Road Map
Highway User Revenue Fund (HURF)
Highway User Revenue Fund (HURF): FY2017 Revenues

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue ($ in Millions)</th>
<th>Change</th>
<th>FY 2017 Estimate</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>1,356,752</td>
<td>1,405,448</td>
<td>3.6%</td>
<td>1,415,600</td>
</tr>
</tbody>
</table>
Highway User Revenue Fund (HURF): FY2017 Sources

- VLT, $421.9, 30%
- Motor Carrier, $42.1, 3%
- Registration, $177.9, 13%
- Other, $57.8, 4%
- Fuel; Gasoline and Use Fuel, $705.7, 50%

Total: $1,405.4 Million

Revenue in millions
Highway User Revenue Fund (HURF):
Gasoline Gallons Sold and Price Per Gallon

<table>
<thead>
<tr>
<th>Year</th>
<th>Gallons (in Millions)</th>
<th>Price Per Gallon</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2008</td>
<td>2,849</td>
<td>$3.02</td>
</tr>
<tr>
<td>FY 2009</td>
<td>2,652</td>
<td>$2.51</td>
</tr>
<tr>
<td>FY 2010</td>
<td>2,633</td>
<td>$2.61</td>
</tr>
<tr>
<td>FY 2011</td>
<td>2,649</td>
<td>$3.06</td>
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<tr>
<td>FY 2012</td>
<td>2,645</td>
<td>$3.50</td>
</tr>
<tr>
<td>FY 2013</td>
<td>2,608</td>
<td>$3.48</td>
</tr>
<tr>
<td>FY 2014</td>
<td>2,645</td>
<td>$3.36</td>
</tr>
<tr>
<td>FY 2015</td>
<td>2,723</td>
<td>$2.74</td>
</tr>
<tr>
<td>FY 2016</td>
<td>2,841</td>
<td>$2.17</td>
</tr>
<tr>
<td>FY 2017</td>
<td>2,929</td>
<td>$2.19</td>
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</table>
Regional Area Road Fund (RARF)
Regional Area Road Fund (RARF):

**FY2017 Revenues**

<table>
<thead>
<tr>
<th></th>
<th>FY 2016 Actual</th>
<th>FY 2017 Actual</th>
<th>Change</th>
<th>FY 2017 Estimate</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>$396,810</td>
<td>$414,071</td>
<td>4.3%</td>
<td>$411,400</td>
<td>0.6%</td>
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</tbody>
</table>
Federal Funding
FAST Act Formula Obligation Authority: State & Local Distribution (Estimated)
How will we move forward?

Long Range Plan
Performance Goals

- **Safety**: Reduce fatalities and serious injuries
- **Infrastructure Conditions**: NHS in state of good repair
- **Congestion Reduction**: On NHS, in particular
- **System Reliability**: Surface transportation efficiency
- **Freight Movement & Economic Vitality**: Access to markets
- **Environmental Sustainability**: Protect/enhance environment
Citizen Survey Results

- Preference for System Preservation
- Expansion focus stronger in large Metro Areas
- All projects promote Safety

How Stakeholders Think ADOT Should Allocate Funding

PER $100

<p>| | | | | |</p>
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<tr>
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</thead>
<tbody>
<tr>
<td>Preservation &amp; Maintenance</td>
<td>$5</td>
<td>$15</td>
<td>$25</td>
<td>$35</td>
</tr>
<tr>
<td>Expansion</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td></td>
<td>$5</td>
<td></td>
</tr>
<tr>
<td>Technology</td>
<td></td>
<td>$15</td>
<td></td>
<td></td>
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<tr>
<td>Accessibility</td>
<td>$25</td>
<td>$35</td>
<td>$45</td>
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</table>
25-Year Highway Needs

- Preservation = $9.236 B
- Modernization = $9.962 B
- Expansion = $34.054 B
- Total = $53.3 B

Estimated Funding Gap 30.5 Billion
Recommended Investment Choice - Statewide

- System Preservation Needs Statewide
- Expansion focus in large Metro Areas
- Safety remains a priority
RIC – MAG and PAG – Expansion Focus

**MAG**
- $343M
  - Preservation: 87.5%
  - Modernization: $6M (1.5%)
  - Expansion: $43M (11%)

**PAG**
- $93M
  - Preservation: 77.5%
  - Modernization: $27M (22.5%)
  - Expansion:
Recommended Investment Choice – Greater Arizona

- System Preservation is Priority
- Fund the Highway Safety Improvement Program and Avoid System Obsolescence
- * Up to 5% of funding reserved for Expansion only to match federal grants or leverage third party contributions (or if Revenues incr.)
FY2019 – FY2023
Five-Year Transportation Facilities Construction Program
Overview of Asset Condition
$21.5 Billion = Value of State Highway System Infrastructure

Without a commitment to preservation, the system would cost $200 billion to replace.
Pavement Condition: Non-Interstate NH

Pavement Condition 2016

- 52% Good Condition
- 46% Fair Condition
- 2% Poor Condition

International Roughness Index (2014)
- Good (< 95)
- Fair (95 - 170)
- Poor (> 170)

State Highway System
Preservation Target is $320M Per Year

- Expansion Projects
- Planning Costs
- Development Costs
- Modernization Projects
- Preservation Projects

Yearly Costs:
- 2019: $26,000
- 2020: $65,000
- 2021: $60,000
- 2022: $60,000
- 2023: $45,000
2019-2023 Tentative Facilities Construction Program

2018–2022 Facilities Construction Program

Includes MAG & PAG Funding
Greater Arizona Tentative 5-Year Highway Delivery Program (FY19-FY23)

- Preservation: 63%
- Modernization: 20%
- Expansion: 17%
$62.4M; I-17 Anthem to Sunset Point (5YR Program FY21)
$65.9M; I-17 Anthem to Sunset Point (5YR Program FY22)
$55.1M; I-17 Widening North of Anthem (MAG FY 18 & 20)

$178.3M Total
SR 101 –I-17 to Pima
$139.3 million (DB)
FY2019

SR 101 –Baseline - 202
$51.4 million (DB)
FY2019

SR 24 –Ellsworth - Ironwood
$56.4 million
FY2019

Happy Valley/Pinnacle Peak
Tis $49 million (DDI)
SR 303 – MC 85 - Van Buren $93.8 million FY2019

SR 101 – Pima - Shea $56.4 million FY2020

I10- I-17 Split - 202 (DB) $480 million FY2021
I-10 Houghton Rd TI $45.6M FY 19-21 (DDI)

I-10 Ina Road TI $19.4M FY 20 & 21

I-10 Ruthrauff TI $101.8M FY 19-21

I-10 Ina to Ruthrauff $129.2M FY 20-22
New Technology
Wrong Way Detection
Wrong Way Detection Project
Results since January
37 wrong way events
2 entered the freeway
Keeping Score
Task Order Execution

150 Days to Target of 50 Days

<table>
<thead>
<tr>
<th>Month</th>
<th>Days</th>
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<tbody>
<tr>
<td>Oct</td>
<td>91</td>
</tr>
<tr>
<td>Nov</td>
<td>71</td>
</tr>
<tr>
<td>Dec</td>
<td>57</td>
</tr>
<tr>
<td>Jan</td>
<td>83</td>
</tr>
<tr>
<td>Feb</td>
<td>62</td>
</tr>
<tr>
<td>Mar</td>
<td>52</td>
</tr>
<tr>
<td>Apr</td>
<td>49</td>
</tr>
</tbody>
</table>
20-30-30-20 Progress

2014: 68% 1st Qtr, 19% 2nd Qtr, 10% 3rd Qtr
2015: 65% 1st Qtr, 19% 2nd Qtr, 11% 3rd Qtr
2016: 46% 1st Qtr, 24% 2nd Qtr, 7% 3rd Qtr
2017: 39% 1st Qtr, 25% 2nd Qtr, 25% 3rd Qtr
Goal – Reduce Total Fatalities

<table>
<thead>
<tr>
<th>Fatalities</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target</td>
<td>73.0</td>
<td>72.8</td>
<td>72.7</td>
<td>72.6</td>
<td>72.4</td>
<td>72.3</td>
<td>72.1</td>
<td>72.0</td>
<td>71.8</td>
<td>71.7</td>
<td>71.6</td>
<td>71.4</td>
</tr>
<tr>
<td>FY 2016 - Historical</td>
<td>77</td>
<td>75</td>
<td>66</td>
<td>78</td>
<td>82</td>
<td>66</td>
<td>72</td>
<td>67</td>
<td>77</td>
<td>96</td>
<td>70</td>
<td>96</td>
</tr>
<tr>
<td>FY 2017 - Current</td>
<td>80</td>
<td>85</td>
<td>86</td>
<td>78</td>
<td>85</td>
<td>70</td>
<td>78</td>
<td>60</td>
<td>66</td>
<td>61</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pavement Treatments

2086 miles treated in 2017

3000 miles is target for 2018

• Crack Sealing
• Flushes

96% of Target Met

• 1641/1700 Total = 96%
• No Snow – so good Jan & Feb
Thank you