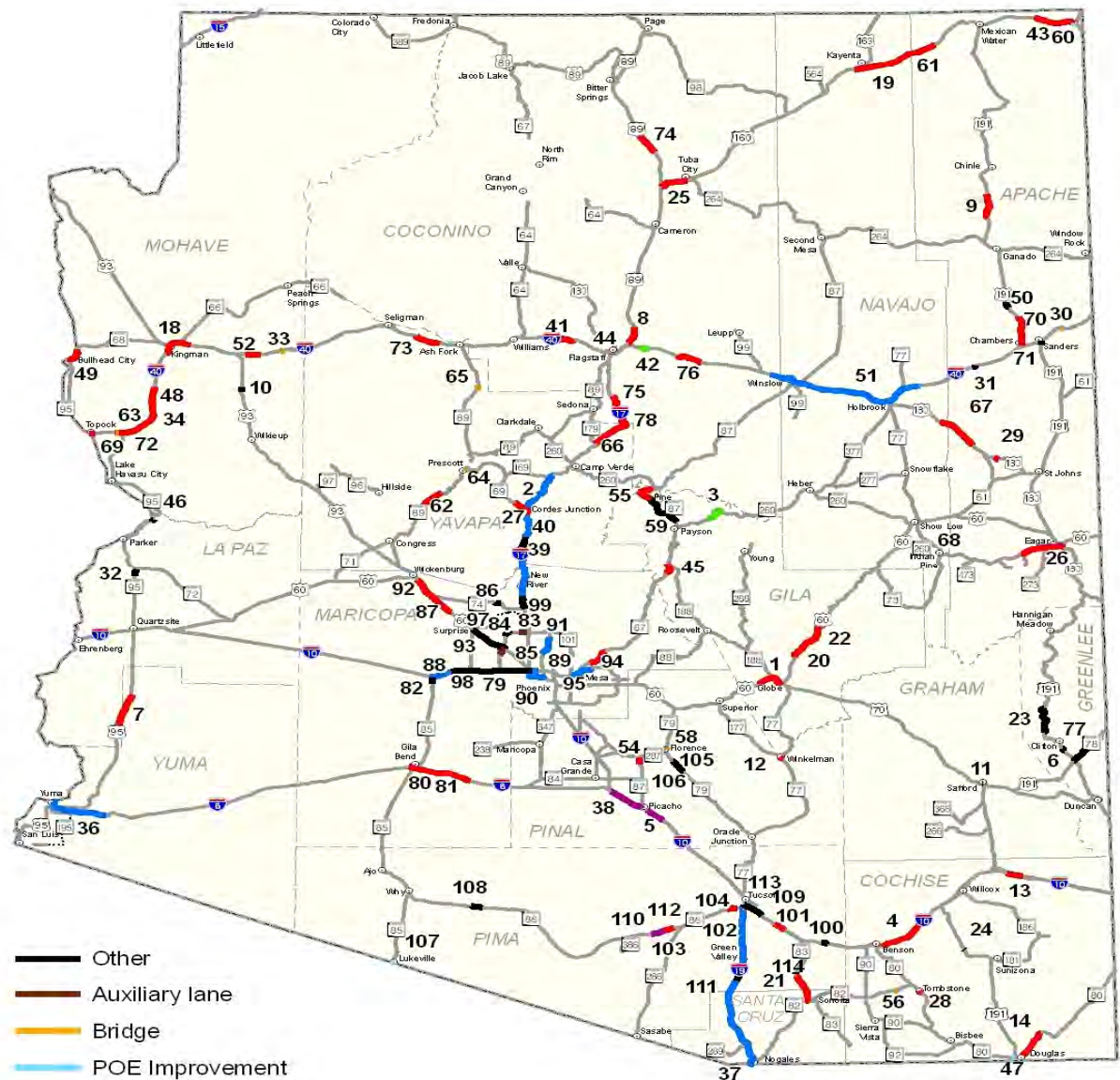



Economic Recovery Package
Transportation Board Study Session
February 5, 2009

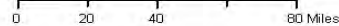
Victor Mendez
ADOT Director

Economic Recovery Plan (DRAFT)



- Other
- Auxiliary lane
- Bridge
- POE Improvement
- Pavement Preservation
- Reconstruct Roadway
- Roadway Widening
- Lighting and Signage


 Prepared by
 Arizona Department of Transportation
 Multinodal Planning Division
 Data Bureau GIS Section
 Source: ATIS
 (602) 712-7333
 January 2009



History of Federal Economic Recovery Package

- Discussions at Federal Level about Economic Recovery
- Discussions with Arizona Congressional Delegation
- Discussions with National Organizations about Principles of a Recovery Package
- Preparation of Potential Projects per Federal Definition of 'Ready to Go'
- Communications with COGs, MPOs and Districts
- Communications with FHWA
- Passage of House Economic Recovery Package
- Preparation of Information for the Board and Public
- Senate Debates in Progress

Potential 90-Day Timeline

- Congress/ President pass Recovery Package February 13
- Board prioritizes projects week of February 16
- Projects advertise week of February 23
- Bids due March 16
- Bids reviewed through April 6
- Bids awarded week of April 20
- Work commences by May 13

Potential Funding For Arizona

- **Aviation**

- \$20 Billion Nationally
- Up to \$100 Million for Arizona

- **Transit**

- \$5 - \$15 Billion for Rail/ Transit Nationally
- ? - Potentially all Discretionary

- **State and Interstate Highways**

- \$30 Billion Nationally
- \$590 Million for Arizona

Funding Distribution Options

- House Bill Requires 45% Allocated Through STP
- House Bill Allocates 55% Directly to States
- House Bill Gives States Discretion on Prioritizing Projects
- No Formula for Dispersing Funds Within States; Legislation Encourages Geographic Distribution
- Casa Grande Accord can be applied in several ways

RAAC applied to ADOT share

Total – STP Local = State/Interstate

\$563 M - \$152 M = \$411 M

- \$205 M 50% TOC
 - \$152 M 37% MAG
 - \$ 54 M 13% PAG
- \$411 M**

STP Local Share = \$152M

- \$ 17 M 11% TOC
 - \$102 M 67% MAG
 - \$ 33 M 22% PAG
- \$152 M**

TOTAL = STP Local + State/Interstate = \$563 M

- \$ 222M TOC
 - \$ 254M MAG
 - \$ 87M PAG
- \$ 563 M**

RAAC applied to Total

TOTAL = STP Local + State/Interstate = \$563 M

- \$282 M 50% TOC
 - \$209 M 37% MAG
 - \$ 73 M 13% PAG
- \$563 M**

STP Local Share = \$152M

- \$ 17 M 11% TOC
 - \$102 M 67% MAG
 - \$ 33 M 22% PAG
- \$152 M**

Total – STP Local = State/Interstate

- \$265 M TOC
 - \$107 M MAG
 - \$ 40 M PAG
- \$411 M**

Minimal Cascade

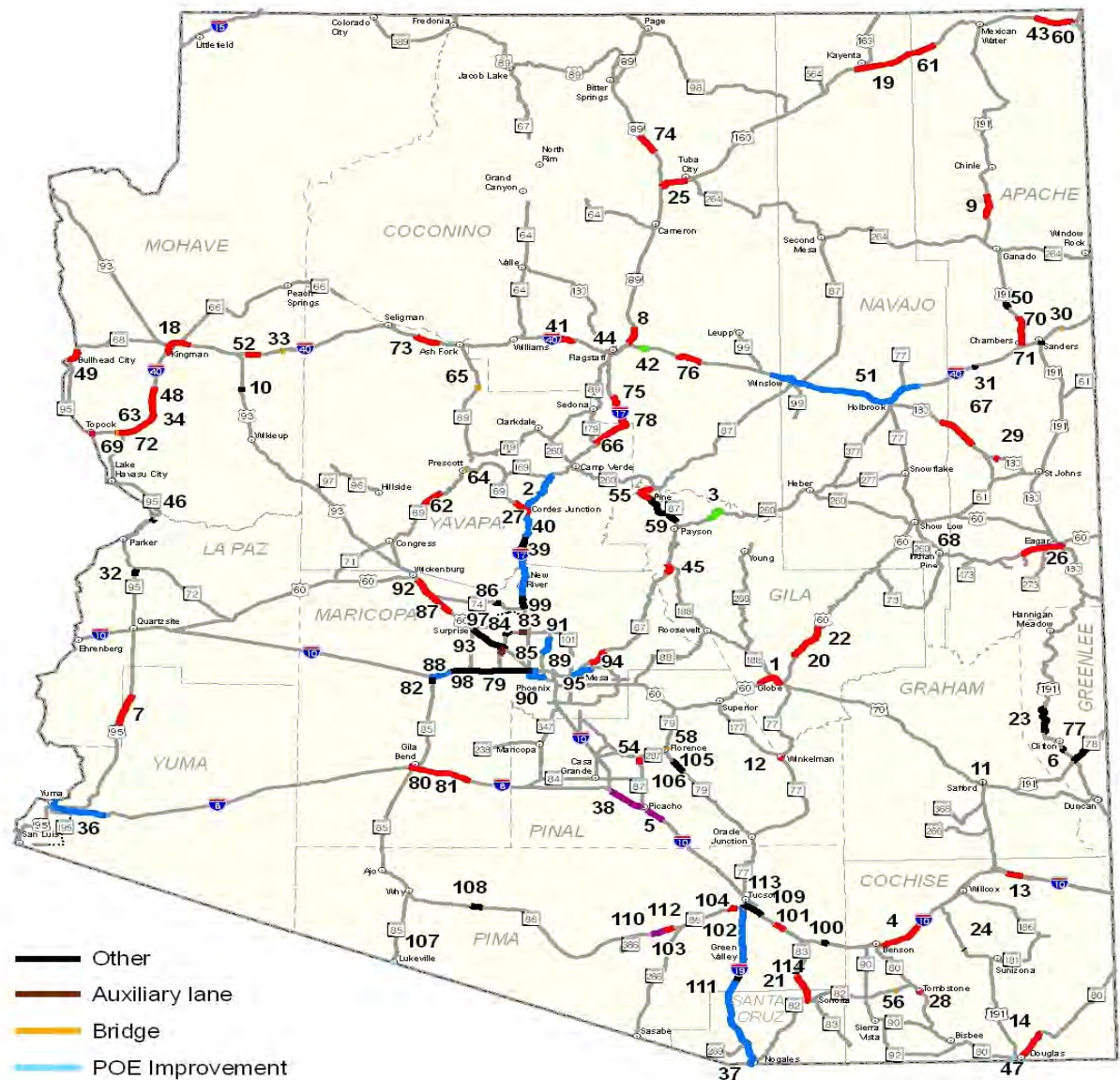
Factors Limiting Cascade

1. State Transportation Revenues Down
2. Amount of Federal Recovery \$
3. Number of Programmed Projects to be Funded with Recovery \$

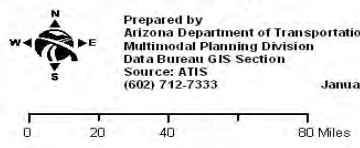
Actions Taken to Ensure Project Delivery

- Refined scope and complexity to accelerate project development for all new projects
- Expedited design process
- Frequent project team meetings
- Tracking and maintaining status of projects on the public (G) drive
- Highest priority has been placed on these projects
- Added Supplemental Services positions to the Contracts and Specifications Section
- Transferred Engineer position to the Utility and Rail Road Section
- Preplanned program and approvals with Federal Highway Administration
- Preplanned project list and advertisement duration with the Association of General Contractors
- Expedited process to establish projects for advertisement
- Voluntary cancelation or deferment of leave by ADOT employees

Economic Recovery Plan (DRAFT)



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