridor Master Plan.

Environmental Impact Statement (EIS) studies for capacity expansion of both Interstate 10 and Interstate 17 were underway for a number of years. Since the studies were initiated, a number of factors have changed, including the 2008 economic downturn which impacted revenues, and the evolving demographics of population, employment, and travel in the Valley. Also, the proposed projects that were being studied for each corridor substantially exceeded the resources available by almost three billion dollars, as the combined programmed amount from the Regional Transportation Plan is identified at \$1.47 billion. In addition, potential air space conflicts with Sky Harbor International Airport resulted in a decision to cancel both EIS studies. Staff from MAG, ADOT, FHWA, Valley Metro, as well as the Cities of Chandler, Phoenix, and Tempe, met in a workshop to study this consistency and through discussion identified a path forward that includes establishing a corridor master plan for one corridor that stretches from the I-17/SR-101L "North Stack" to the SR-202L "Pecos Stack," rather than as two separate corridors. Together, both corridors, nicknamed "The Spine," represent the backbone of the region's transportation network as more than 40 percent of the daily travel in the Valley use some portion of this corridor.

By studying both corridors together, rather than separately, certain economies of scale can be realized to establish a common vision and operating principles for accommodating existing and future travel demand. As an example, the section of Interstate 17 around the Durango Curve, which is at the end of its service life, could be significantly improved to add capacity to the system rather than directing more traffic through the Interstate 10 Deck Park Tunnel. Preliminary findings from MAG studies have identified alternate cross-sections and priced-congestion programs that could also improve travel time reliability and enhance the capacity of both corridors and contribute to the master plan.

Funding for this effort is from Regional Area Roadway Fund (RARF) study funds that have already been identified for both the Interstate 10 and Interstate 17 corridors. These funds have been transferred from ADOT to MAG for completing the Corridor Master Plan project. Data and effort completed in the canceled environmental efforts will be incorporated into this study project.

A Request for Proposals was issued to interested consultants for developing the Corridor Master Plan on August 22, 2013, with a submittal deadline of October 3, 2013. MAG received two proposals for the

project from teams led by Parsons Brinckerhoff, Inc., and HDR, Inc. After scoring the proposals, an evaluation team consisting of representatives from MAG, ADOT, FHWA, and Valley Metro interviewed both project teams on October 30, 2013. The evaluation committee recommended to MAG the selection of HDR, Inc. to conduct the Interstate 10/Interstate 17 Corridor Master Plan.

PUBLIC INPUT:

ADOT and FHWA have received public input for the development of the current EIS projects. No public input has been received on the action to cancel the projects.

PROS & CONS:

PROS: As studied in these EIS projects, an investment of nearly \$4 billion is proposed for adding capacity to both the Interstates 10 and 17. Presently, the Regional Freeway and Highway Program has programmed \$1.47 billion for both corridors. By taking the time to reevaluate the proposed action, and to consider alternate cross-sections and the opportunity for priced-congestion programs, it may be possible to develop an improvement plan that could provide capacity and, more important, reliability for commuters. In addition, the interim “spot” improvements that will be identified could provide enough enhanced capacity along Interstates 10 and 17 to allow time for developing a more balanced and long-term solution.

CONS: Significant resources have been expended by FHWA and ADOT for both EIS studies. While much of the data from the prior studies can be used in developing the Corridor Master Plan that will be needed to implement a long-term solution, new data sets and analyses will be required for the future studies.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The combined Interstates 10 and 17 corridor provides a critical function and its long-term operation will be key to economic activity and the region’s quality of life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of the reevaluation could result in a plan for Interstate 10 and Interstate 17 that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this reevaluation will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along the Interstates 10 and 17.

ACTION NEEDED:

Recommend approval of the selection of HDR, Inc., to conduct the Interstate 10/Interstate 17 Corridor Master Plan (FY 2014) for an amount not to exceed \$2,500,000.

PRIOR COMMITTEE ACTIONS:

On October 31, 2013, the proposal evaluation team interviewed the consultant teams and recommended to MAG the selection of HDR, Inc., to conduct the Interstate 10/Interstate 17 Corridor Master Plan (FY 2014) for an amount not to exceed \$2,500,000. Proposal evaluation team members include:

Brent Cain, ADOT
Steve Beasely, ADOT
Thor Anderson, ADOT
Mike Kies, ADOT
Aryan Lirange, FHWA
Ed Stillings, FHWA

Tom Callow, Valley Metro
Eric Anderson, MAG
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Dave Moody, MAG
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