

# PINAL COUNTY TOWN HALL



## Linking Transportation: Paving the Way to Economic Growth



## **Pinal Partnership was created with a vision of uniting community growth efforts in Pinal County.**

**Pinal Partnership's Mission:** Improve research, planning and coordination of private and public efforts related to infrastructure, natural resources and community development in Pinal County.

Pinal Partnership is a coalition of community, business and educational and governmental leaders, whose goal is to provide leadership and support in specific areas of focus – ideas that will ultimately lead Pinal County to its full potential.

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# 29th Annual Pinal County Town Hall focuses on Linking Transportation: Paving the Way to Economic Growth!

"Linking Transportation: Paving the Way to Economic Growth" is the theme for the 29th Annual Pinal County Town Hall, Thursday, October 6. Approximately 150 delegates are expected to attend the informative sessions being held at Robson Ranch located at 5750 N. Robson Blvd., Eloy, Arizona.

## Funding Transportation: The November 2016 Election

The Regional Transportation Plan for Pinal County, overseen by the Pinal Regional Transportation Authority, sets forth a comprehensive, multimodal plan which includes a list of key roadway and public transportation projects to be developed over a period between 2017 and 2036. The Pinal Regional Transportation Authority'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. This Regional Transportation 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 half-cent sales tax at the November 2016 General Election. A successful vote of the Plan and half-cent transportation excise tax will set aside approximately \$640,000,000 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.

On August 5, 2015, the Pinal County Board of Supervisors formed the Pinal Regional Transportation Authority (RTA). In accordance with Arizona Revised Statute §48-5302, the Pinal RTA is a public, political, tax levying improvement subdivision of the state. The Regional Council of Governments for Pinal County, which is currently the 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 Indian Communities to collaborate in developing a seamless countywide 20-year Regional Transportation Plan, which is subject to voter approval.

Pinal County Town Hall's primary sponsor each year is the Pinal County Board of Supervisors. Supervisor Anthony Smith, Dist. 4, represents the Board on the Pinal County Town Hall Advisory Committee. The Advisory Committee is composed of representatives from throughout Pinal County who meet monthly to work out details for the event. During this year's Town Hall, Supervisor Todd House, Dist. 5, will discuss the Pinal Regional Transportation Authority (RTA) along with other elected officials on the Pinal RTA Panel.

The overall goal of the sessions, according to Town Hall Director, Maxine Brown, is "to equip citizens with information and knowledge to understand how Pinal County transportation is funded, how to get involved in obtaining local projects, what is a Regional Transportation Authority (RTA), and how it all links with the economic health and growth of Pinal County. We will hear from federal, state and local transportation officials, representatives from business, economic developers, and regional planners. The Pinal County Town Hall believes delegates will be able to return to their community with a better understanding of local transportation and economic growth of the county."

Key note speakers are: Mary Peters, former U.S. Secretary of Transportation (2006 - 2009) and Victor Mendez, Deputy Secretary, U.S. Department of

Transportation since 2014 (invited).

Pinal County Town Hall's Wayne G. Gerken Youth Scholarship will be awarded during the event. Town Hall offers students the opportunity to attend the event and participate in a round-table discussion to apply for the scholarship. Town Hall Advisory Committee Vice-Chair, Donna McBride in discussing the youth component of the program, stated: "Town Hall has provided a venue for young people to come together with local leaders. Helping them learn about important issues such as issues related to transportation and economic growth will help create the next generation of leaders."

Pinal County Town Hall Advisory Committee Chair, Sandie Smith, explained: "I have attended all 28 Town Halls. These events have been instrumental in bringing together diversified interests to focus on timely, relevant issues vital to Pinal County and its citizens. This focus is then transformed into information taken back to local communities for a better understanding of the issue. The networking and friendships formed at these Town Halls are invaluable for forming alliances that will help ensure Pinal County is a place where we can live, work, and play."

For registration or sponsorship packets and/or additional information, please contact: Maxine Brown - Pinal County Town Hall - 480-322-1626 - m.leather@mchsi.com

## PINAL COUNTY TOWN HALL

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 Robson Ranch

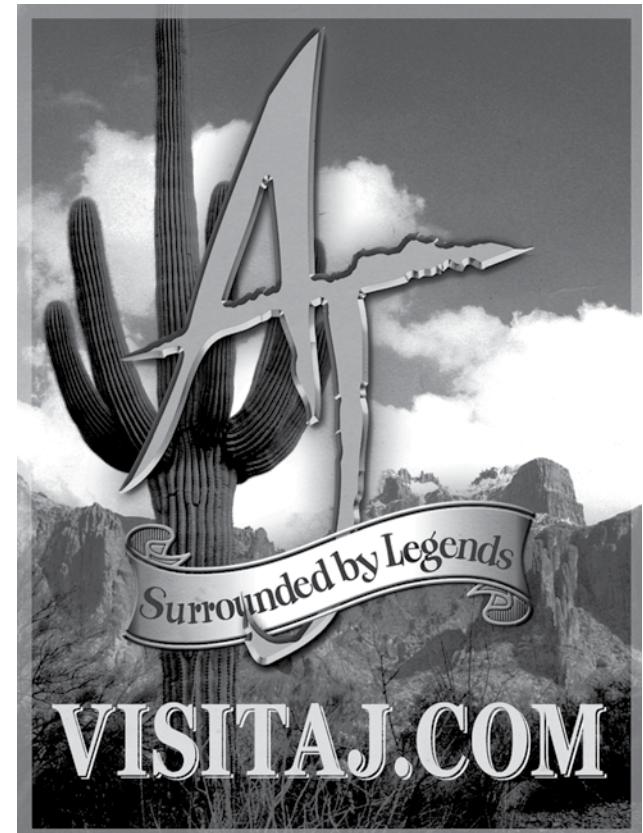
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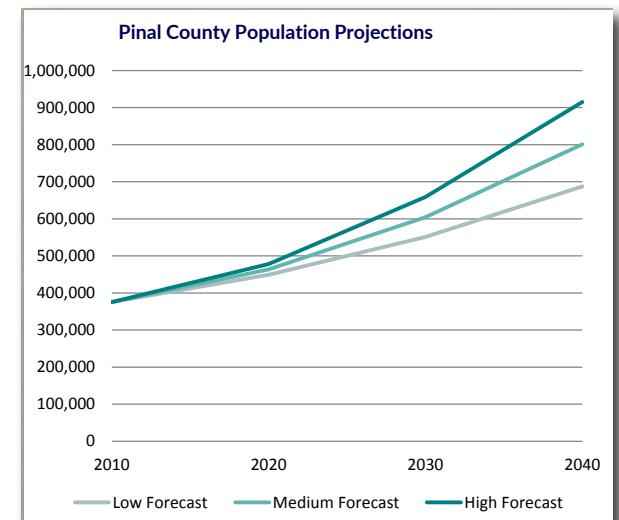


# The Need for a Regional Transportation Plan

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 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 also brought transportation concerns such as congestion and safety, and the need for quality transportation routes to efficiently move people and goods. These unprecedented 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, 2020 2030 2040 and there is a need for additional roadway connectivity to Metropolitan Low Forecast Medium Forecast High Forecast 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 in population to a level between 750,000 and 913,000 people.

## 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 public 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](http://www.cagaz.org) 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.

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# Previous Transportation Planning Efforts

Over the past 10 years, multiple planning efforts within Pinal County have addressed critical transportation needs at the local, regional and

county levels. Fourteen 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
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, 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 5 mile East-West Parkway near San Tan Valley that connects State Route 24 at the Maricopa-Pinal County Line 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 28 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 Half Cent Sales 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 half-cent sales 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 half-cent sales tax being passed by the voters of Pinal County in November of 2016.

# Anticipated Revenues Over 20 Years

During December of 2015, a detailed Revenue Forecast for a proposed half-cent sales tax was produced for the Pinal RTA. The purpose of the study was to prepare a forecast for a proposed 20-year half-cent sales tax that

would be levied in Pinal County for the improvement of regional transportation facilities and public transportation. As part of the methodology, 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 half-cent sales tax. Based upon the Medium Revenue Forecast, it was determined that between the Fiscal Years of 2017

and 2036, a Pinal County excise tax would result in a total collection of approximately \$640,000,000. 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 an analysis conducted by the Pinal RTA during 2015, it was estimated that there was a total transportation need throughout the County of approximately \$1.2 Billion dollars. Also, based upon the Pinal RTA revenue analysis indicating a total future collection of \$640,000,000 over a 20-year period, it was determined that only 53 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.

Although the funding focus of the Pinal RTA Regional Transportation Plan is solely on Roadway and Public Transportation elements, with the primary emphasis on roadways, the

Pinal RTA will continue to work toward planning a number of other modes throughout the County. Such planning would be accomplished with Federal and State funding, yet to be identified, other than those dollars which are anticipated to be collected from the half-cent sales tax after a public vote in November of 2016. Such multimodal planning proposes to include studies and potential projects associated with the

following elements: Safety, Intelligent Transportation Systems (ITS), Bicycle and Pedestrian, Freight, Access Management and Aviation. The primary focus on other modes will involve future State and Federal money for planning and project development. These non-funded elements “will not” rely upon funding from the proposed half-cent sales tax, and will only be provided if other sources of funding are identified.

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# Elements To Be Funded By The Half-Cent Sales Tax

## Roadway Element

The Roadway Element will focus on delivering regional roadway improvements, such as the development of regional parkways and arterial connectors, in an effort to accommodate future growth and development. Other projects will include the development of several local roadways of economic significance, and the construction of a Traffic Interchange along Interstate 10 in central Pinal County, 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 95.6 percent (\$611,800,000) will be dedicated to the Roadway Element. This element will be funded by the proposed Pinal County half-cent sales tax, to be voted upon by the electorate of Pinal County in November of 2016. The estimated costs for the projects that constitute the Roadway Element are shown in Table One on page number nine. This total also includes contingency and administrative costs.

## Public Transportation Element

The Public Transportation Element for the Pinal RTA will focus on funding provided for the development of strategically located Park and Ride lots located throughout the County. Additional funding will be focused on the provision of Dial-a-Ride services 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 4.4 percent (\$28,200,000) will be dedicated to the Public Transportation Element. This element will be funded by the proposed Pinal County half-cent sales tax, to be voted upon by the electorate of Pinal County in November of 2016.

## Non-Tax Funded Elements

The following elements will seek alternative sources other than the proposed Pinal RTA half-cent sales 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.

## Intelligent Transportation Systems Element

The Intelligent Transportation System (ITS) element involves the use of technologies in an effort to enhance overall vehicle travel, and to reduce traffic delays throughout the region. This is accomplished through an interconnected network of transportation management centers for incident control, and typically involves computers, video based detection and traffic loops, signalization, sensors, cameras, and message boards in an effort to monitor traffic conditions and crashes on the system. The purpose of a functioning ITS System is to provide "real time" information on traffic conditions, and to provide information on traffic congestion delays.

## Bicycle and Pedestrian Element

The Bicycle and Pedestrian Element will consider all aspects of the County's transportation system related to bicyclists and pedestrians. The element will specifically address items such as Complete Streets, pedestrian facilities and enhancements, trails, and bicycle facilities at the local, countywide and regional levels. This element will consider existing and necessary infrastructure for bicyclists and pedestrians, conduct local and regional inventories, establish goals and objectives and a regional vision, and identify necessary project needs.

## Freight Element

The Pinal RTA Freight element will assess the existing freight sector within the county by mode, which is inclusive of trucking, aviation, rail and pipeline. The element will also assess Pinal County's existing freight infrastructure related to arterial and highway networks, railroads, intermodal facilities, pipelines, airports, freight terminals and warehouses. The element will also include an analysis of regional freight generators through the identification of major county employers, wholesalers, and the identification of commercial and industrial land uses. It will also assess inbound and outbound freight, commodity flows and values, trade with Mexico, establish goals and objectives, and provide transportation recommendations for this valuable sector of the economy.

## 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.

## Aviation Element

The Aviation element will assess the existing and future aviation and air transportation needs of the County. As a component of the Aviation Element, the Pinal RTA will work toward the development of a Regional Aviation System Plan in an effort to provide an analysis of future aviation trends in the County. Collectively, the Aviation Element will examine the county's aviation system, evaluate airport infrastructure, assess transportation access to airports, consider airport trade potential and needs, and also assess future and exiting airport operations.

# Pinal Regional Transportation

As displayed on the Map, and on Table One, the following Pinal RTA projects will be forwarded to the voters of Pinal County in November of 2016 for approval. Table Two displays when each project is scheduled for development.

## State Route 24 Parkway

This project involves the new construction of a five mile, east-west, limited access four lane parkway facility with a median between State Route 24 at Meridian 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 \$48.0 million.

## North-South Corridor

This project involves the new construction of a 36 mile, north-south, limited access four lane parkway facility with a median between U.S. Highway 60 in the City of Apache Junction to the north, and the Kortsen Road/Kleck Road alignment located to the

south, in the City of Coolidge. The project scope involves the purchase of land to establish a 300-foot wide right of way corridor, and the design and construction of the parkway. The estimated cost of this roadway is approximately \$345.6 million.

## State Route 347

This project calls for the addition of two 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.

## Casa Grande Connector

Referred to as the Kortsen Road/Kleck Road alignment, the “Casa Grande Connector” 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 project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$44.8 million.

## I-10 Traffic Interchange

This project allows for the purchase of right of way, and the design and construction of a Traffic Interchange at Interstate 10, in the City of Casa Grande. This particular project involves the construction of a bridge across Interstate 10, as well as on and off-ramps to Kleck and Kortsen Roads. This project will allow for the continuation of a crucial east-west corridor in central Pinal County. The estimated cost of this project is approximately \$15.0 million.

## Selma Highway

The Selma Highway project calls for improvements to an 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. It also 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 \$25.6 million.

## Thornton Road

This project involves the widening of Thornton Road from two lanes to four lanes from State Route 84 to the North, to Interstate 8 to the south. The widening of Thornton Road will involve a 3.5 mile linear corridor, and represents 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.

**TABLE ONE - THE PROJECTS FOR CONSIDERATION**

Corridor / Funding	From	To	Current Lanes	Proposed Lanes	Description	Owner	Length (Miles)	Cost
SR 24 Parkway	Meridian Road	N-S Corridor	0	4	New Parkway	PC	5	\$48,000,000
N-S Corridor	US 60	Kortsen Road/ Kleck Road	0	4	New Parkway	PC	36	\$345,600,000
N-S Corridor (ROW)	Kortsen Road/ Kleck Road	I-10	0	0	Right of Way	PC	15	\$2,200,000
West Pinal Freeway (ROW)	County Line	I-8	0	0	Right of Way	PC	28	\$4,200,000
SR 347	City of Maricopa	County Line	4	6	Widen Roadway	ADOT	9	\$28,800,000
Casa Grande Connector	Henness	N-S Corridor	2	4	Widen Roadway	CG	14	\$44,800,000
I-10 TI	I-10 TI	I-10 TI	2	4	Widen Roadway	CG	0.5	\$15,000,000
Selma Highway	Thornton Road	N-S Corridor	0-2	2	New/Widen Roadway	CG	16	\$25,600,000
Thornton Road	SR 84	I-8	2	4	New/Widen Roadway	CG	3.5	\$11,200,000
Burris Road	SR 84	Alamo Road	2	4	Widen Roadway	CG	1.5	\$4,800,000
Montgomery Road	Maricopa-Casa Grande Hwy	I-8	0-2	2	New/Widen Roadway	CG	8	\$25,600,000
Saddlebrooke - New Road			2	2	New Roadway	PC	1	\$2,500,000
Peters Road	Burris Road	Thornton Road	2	4	Widen Roadway	CG	1	\$3,200,000
Public Transportation	NA	NA	NA	NA	Public Transportation	Various	NA	\$28,200,000
Municipal Local Projects	NA	NA	NA	NA	\$300K/yr (4 Municipalities)	Various	NA	\$24,000,000
Administrative Cost	NA	NA	NA	NA	\$300K per year	Various	NA	\$6,000,000
Contingency †	NA	NA	NA	NA	NA	NA	NA	\$20,300,000
Bond Issuance Costs*								
<b>Total:</b>								<b>\$640,000,000</b>

Notes: † Available to cover additional costs and to enhance currently programmed projects when it is determined that additional safety and/or capacity improvements are warranted; \* To be determined as part of the total estimated costs to implement the plan.

# Plan Projects for Consideration

## Burriss Road

Burriss Road is an important “regional” economic development project in a high job growth area, and involves widening the roadway from two lanes to four lanes from State Route 84 to the North, to Alamo Road to the South, located in the City of Casa Grande. The widening of Burriss Road will involve a 1.5 mile corridor, and represents a total of three miles of 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 \$4.8 million.

## Montgomery Road

This project involves improvements to the Montgomery Road Corridor from the Maricopa-Casa Grande Highway to the North, located in the City of Casa Grande, to Interstate 8 to the South. The project corridor is eight 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 this roadway project is approximately \$25.6 million.

## New Road in SaddleBrooke

The new road, located in the southern Pinal

County community of SaddleBrooke, is a one-mile 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.

## Peters Road

Peters Road represents another important “regional” economic development project in a future high job growth area, and involves widening the roadway from two lanes to four lanes from Burriss 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.

## Right of Way Preservation

Right of way will be acquired as part of the Regional Transportation Plan to allow for the preservation of future high capacity transportation corridors. Right of way will be preserved for the remainder of the North-South Parkway Corridor from the Casa Grande Connector (Kortsen-Kleck roadway alignment) to the North, and Interstate 10

to the South. Also, 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 total estimated cost of right of way acquisition is approximately \$6.4 million.

## Local Roadway Funding

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

## Public Transportation Projects

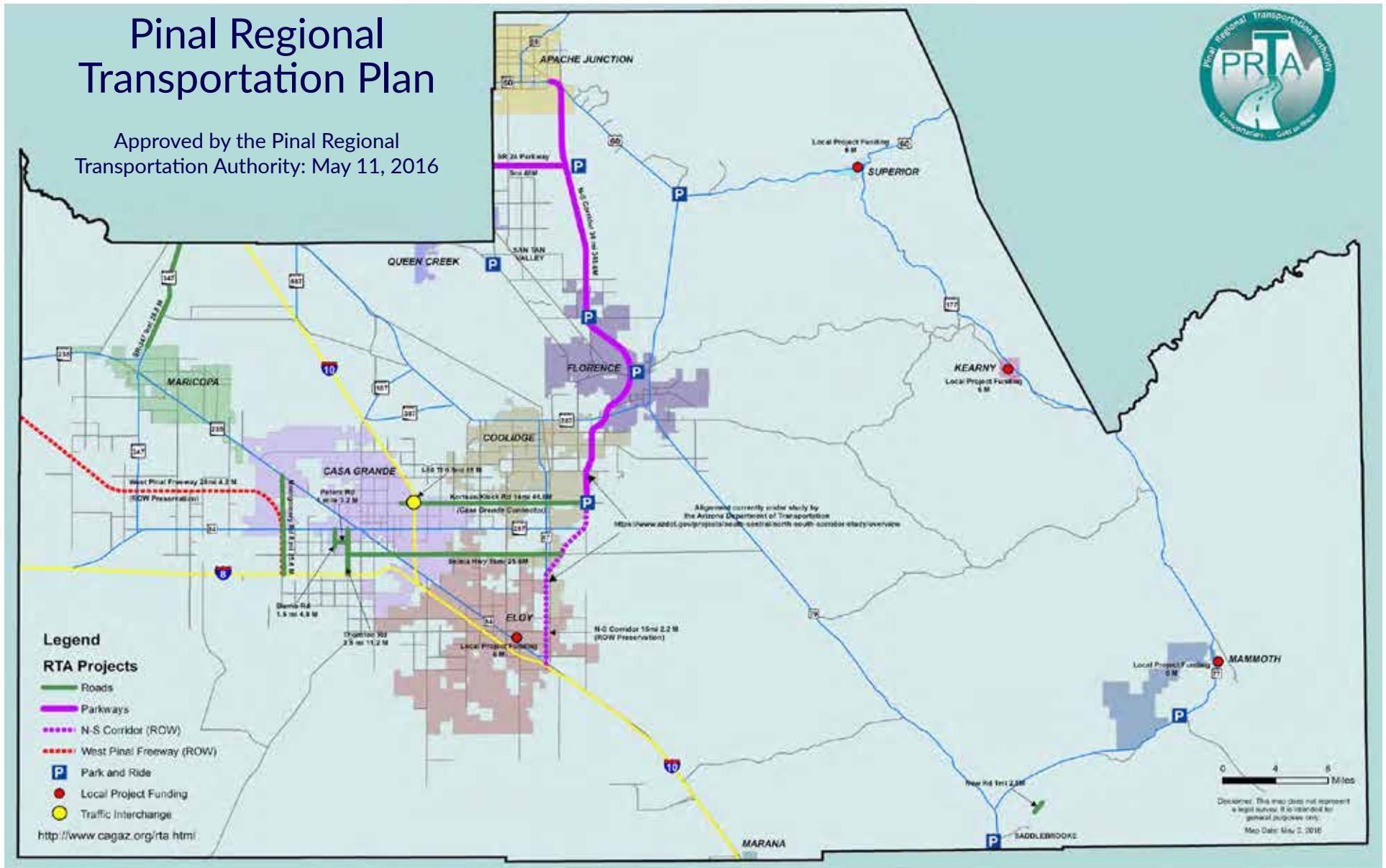
The Public Transportation Element of the Pinal RTA sets aside a \$28,200,000 line item over a 20-year period for the construction of Park and Ride lots, and the provision of funding for countywide Dial-a-Ride services and transit operations. Priority will be given to providing matching funds for existing transit systems.

# Proposed Pinal Regional Transportation Plan Development Schedule

The identified projects within this plan have also been included in Table Two, 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 2017-FY 2021), II (FY 2022-FY 2026), III (FY 2027-FY 2031) and IV (FY 2032-FY 2036). 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. The project priorities as identified in Table Two are dependent on available excise taxes.

Corridor / Funding	Start	End	PHASE I	PHASE II	PHASE III	PHASE IV
SR 24 Parkway	Meridian Road	N-S Corridor		X		
N-S Corridor	US 60	Kortsen Road/ Kleck Road		X		
N-S Corridor (ROW)	Kortsen Road/Kleck Road	I-10	X			
West Pinal Freeway (ROW)	County Line	I-8		X		
SR 347	City of Maricopa	County Line	X			
Casa Grande Connector	Henness	N-S Corridor		X		
I-10 TI	I-10 TI	I-10 TI		X		
Selma Highway	Thornton Road	N-S Corridor				X
Thornton Road	SR 84	I-8	X			
Burriss Road	SR 84	Alamo Road	X			
Montgomery Road	Maricopa-Casa Grande Hwy	I-8			X	
Saddlebrooke - New Road			X			
Peters Road	Burriss Road	Thornton Road	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




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## Fact Sheet

### What is the problem?

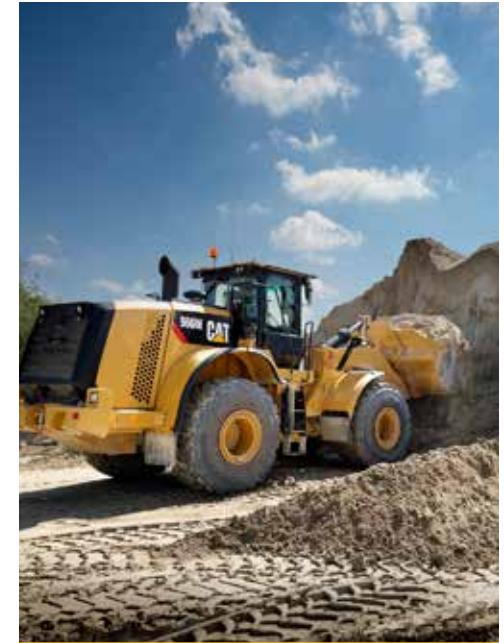
- 1) *Pinal County Growth*
  - Pinal County's population has grown from **180,000** in 2000 to **400,000** in 2015.
- 2) *Transportation Challenges*
  - Vehicles traveling from Phoenix to Tucson has increased dramatically.
  - There is a desperate need for a high capacity route to get from north to south in Pinal County.
  - There are inadequate connections to I-10 from local routes and businesses.
  - Many east-west Pinal County routes are two-lane or dirt roads.
  - SR 347 from Maricopa to Phoenix is severely congested on a daily basis.
  - San Tan Valley has over 80,000 residents and only two major roads for travel.
- 3) *Transportation Safety and Mobility*
  - In the last 10 years there have been 323 fatal crashes and 878 serious injury accidents in Pinal County. A total 19,159 accidents has occurred. The annual number of fatal and serious accidents continue to rise.
- 4) *Lack of State and Federal Funding*
  - Federal funding is flat with very little opportunity for increased spending. Due to declining proceeds from federal fuel taxes, the County's Highway Trust Fund has been falling short since 2005 and has depended upon transfers from the General Fund to stay afloat.
  - Arizona's gasoline and diesel fuel tax has not been increased since 1991.
  - In order to balance the State budget, the legislature has swept transportation funds meant for county and city roadways to pay for other government programs.

More information:  
[www.cagaz.org](http://www.cagaz.org)



### What is the solution?

- 1) *The solution is regional*
  - Given the lack of federal and state funding, it is imperative that the County develop a regional solution to addressing our transportation issues.
  - The Pinal County Board of Supervisors approved the creation of a Regional Transportation Authority (RTA) on August 5, 2015. State statute allows a county to develop an RTA to address transportation issues.
  - The RTA is indeed a **regional** authority that includes the participation by the county, Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Kearny, Mammoth, Maricopa, Queen Creek, Marana and Superior.
- 2) *Approval of a Regional Transportation Plan is key*
  - Voters will be asked to approve a Regional Transportation Plan. The routes selected in the plan are those that have been identified as highest priority.
- 3) *Regional Excise Tax*
  - Voters will be asked to approve a Countywide excise tax. This is projected to bring in between \$500M to \$700M over 20 years.
  - The cost of this tax for a typical family in Pinal County would be \$88 per year.
- 4) *Are there any other counties who have regional funding for transportation?*
  - Yes! Maricopa County voters approved two propositions. Pima County voters approved a 1/2 cent sales tax. Coconino and Gila County voters approved a countywide tax for transportation.



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## Did You Know?

The economic development of this county depends on quality transportation. When selecting a site for starting/relocating a business or home construction, developers look at the transportation infrastructure of a potential site.

Many areas in Pinal County were experiencing significant economic growth until 2008, when the economy went into recession.

The economy in Arizona is slowly recovering, but job creation and economic development are still key issues for Pinal County.

We have an educated workforce and available land that are desirable for any business. It's our goal to see that people in Pinal County can work in Pinal County and not travel to Maricopa or Pima County for employment opportunities.

## Frequently Asked Questions

### How would this impact tax rates?

This would increase the sales tax by 1/2 of one cent within Pinal County.

### How is this different from the current County Excise Tax?

The current excise tax is for use by cities, towns and the county. The funding is based on population. These new funds would be used for countywide projects that address regional transportation needs.

### Does this plan address transit?

Yes! The plan involves dial-a-ride, park and rides along with local transit.

### Does this plan address goods movement?

Yes! Freight and commercial traffic will be addressed through the improvement of the roadway system in Pinal County.

### How long will this tax be in place?

The tax will be in place for 20 years.

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