



Pinal Regional Transportation Plan



June 2017

INTRODUCTION

The Regional Transportation Plan for Pinal County, overseen by the Pinal Regional Transportation Authority (RTA), sets forth a comprehensive, multimodal plan which includes a list of key roadway and public transportation projects to be developed over a period between 2018 and 2037. The Pinal RTA's Regional Transportation Plan has been developed as a viable solution to meet the transportation needs of a rapidly growing region and seeks to meet the ongoing mobility needs of Pinal County residents. The Plan has been prepared to carry forward necessary multimodal projects to the voters of Pinal County, who will be asked to consider this Plan's approval, along with the passage of a transportation excise tax at the November 2017 Special Election. A successful vote of the Plan and transportation excise tax is expected to generate approximately \$641,755,458 million in transportation funding over the next 20 years to establish a transportation network within Pinal County that will enhance countywide mobility and effectively transport a growing number of people and goods at a regional level. The RTA Board may authorize the issuance of bonds payable from the transportation excise tax as permitted by Arizona Revised Statute §48-5341.

PINAL REGIONAL TRANSPORTATION AUTHORITY

On August 5, 2015, the Pinal County Board of Supervisors formed the Pinal RTA. In accordance with Arizona Revised Statute §48-5302, the Pinal RTA is a public, political, tax levying public improvement and taxing subdivision of the state. The Regional Council of Governments from Pinal County, Central Arizona Governments, will provide leadership and oversee the activities of the Pinal RTA. The membership consists of each member government within Pinal County. The Pinal RTA was established to provide funding, and to focus on creating a balanced regional transportation system for the residents of Pinal County. The Plan will provide a mechanism for the County, its cities, towns, and Tribal Communities to collaborate in developing a seamless countywide 20-year Regional Transportation Plan, which is subject to voter approval.

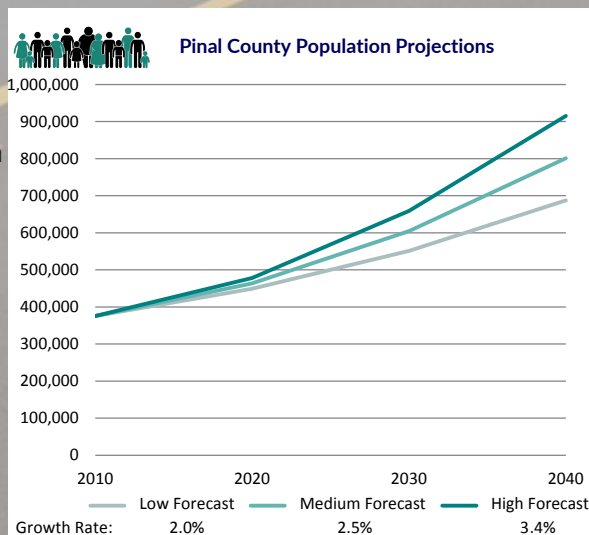
PINAL RTA GOVERNANCE STRUCTURE

The governing authority of the Pinal RTA is vested in a Board of Directors, comprised of each member of the Regional Council within Pinal County of the Central Arizona Governments. Each member shall have one vote each when determining transportation policy as representatives of the Pinal RTA. According to Arizona Revised Statute §48-5304, the RTA Board may decide to appoint advisory committees as it deems necessary. Upon the passage of the ballot measures for the approval of the Pinal RTA Regional Transportation Plan, and the approval of the transportation excise tax, the RTA Board will appoint a RTA Advisory Committee and a regional Citizen's Oversight Committee. The RTA Board will appoint a Citizen's Oversight Committee to inform and collaborate the plans for construction of parkways, principal arterial streets and transit projects funded by Pinal County.

THE NEED FOR A REGIONAL TRANSPORTATION PLAN

Since 1990, Pinal County has experienced a tremendous amount of growth. Between 1990 and 2014, the population of Pinal County has increased from 116,867 to approximately 396,237 people, which represents an increase of 239 percent. Since the economic downturn of 2008, the municipalities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Maricopa, and the unincorporated community of San Tan Valley have experienced significant increases in economic development activities and new housing construction which have collectively brought more people into Pinal County. Such a rapid level of growth has created transportation concerns such as congestion and safety and the need for quality transportation routes to efficiently move people and goods. These greater than pre-2008 levels of growth are anticipated to continue into the future and the residents of Pinal County are faced with continuing transportation challenges.

There are inadequate connections from I-10 to local routes and businesses, and there is a need for additional roadway connectivity to Metropolitan Phoenix. Pinal County's existing north-south and east-west roadways need to be improved, and in many cases, lack sufficient capacity. Also, there has been a significant increase in fatal and serious traffic crashes due to the overall rise in vehicular travel. At present, Federal and State funding is very limited and unable to accommodate needed roadway construction throughout the County, and the County's municipalities are also lacking sufficient funding for roadway improvements.



Projections produced by the State of Arizona indicate that Pinal County will continue to see significant increases in population over the next several decades. Population projections over the next 20 years indicate that Pinal County will continue to grow to a level between 750,000 and 913,000 people.

LOCAL ROADWAY FUNDING

The intent of this Plan is to forward to voters a equitably balanced transportation plan that is responsive to future growth and meets the regional needs of the County. However, some areas such as Eloy, Kearny, Mammoth and Superior located in the Copper Basin of eastern Pinal County will not benefit directly from the proposed project development. Therefore, they will each receive an amount of at least \$300,000 per year of available taxes to be utilized on local roadway development. This is in accordance with Arizona Revised Statute §48-5308.

ACCESS MANAGEMENT ELEMENT

An Access Management Element will establish a desired level of access control on roadways throughout the County in an effort to help retain the capacity of roadways, while maintaining public safety and ensuring access to public lands. Goals and objectives, and recommendations will be established to effectively manage and plan for the implementation of transportation and land use strategies intended to improve roadway safety and functionality at the Countywide level. The element will define a variety of methods for access control, utilize best practices, and establish guidelines for effective access management.

STAKEHOLDER AND PUBLIC OUTREACH EFFORTS

Throughout the process of developing this Regional Transportation Plan, the Pinal RTA reached out to each of the member communities, elected officials and residents of Pinal County. Previous plans that identified project needs, project scenarios and priorities were shared with member governments, and stakeholders. The public information and outreach process included an array of public meetings, presentations before City and Town Councils, and presentations to community boards and committees. Extensive outreach was also provided through meetings and discussions with City and Town managers, and County staff members. The Pinal RTA also conducted a series of community open houses at strategic locations throughout the County in an effort to solicit public input and comments.

A website was developed at www.cagaz.org/rta.html to provide ongoing updates and to distribute information for public review. The Pinal RTA website provided important public meeting dates, distributed the most current project lists and maps, and provided presentations and reports for review. The Pinal RTA also generated public press releases, participated in media interviews, regularly engaged with members of the public, and informed the Pinal County Board of Supervisors on the overall process.





Pinal Regional Transportation Plan

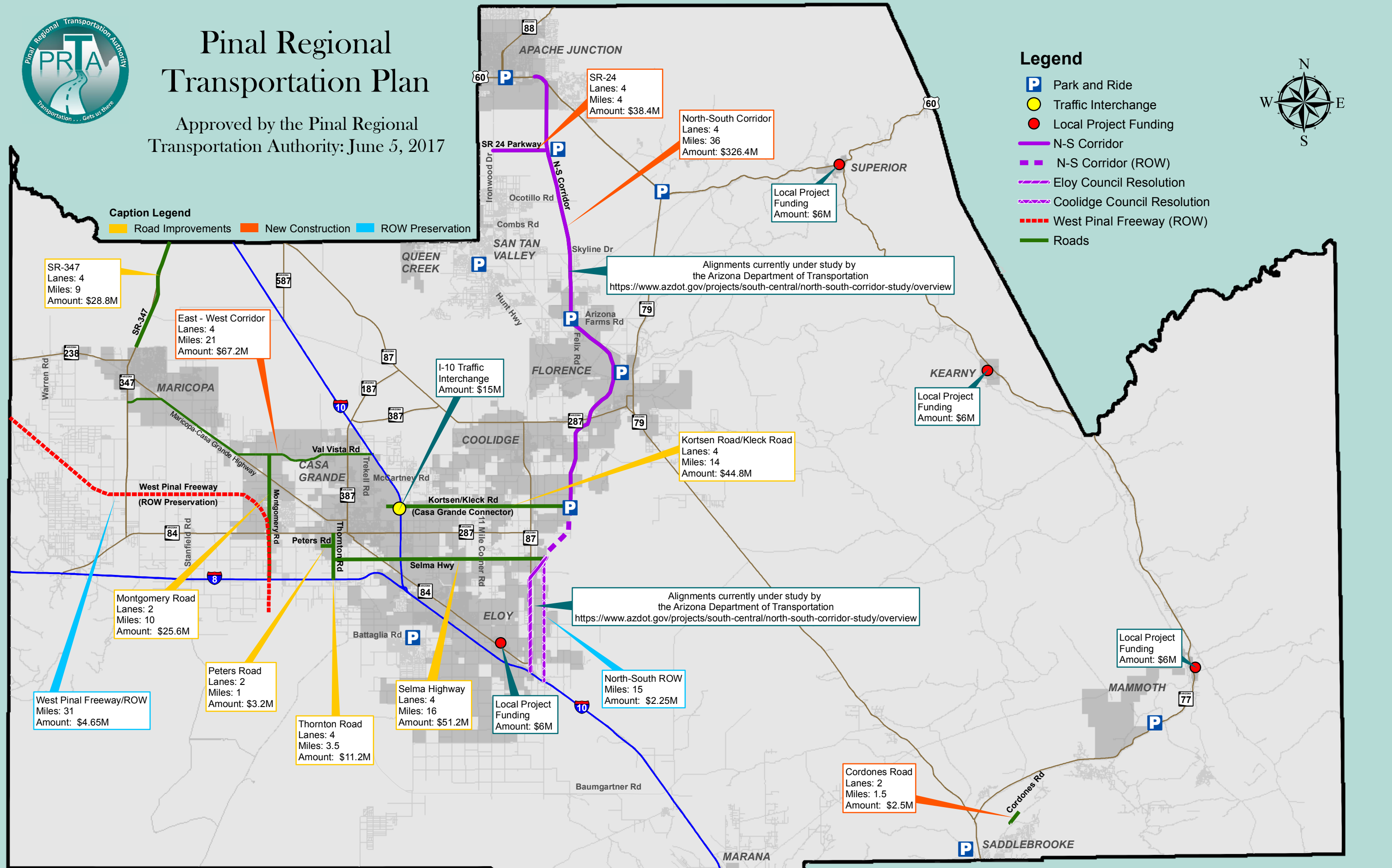
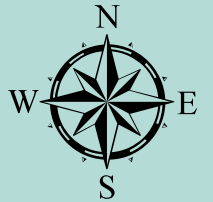
Approved by the Pinal Regional Transportation Authority: June 5, 2017

Caption Legend

Road Improvements New Construction ROW Preservation

Legend

- P Park and Ride
- Traffic Interchange
- Local Project Funding
- N-S Corridor
- - - N-S Corridor (ROW)
- - - Eloy Council Resolution
- - - Coolidge Council Resolution
- - - West Pinal Freeway (ROW)
- Roads



THE PINAL REGIONAL TRANSPORTATION PLAN PROJECTS FOR CONSIDERATION

North-South Corridor

New construction of a 36 mile, north-south, limited access two lane principal facility between U.S. Highway 60 in the City of Apache Junction to the north to Kortsen/Kleck Road south of Coolidge. The estimated cost of the design and construction of the principal arterial is approximately \$326.4 million. Pinal County will contribute \$30.0 million in additional funding towards the project.

North-South Right of Way

Right of way will be preserved for the remainder of the North-South Parkway by purchasing 15 miles from Kortsen/Kleck Road to the north to I-10 on the south near Eloy. The purchase of land will establish a 300-foot wide right of way corridor. The estimated cost of the preserved right of way is approximately \$2.25 million.

Selma Highway

Improvements needed for existing two-lane roadway from Thornton Road to the west, located in the City of Casa Grande, to the future North-South Corridor alignment to the East, located near the City of Coolidge. The project scope involves design and construction, and the purchase of right of way for various segments of the corridor. Project includes approximately four miles of new construction over graded non-paved roadway segments, and a crossing over a drainage canal and railroad tracks at State Route 84. The estimated cost of this roadway project is approximately \$51.2 million.

Kortsen/Kleck Road Alignment

Also referred to as the "Casa Grande Connector," this project involves the widening of this facility from two lanes to four lanes from Henness Road to the West, located in the City of Casa Grande, to the future alignment of the North-South Corridor Parkway to the East, located in the City of Coolidge. The widening of the Casa Grande Connector will involve a 14 mile corridor, and represents a total of 28 additional lane miles of roadway construction. The estimated cost of this roadway project is approximately \$44.8 million.

I-10 Traffic Interchange

The Kortsen/Kleck Road Alignment project scope involves a traffic interchange at I-10. The estimated cost of the of the traffic interchange is approximately \$15 million.

Cordones Road

The new road, located in the southern Pinal County community of Saddlebrooke, is a 1.5 miles long, north-south, two lane minor arterial roadway facility. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$2.5 million.

Thornton Road

Widening of Thornton Road from two lanes to four lanes from State Route 84 to the north, to Interstate 8 to the south. Thornton Road will involve a 3.5 mile linear corridor, representing a total of seven additional lane miles of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$11.2 million.

Peters Road

Important "regional" economic development project in a future high job growth area. A widening roadway project consisting of two more additional lanes from Burris Road to the west, to Thornton Road to the east, located in the City of Casa Grande. The widening of Peters Road will involve a one mile linear corridor, and represents a total of two miles of additional lanes of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$3.2 million.

East - West Corridor

The project will begin at State Route 347 in the city of Maricopa and extend east through northern Casa Grande to I-10. The 21 mile corridor will be constructed by new and existing roadways. The estimated cost of project is approximately \$67.2 million. If the allocated funds are unable to be used for this project, they are to be designated for State Route 347 and Parking Lot Projects.

Montgomery Road

Improvements to the Montgomery Road Corridor from the East-West Corridor to the North, located in the City of Casa Grande, to interstate 8 to the South. The project corridor is ten miles in length, and will call for the construction of approximately four miles of new roadway. The intent is to develop a connective, north-south, two-lane roadway facility that is fully improved. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of project is approximately \$25.6 million.

Parking Lot Projects

North-South Corridor - SR87 to Kleck Rd, \$67.2 million; North-South Corridor - Kleck Rd to I-10, \$144 million; Burris Rd - SR84 to Alamo Rd, \$4.8 million; Eleven Mile Corner - SR87 to I-10, \$57.6 million; Selma Hwy - Montgomery Rd to Thornton Rd, \$8 million; Trekel Rd - I-8 to three miles south, \$9.6 million; Skyline Rd - Gantzel Rd to North-South, \$38.4 million; Florence-Kelvin Hwy - End of pavement to 2 miles west of SR177, \$5.25 million; Val Vista TI at I-10, \$15 million; Selma Hwy TI at I-10, \$15 million.

THE PINAL REGIONAL TRANSPORTATION PLAN PROJECTS FOR CONSIDERATION

State Route 347

Expansion of a principal arterial roadway with two additional lanes along State Route 347 between the Pinal-Maricopa County line to the North, and the municipal boundary of the City of Maricopa to the south. This represents a linear distance of approximately nine miles. The new construction of a north traveling lane and a south traveling lane along State Route 347 represents a total of 18 additional lane miles of construction. The project scope involves design and construction. The estimated cost of this roadway project is approximately \$28.8 million. If the allocated funds are unable to be used for this project, they are to be designated for the East-West Corridor and Parking Lot Projects.

State Route 24 Parkway

A four mile long four lane east-west parkway facility with a median between State Route 24 at Ironwood Road to the West, and the future alignment of the North-South Corridor to the East. The project scope involves the purchase of land to establish a 300-foot wide right of way corridor, to include design and construction. The estimated cost of this roadway is approximately \$38.4 million.

West Pinal Freeway/ROW Preservation

Right of way will be preserved for the West Pinal Freeway corridor, from the Pinal-Maricopa County line to the west, and Interstate 8 to the south. The project would require a total of 31 miles. The estimated cost approximately \$4.65 million.

THE PROPOSED PINAL REGIONAL TRANSPORTATION PLAN DEVELOPMENT SCHEDULE

The identified projects within this plan have also been included in the table below, which sets forth a prioritized development schedule of when projects are positioned for construction or implementation. The development schedule is divided into four stages, which represent distinctive five-year increments over the 20-year life of the tax. All Plan projects are divided into Phases I (FY 2018-FY 2022), II (FY 2023-FY 2027), III (FY 2028-FY 2032) and IV (FY 2033-FY 2037). Each of the four "Phases" identifies a list of projects to be developed during that particular five-year period of time, including "overlapping" projects that are to be programmed over, multiple phases as necessary.

PROJECTS DEVELOPMENT SCHEDULE

Corridor / Funding	Start	End	PHASE I	PHASE II	PHASE III	PHASE IV
SR 24 Parkway	Ironwood Dr	N-S Corridor		X		
N-S Corridor	US 60	Kortsen Rd/Kleck Rd		X		
N-S Corridor (ROW)	Kortsen Rd/Kleck Rd	I-10	X			
West Pinal Freeway (ROW)	County Line	TON Boundary		X		
SR 347	City of Maricopa	County Line	X			
Kortsen/Kleck Rd Alignment	Hennes Rd	N-S Corridor		X		
I-10 TI	10 TI	10 TI		X		
Selma Highway	Thornton Rd	N-S Corridor				X
Thornton Road	SR 84	I-8	X			
East - West Corridor	SR 347	I-10	X			
Montgomery Rd	Val Vista Rd	I-8			X	
Cordones Rd	Catalina Hills Dr	Coyote Trl	X			
Peters Rd	Burris Rd	Thornton Rd	X			
Local Roadway Funding			X	X	X	X
Public Transportation			X	X	X	X

NOTES: * - Ongoing throughout the 20 year plan; X - Scheduled project construction or project implementation; The project priorities identified in this table are dependent upon available transportation excise tax.

PREVIOUS TRANSPORTATION PLANNING EFFORTS

Over the past 11 years, multiple planning efforts within Pinal County have addressed critical transportation needs at the local, regional and county levels. Sixteen transportation studies documenting 2,000 pages of recommendations and findings were reviewed and provided the framework of the Regional Transportation Plan for the Pinal RTA. A table of each of these studies and their completion dates are included below.

City of Maricopa Area Transportation Plan	November 2015
Southern Pinal County Regional Corridor Study	July 2015
East West Corridor Design Concept Study	September 2015
Central Arizona Governments Regional Transportation Plan	March 2015
I-11 and Intermountain West Corridor Study	November 2014
North South Corridor Study	Ongoing
City of Coolidge Comprehensive Transportation Feasibility Study	June 2012
Apache Junction Transit Feasibility Study	June 2012
Apache Junction Comprehensive Transportation Study	May 2012
Pinal County Transit Feasibility Study	April 2011
City of Eloy Small Area Transportation Plan	March 2010
I-8 and I-10 / Hidden Valley Framework Study	August 2009
Pinal County Regionally Significant Routes for Safety and Mobility	December 2008
Coolidge-Florence Regional Transportation Study	February 2008
City of Casa Grande Small Area Transportation Study	July 2007
Pinal County Small Area Transportation Study	August 2006

MOVING FORWARD - THE PINAL REGIONAL TRANSPORTATION PLAN

The Pinal Regional Transportation Plan will place a direct emphasis on roadway development. If the vote passes, it is expected that the Regional Transportation Plan will produce the following projects and enhancements for the residents and communities of Pinal County:

- A 36 mile North-South Parkway Corridor between the US 60 in Apache Junction, and the Kortsen-Kleck roadway alignment in the City of Coolidge.
- A 4 mile East-West Parkway near San Tan Valley that connects State Route 24 at the Ironwood Drive to the future alignment of the North-South Parkway Corridor.
- The development of 164 new Parkway lane miles throughout Pinal County.
- The construction of a Traffic Interchange at Interstate 10 and Kortsen Road.
- Approximately 50 miles of regional roadway improvements for connectivity and economic development.
- The addition of 100 new travel lane miles throughout the Pinal Region for arterial and local roadways.
- The preservation of right of way for a 31 mile West Pinal Freeway corridor between the Pinal-Maricopa County line and Interstate 8, for the construction of a future high capacity corridor.
- The preservation of the remaining 15 mile segment of needed right of way for the construction of the North-South Parkway Corridor between the City of Coolidge and Interstate 10.
- Needed access and capacity to the Region's emerging job centers.
- The preservation of annual project funding for less populated municipalities in the Region, to be used for local road projects.
- The construction of Park and Ride facilities located throughout Pinal County.
- The provision of annual funding for Dial-a-Ride services to assist people with disabilities, seniors, and members of the general public; and the provision of annual operational funding for existing transit systems.

PROPOSED PINAL COUNTY TRANSPORTATION EXCISE TAX

According to Arizona Revised Statute §48-5314, the Pinal RTA Board will adopt a 20-year Regional Transportation Plan, and request by resolution certified by the Pinal RTA governing board to the Pinal County Board of Supervisors, that the issue of levying a transportation excise tax be submitted to Pinal County voters at a countywide General Election. Effectively carrying out each of the projects as identified within this Regional Transportation Plan is solely dependent upon the proposed transportation excise tax being passed by the voters of Pinal County in November of 2017.

ANTICIPATED REVENUES OVER 20 YEARS

A detailed Revenue Forecast for a proposed transportation excise tax was produced for the Pinal RTA. The purpose of the study was to prepare a forecast for a proposed 20-year transportation excise tax that would be levied in Pinal County for the improvement of regional transportation facilities and public transportation. The report addressed population growth, inflation and Per Capita Personal Income and prepared three forecast scenarios of low, medium and high. A medium scenario was recommended by the study for the collection of a transportation excise tax. Based upon the Medium Revenue Forecast, it was determined that between the Fiscal Years of 2018 and 2037, a Pinal County transportation excise tax would be expected to result in a total collection of approximately \$641,755,458. The Pinal RTA has used this figure in an effort to prioritize and estimate the transportation needs as highlighted in this Plan.

PINAL RTA REGIONAL TRANSPORTATION PLAN ELEMENTS

Based upon a 2015 analysis conducted by the Pinal RTA, it was estimated that there was an approximate \$1.2 billion transportation need throughout the County. Also, based upon the Pinal RTA revenue analysis indicating a total future collection of \$641,755,458 over a 20-year period, it was determined that only 52 percent of all needs could realistically be met. Working from this premise, the Pinal RTA sought to identify the most critical needs, and determined that the majority of improvements would be in the form of roadways, with a smaller component being addressed through public transportation.

ELEMENTS TO BE FUNDED BY THE TRANSPORTATION EXCISE TAX

Roadway Element

This element will focus on delivering regional roadway improvements, such as the development of regional parkways and arterial connectors to accommodate future growth and development. Other projects will include the development of several roadways of economic significance and the construction of a Traffic Interchange along Interstate 10 in central Pinal County and in the City of Casa Grande. Also, this element calls for the preservation of future right of way for high capacity corridors, to include the North-South Parkway Corridor and the West Pinal Freeway Corridor. When considering the proposed funding for project development, an estimated 92.5 percent will be dedicated to the Roadway Element. This element will be funded by the proposed Pinal County transportation excise tax, to be voted upon by the electorate of Pinal County in November of 2017. An estimated 4.5 percent of revenues will be allocated for local projects and administrative costs.

Public Transportation Element

The Pinal RTA will focus on funding provided for the development of strategically located Park and Ride lots and Dial-a-Ride services throughout the County for people with disabilities, senior citizens and members of the general public. Funding will also be provided for transit operations within the County. Priority will be given to providing matching funds for existing transit systems. When considering the proposed funding for project development, an estimated 3.0 percent will be dedicated to the Public Transportation Element. This element will be funded by the proposed Pinal County transportation excise tax, to be voted upon by the electorate of Pinal County in November of 2017.

Non-Tax Funded Elements

The following elements will seek alternative sources other than the proposed Pinal RTA transportation excise tax for planning and potential future project development purposes. Work on these elements is contingent upon identifying and securing transportation funding not related to the Pinal RTA half-cent sales tax.

Safety Element

The Safety Element will work toward the overall development of appropriate safety goals and objectives for the future, and establishing a regional vision. A number of issues will be considered that are intended to lower the overall number of crashes associated with impaired driving, speeding, red-light running, illegal passing, aggressive driving and other factors. The safety element will identify key infrastructure and project needs throughout the region that are intended to enhance safety, address driver training and public awareness, and promote safer, multimodal access to the county's transportation network for all modes of travel.



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