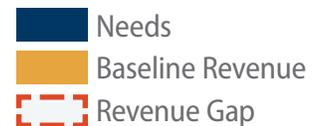
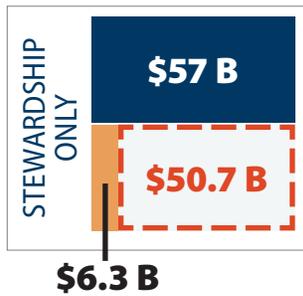




MULTIMODAL GAP and Investment Choice

The Baseline and Projected Revenues Analysis provides an overview of transportation funding in Arizona, analyzing future scenarios that may impact funding and highlights the projected future transportation funding available to ADOT over a 25-year evaluation period.

The 2050 LRTP projected three possible revenue forecasts: a low forecast, a baseline forecast and a high forecast. The baseline forecast was utilized for the revenue Gap Analysis, to determine potential shortfalls in projected transportation funding. The **projected ADOT revenues are \$69.1 billion over the next 25 years** from all federal and local sources. This includes ADOT's portion of federal aid, the Highway User Revenue Fund (HURF), the Maricopa Association of Governments (MAG) Regional Area Road Fund (RARF) and the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) funding. It also includes ADOT stewardship programs such as federal transit funding and federal and state aviation funding.



The **REVENUE GAP** represents the **difference between the projected needs and the projected baseline revenue for ADOT. This results in a \$162 B gap** between anticipated revenues and projected needs. This gap is further broken down by the type of projects.

This significant shortfall between anticipated funding and needs requires ADOT to set strategic priorities for transportation investments.



SCENARIO PLANNING

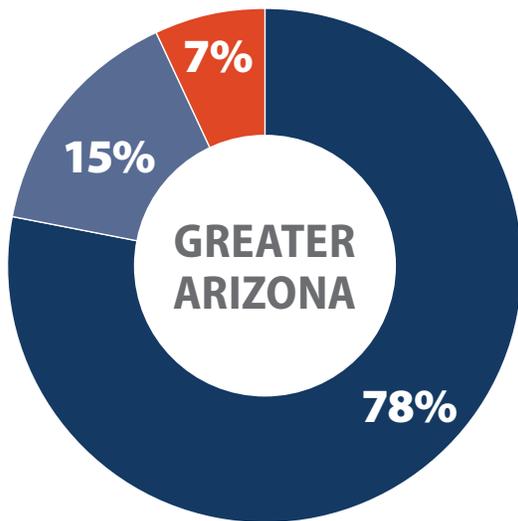
ADOT evaluated four major investment scenarios based on varying investment priorities:

- **Preserve and Upgrade:** Optimize what we have by focusing on preservation with increased overall investment.
- **Widen and Expand:** Promote future growth by focusing on expansion with increased overall investment.
- **Repair and Protect:** Keep what we have by focusing on preservation with decreased overall investment.
- **Extend and Patch:** Grow with minimal upkeep by focusing on expansion with decreased overall investment.

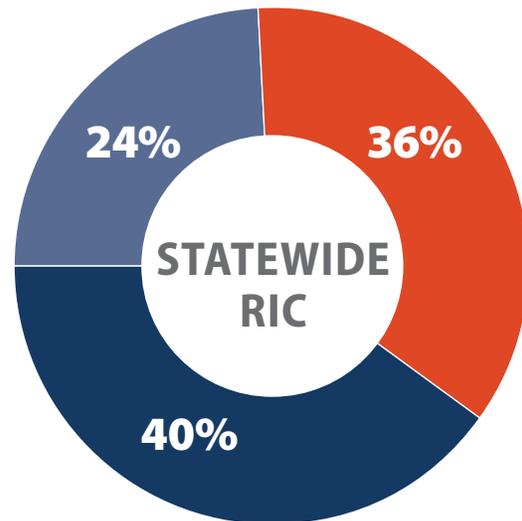
The preferred scenario was the “Preserve and Upgrade” scenario which assumes an overall higher level of funding and prioritizes investments in pavement, bridge and other system preservation. **This scenario results in an increase in overall pavement, bridge and safety performance across the state.**

RECOMMENDED INVESTMENT CHOICE (RIC)

A range of future investment choices were developed based on: **public input, performance measures** and **agency scenario planning**. Within the MAG and PAG areas, there are dedicated local transportation revenues that allow for greater amounts to be spent on Expansion.



The **RECOMMENDED INVESTMENT CHOICE FOR GREATER ARIZONA** (which excludes MAG and PAG areas) has significant focus on Preservation of the existing system. Targeted investments in Modernization and Expansion are also included to support continued economic growth.



The **STATEWIDE RECOMMENDED INVESTMENT CHOICE**, including the dedicated MAG and PAG funding, results in an overall statewide investment of:

- 40% (\$24.6 B) Preservation,
- 36% (\$22.6 B) Expansion and
- 24% (\$15 B) Modernization.

