



South Mountain Transportation Corridor Study

Citizens Advisory Team
Technical Report Summary

Draft Economic Impacts

Why study social and economic resources in the Environmental Impact Statement (EIS)?

The construction and operation of a freeway like the proposed South Mountain Freeway could alter the social and economic characteristics in the Study Area. Such a project could affect where people live and work, travel patterns, delivery of public services, and public sector revenues.

What kind of impacts would occur from construction?

- Residences and businesses would be acquired and relocated.
- Employment levels in the local area would be affected.
- The acquisition of potentially developable land could reduce local government revenues in the near term, but future revenues from construction expenditures and from development benefiting from a new freeway should offset this initial adverse impact.
- Such a project would reduce auto and truck travel times throughout the region and enhance the movement of goods and services.

How do the alternatives differ in construction-related impacts?

All alternatives would result in the acquisition and relocation of residences and businesses, but the number of these impacts varies. Potentially affected businesses and associated employees by alternative as a result of land acquisition for the South Mountain Freeway are shown in the following table.

Potential Displacements		
Alternative/Option	# of Businesses	# of Employees
Western Section		
W55	69	932+
W71	10	632+
W101WPR	4	72+
W101WFR	3	69+
W101W99	10	1,396+
W101CPR	6	901+
W101CFR	6	922+
W101EPR	5	896+
W101EFR	5	917+
Eastern Section		
E1	0	0

While the greatest number of businesses would be affected by the W55 Alternative, the W101W99 Alternative would affect the greatest number of employees.



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What kinds of freeway operational impacts (post-construction) would occur?

Overall, the freeway would allow for faster and smoother transportation flow in the metropolitan area by optimizing the regional freeway system operation. To determine the resulting benefit, an analysis is performed to value the time savings of people using the regional freeway system after construction of the South Mountain Freeway. There are real costs associated with travel time, productivity, worker availability, freight inventory, logistics, just-in-time production and market access. To estimate the total value of decreased time spent in congestion with a build alternative, it is best to estimate the value per person-hour when spent in congestion. Factors considered in this include average household income levels; amount of local, inter city and truck travel; and distribution of personal and business travel. Analysis is made of traffic from when the South Mountain Freeway would finish construction and be fully open to the design year of 2030. The analysis shows that the savings in time for the traveling public is valued at over \$400 million per year if the South Mountain Freeway is constructed.

How do the alternatives differ in operational-related impacts?

All alternatives, when operating, would have similar kinds and levels of impacts on economic resources. Differences in travel time impacts would be primarily between the No Action Alternative and the action alternatives because they all would be designed to accomplish the same objective in the region – reduce congestion and travel times.

What if the project was not constructed?

No project-specific impacts would be experienced. However, urban growth is projected to continue in the Western Section. As indicated above, if the South Mountain Freeway is constructed, the travel time savings to the public is over \$400 million per year. If it is not constructed, there will be a cost to the public for the increased travel times experienced. These increased travel times will be a result of increased congestion on the surface streets and nearby freeways.

Are there any specific and/or unique impacts from the build alternatives?

Depending on the alignment, the Western Section alternatives could affect several unique manufacturing operations including the Holsum Bakery and Bay State Milling Company. Interruption of operations during relocation could have detrimental effects on these businesses. In addition, the Western Section alternatives further reduce the presence of dairy farms in Maricopa County, moving this industry further from the metropolitan area.

Are there things that could be done to reduce or avoid impacts?

Through design refinements, minor re-alignments or adjustments to freeway design may reduce displacements. Current alignment design does represent some adjustments.

Reductions in local tax revenues resulting from land purchase by a public agency, such as ADOT, are generally not mitigated. However, the combination of business benefits and benefits to the traveling public are anticipated to offset these adverse impacts.



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What can be done to reduce construction impacts?

Although construction activities may affect travel patterns, current plans would allow access to existing neighborhoods and businesses to be maintained throughout the construction process. Proper directional signage would be used to redirect motorists.

What can be done to reduce social and economic impacts once the freeway is operating?

Once the freeway is operating, the displacement impacts and tax base impacts would have already occurred. The remaining economic impacts would be positive in nature.

Are the conclusions presented in this summary final?

It is quite likely that quantitative findings relative to impacts are subject to change. The reasons for future changes which will be presented to the public during the Draft EIS, Final EIS and Final Design stages are based on the following:

- Refinement in design features through the design process.
- Updated aerial photography as it relates to rapid growth in the Western Section of the Study Area.
- On-going communications with the City of Phoenix regarding measures to minimize harm to South Mountain Park/Preserve.
- On-going communications with GRIC in regards to granting permission to study action alternatives on GRIC lands.
- Potential updates to traffic forecasts as updated regularly by MAG.
- Potential updates with regards to the special 2005 survey to augment the 2000 Census.
- As design progresses, cost estimates for construction, right-of-way acquisition, relocation and mitigation will be updated on a regular basis.

However, even with these factors affecting findings, it is anticipated the affects would be equal among the alternatives and consequently impacts would be comparatively the same. This assumption would be confirmed if and when such changes were to occur.

As a member of the Citizens Advisory Team, how can you review the entire technical report?

The complete technical report is available for review by making an appointment with Mike Bruder or Ralph Ellis at 602-712-7545.

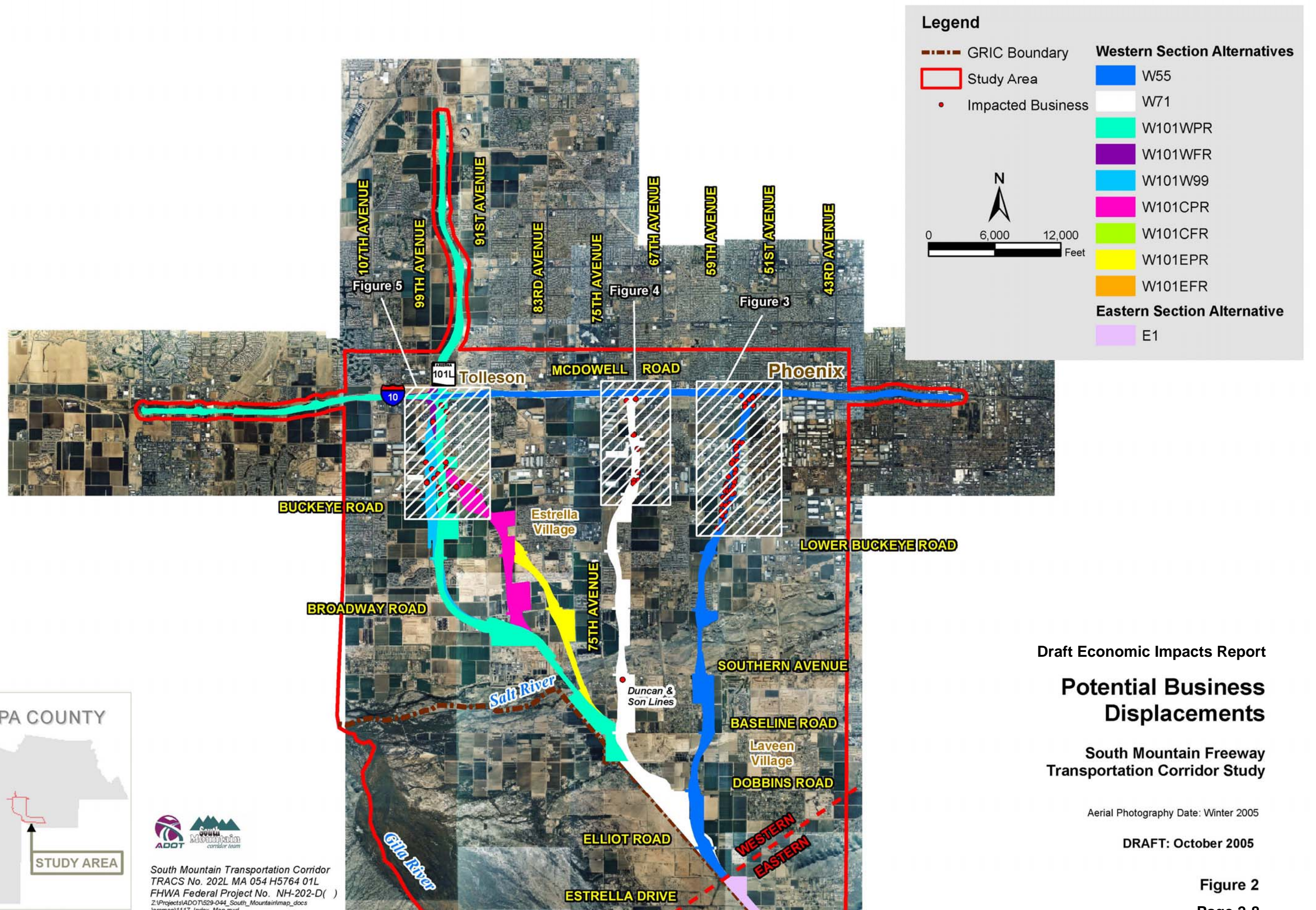
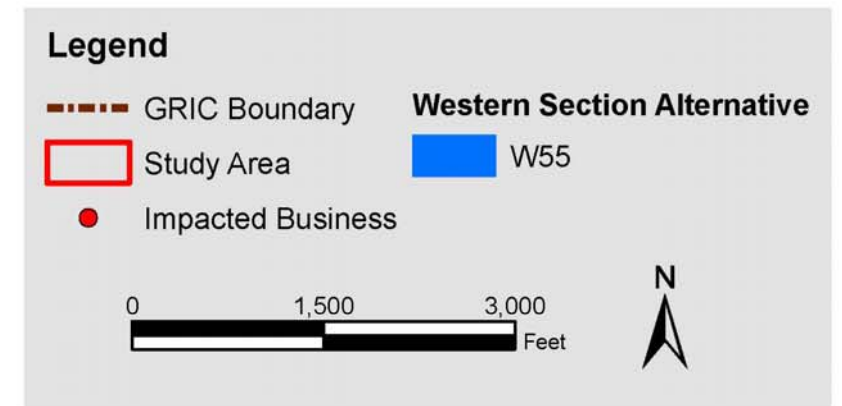
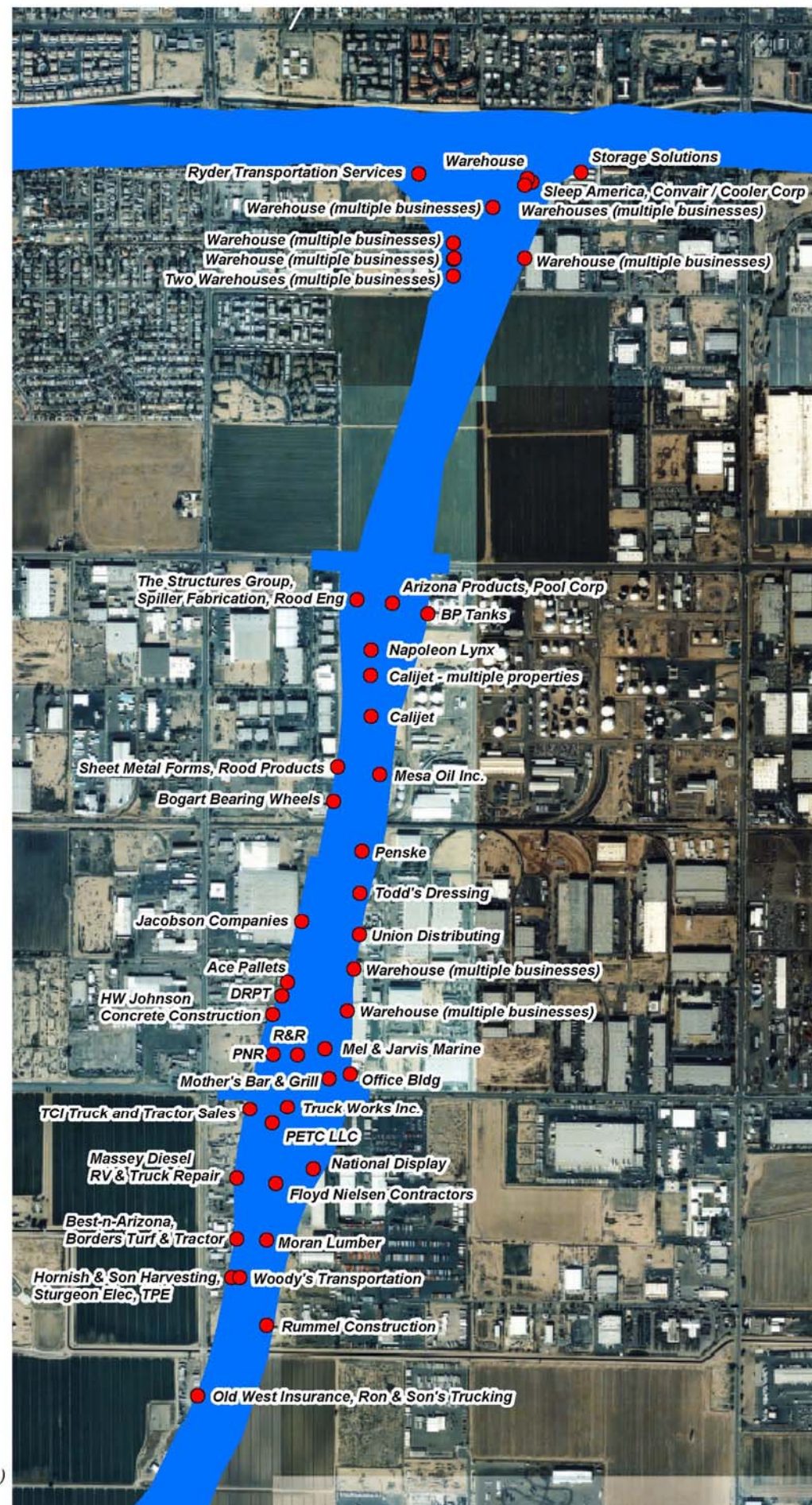


Figure 2



South Mountain Transportation Corridor
TRACS No. 202L MA 054 H5764 01L
FHWA Federal Project No. NH-202-D()
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wrcmap1117_Alignment_W55.mxd



Note: No other impacted businesses in this alignment

Draft Economic Impacts Report

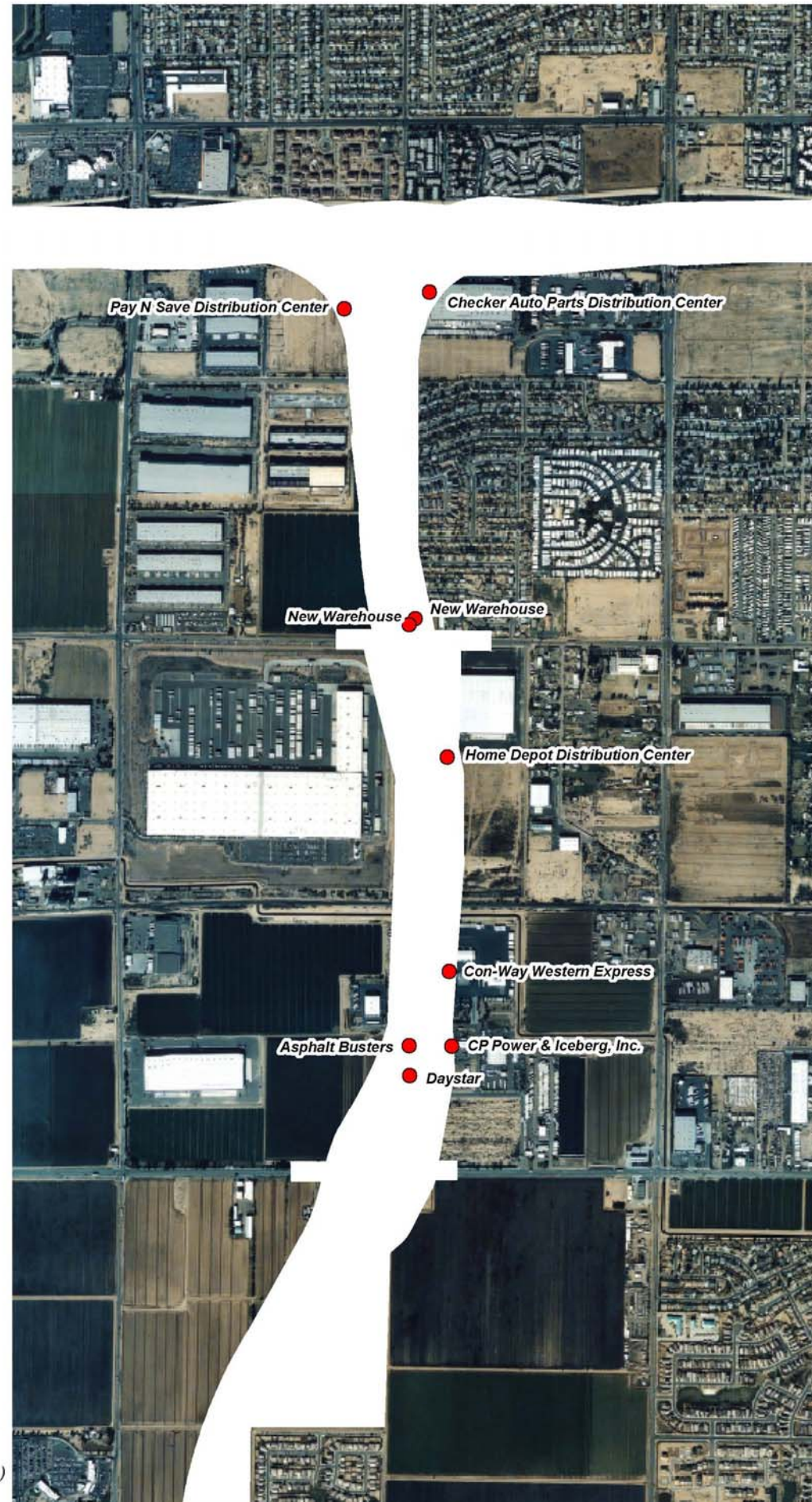
Potential Business Displacements

South Mountain Freeway Transportation Corridor Study

Aerial Photography Date: Winter 2005

DRAFT: October 2005

Figure 3



Legend

- GRIC Boundary
- Study Area
- Impacted Business

Western Section Alternatives

W71

0 1,500 3,000
Feet



Note: Duncan & Son Lines business is located in this alignment but outside the parameters of the figure, near the Salt River



South Mountain Transportation Corridor
TRACS No. 202L MA 054 H5764 01L
FHWA Federal Project No. NH-202-D()
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wrcmap11117_Alignment_W71.mxd

Draft Economic Impacts Report Potential Business Displacements

South Mountain Freeway Transportation Corridor Study

Aerial Photography Date: Winter 2005

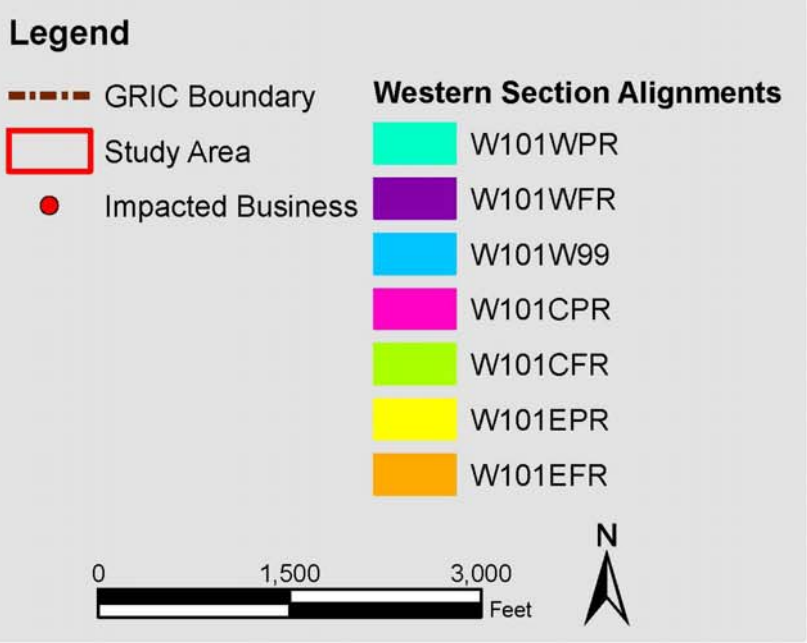
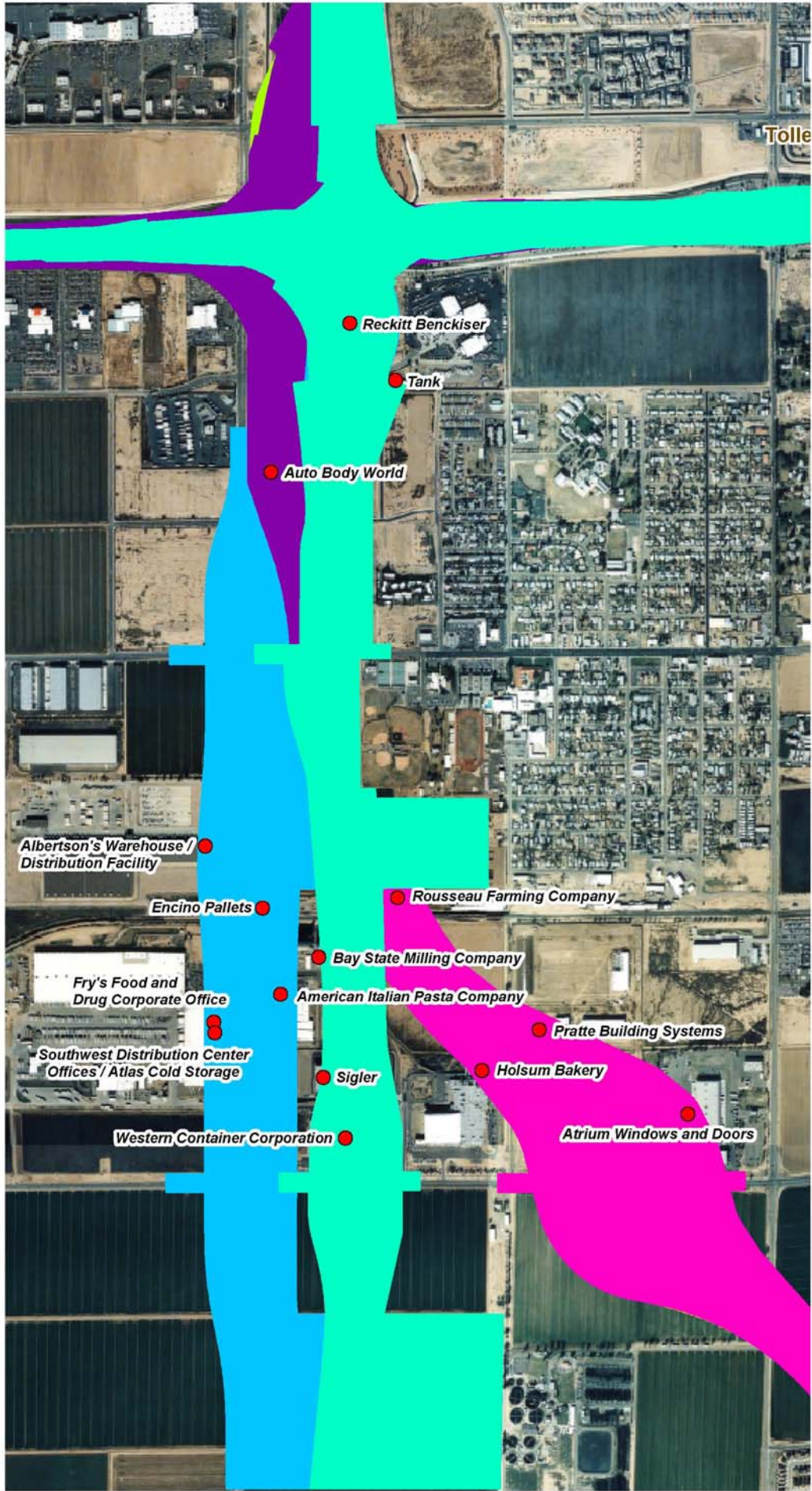
DRAFT: October 2005

Figure 4

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South Mountain Transportation Corridor
TRACS No. 202L MA 054 H5764 01L
FHWA Federal Project No. NH-202-D()
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wrcmap11117_Alignment_W101.mxd



Note: No other impacted businesses in this alignment

Draft Economic Impacts Report

Potential Business Displacements

South Mountain Freeway
Transportation Corridor Study

Aerial Photography Date: Winter 2005

DRAFT: October 2005

Figure 5

Table 1. Reductions in Local Annual Property Tax Revenues Resulting from ROW Acquisition, Current Land Use

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
Phoenix									
Western Section									
W101CFR	\$18,307	\$50,473	\$10,250	\$ -	\$52,556	\$9,329	\$27,983	\$ -	\$168,898
W101CPR	\$18,446	\$50,473	\$10,250	\$ -	\$53,176	\$9,329	\$28,936	\$ -	\$170,609
W101EFR	\$16,350	\$3,000	\$12,533	\$997	\$70,623	\$9,329	\$34,557	\$ -	\$147,388
W101EPR	\$16,490	\$3,000	\$12,533	\$997	\$71,243	\$9,329	\$35,510	\$ -	\$149,101
W101W99	\$19,613	\$50,473	\$10,250	\$ -	\$80,780	\$9,329	\$23,483	\$ -	\$193,927
W101WFR	\$18,305	\$50,473	\$10,250	\$ -	\$80,015	\$9,329	\$22,144	\$ -	\$190,516
W101WPR	\$18,445	\$50,473	\$10,250	\$ -	\$80,625	\$9,329	\$23,212	\$ -	\$192,335
W55	\$10,530	\$13,567	\$444,752	\$385	\$46,892	\$21,314	\$19,280	\$ -	\$556,720
W71	\$12,754	\$13,590	\$358,785	\$1	\$142,138	\$24,097	\$42,693	\$ -	\$594,057
Eastern Section									
E1	\$3,144	\$45	\$24,520	\$ -	\$105,345	\$3,581	\$3,388	\$ -	\$140,023
Tolleson									
Western Section									
W101CFR	\$2,161	\$ -	\$126,569	\$ -	\$ -	\$ -	\$10,514	\$ -	\$139,244
W101CPR	\$2,306	\$ -	\$161,561	\$ -	\$ -	\$ -	\$8,692	\$ -	\$172,559
W101EFR	\$2,161	\$ -	\$126,569	\$ -	\$ -	\$ -	\$10,514	\$ -	\$139,244
W101EPR	\$2,306	\$ -	\$161,561	\$ -	\$ -	\$ -	\$8,692	\$ -	\$172,559
W101W99	\$2,483	\$ -	\$221,148	\$ -	\$ -	\$ -	\$2,084	\$ -	\$225,715
W101WFR	\$1,749	\$ -	\$173,821	\$ -	\$ -	\$ -	\$3,922	\$ -	\$179,492
W101WPR	\$1,894	\$ -	\$208,813	\$ -	\$ -	\$ -	\$2,129	\$ -	\$212,837
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avondale									
Western Section									
W101CFR	\$212	\$8,431	\$ -	\$ -	\$281	\$ -	\$674	\$ -	\$9,598
W101CPR	\$165	\$1,000	\$ -	\$ -	\$281	\$ -	\$672	\$ -	\$2,118
W101EFR	\$212	\$8,431	\$ -	\$ -	\$281	\$ -	\$674	\$ -	\$9,598
W101EPR	\$165	\$1,000	\$ -	\$ -	\$281	\$ -	\$672	\$ -	\$2,118
W101W99	\$414	\$3,227	\$25	\$ -	\$281	\$ -	\$672	\$ -	\$4,619

Table 1. Reductions in Local Annual Property Tax Revenues Resulting from ROW Acquisition,
Current Land Use

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
W101WFR	\$212	\$8,431	\$ -	\$ -	\$281	\$ -	\$674	\$ -	\$9,598
W101WPR	\$165	\$1,000	\$ -	\$ -	\$281	\$ -	\$672	\$ -	\$2,118
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 2. Reductions in Annual Retail Sales Tax Revenues Resulting from ROW Acquisition, Current Conditions

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
Phoenix									
Western Section									
W101CFR	\$ -	\$1,001,329	\$35,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,036,464
W101CPR	\$ -	\$1,001,329	\$35,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,036,464
W101EFR	\$ -	\$59,512	\$42,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$102,473
W101EPR	\$ -	\$59,512	\$42,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$102,473
W101W99	\$ -	\$1,001,329	\$35,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,036,464
W101WFR	\$ -	\$1,001,329	\$35,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,036,464
W101WPR	\$ -	\$1,001,329	\$35,135	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,036,464
W55	\$ -	\$269,155	\$1,524,587	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,793,743
W71	\$ -	\$269,606	\$1,229,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,499,502
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Tolleson									
Western Section									
W101CFR	\$ -	\$ -	\$433,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$433,871
W101CPR	\$ -	\$ -	\$553,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$553,823
W101EFR	\$ -	\$ -	\$433,871	\$ -	\$ -	\$ -	\$ -	\$ -	\$433,871
W101EPR	\$ -	\$ -	\$553,823	\$ -	\$ -	\$ -	\$ -	\$ -	\$553,823
W101W99	\$ -	\$ -	\$758,083	\$ -	\$ -	\$ -	\$ -	\$ -	\$758,083
W101WFR	\$ -	\$ -	\$595,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$595,849
W101WPR	\$ -	\$ -	\$715,802	\$ -	\$ -	\$ -	\$ -	\$ -	\$715,802
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avondale									
Western Section									
W101CFR	\$ -	\$167,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$167,264
W101CPR	\$ -	\$19,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$19,837
W101EFR	\$ -	\$167,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$167,264
W101EPR	\$ -	\$19,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$19,837

Table 2. Reductions in Annual Retail Sales Tax Revenues Resulting from ROW Acquisition, Current Conditions

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
W101W99	\$ -	\$64,020	\$85	\$ -	\$ -	\$ -	\$ -	\$ -	\$64,105
W101WFR	\$ -	\$167,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$167,264
W101WPR	\$ -	\$19,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$19,837
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 3. Reductions in Local Annual Property Tax Revenues Resulting from ROW Acquisition, Future Land Use

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
Phoenix									
Western Section									
W101CFR	\$ -	\$372,699	\$196,057	\$ -	\$914,019	\$ -	\$ -	\$ -	\$1,482,775
W101CPR	\$ -	\$368,154	\$210,948	\$ -	\$917,892	\$ -	\$ -	\$ -	\$1,496,993
W101EFR	\$ -	\$372,699	\$208,466	\$ -	\$917,892	\$ -	\$ -	\$ -	\$1,499,057
W101EPR	\$ -	\$368,154	\$225,838	\$ -	\$921,764	\$ -	\$ -	\$ -	\$1,515,757
W101W99	\$ -	\$584,047	\$322,626	\$ -	\$827,845	\$6,842	\$ -	\$ -	\$1,741,360
W101WFR	\$ -	\$522,688	\$248,174	\$ -	\$812,353	\$4,562	\$ -	\$ -	\$1,587,777
W101WPR	\$ -	\$522,688	\$265,546	\$ -	\$816,226	\$4,562	\$ -	\$ -	\$1,609,022
W55	\$ -	\$859,026	\$632,843	\$ -	\$170,410	\$104,918	\$ -	\$ -	\$1,767,197
W71	\$ -	\$343,156	\$583,208	\$ -	\$790,084	\$12,545	\$ -	\$ -	\$1,728,993
Eastern Section									
E1	\$ -	\$229,528	\$37,226	\$ -	\$336,948	\$9,123	\$ -	\$ -	\$612,825
Tolleson									
Western Section									
W101CFR	\$ -	\$362,723	\$355,782	\$ -	\$49,283	\$ -	\$ -	\$ -	\$767,788
W101CPR	\$ -	\$375,813	\$377,373	\$ -	\$49,283	\$ -	\$ -	\$ -	\$802,469
W101EFR	\$ -	\$362,723	\$355,782	\$ -	\$49,283	\$ -	\$ -	\$ -	\$767,788
W101EPR	\$ -	\$375,790	\$377,373	\$ -	\$49,283	\$ -	\$ -	\$ -	\$802,446
W101W99	\$ -	\$434,285	\$330,791	\$ -	\$31,545	\$ -	\$ -	\$ -	\$796,622
W101WFR	\$ -	\$362,268	\$235,244	\$ -	\$49,419	\$ -	\$ -	\$ -	\$646,931
W101WPR	\$ -	\$375,835	\$256,835	\$ -	\$49,419	\$ -	\$ -	\$ -	\$682,089
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avondale									
Western Section									
W101CFR	\$ -	\$90,425	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$95,317
W101CPR	\$ -	\$65,381	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$70,274
W101EFR	\$ -	\$90,425	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$95,317
W101EPR	\$ -	\$65,381	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$70,274
W101W99	\$ -	\$85,834	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$90,727

Table 3. Reductions in Local Annual Property Tax Revenues Resulting from ROW Acquisition, Future Land Use

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
W101WFR	\$ -	\$90,425	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$95,317
W101WPR	\$ -	\$65,381	\$ -	\$ -	\$ -	\$4,892	\$ -	\$ -	\$70,274
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 4. Reductions in Annual Retail Sales Tax Revenues Resulting from Right-of-Way Acquisition, Future Land Use

Action Alternative/ Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
Phoenix									
Western Section									
W101CFR	\$ -	\$7,393,874	\$672,074	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,065,949
W101CPR	\$ -	\$7,303,705	\$723,118	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,026,823
W101EFR	\$ -	\$7,393,874	\$714,611	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,108,485
W101EPR	\$ -	\$7,303,705	\$774,161	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,077,867
W101W99	\$ -	\$11,586,742	\$1,105,945	\$ -	\$ -	\$ -	\$ -	\$ -	\$12,692,687
W101WFR	\$ -	\$10,369,458	\$850,727	\$ -	\$ -	\$ -	\$ -	\$ -	\$11,220,185
W101WPR	\$ -	\$10,369,458	\$910,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$11,279,736
W55	\$ -	\$17,041,97	\$2,169,353	\$ -	\$ -	\$ -	\$ -	\$ -	\$19,211,332
W71	\$ -	\$6,807,775	\$1,999,208	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,806,983
Eastern Section									
E1	\$ -	\$4,553,545	\$127,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$4,681,154
Tolleson									
Western Section									
W101CFR	\$ -	\$7,195,953	\$1,219,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,415,555
W101CPR	\$ -	\$7,455,640	\$1,293,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,749,255
W101EFR	\$ -	\$7,195,953	\$1,219,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,415,555
W101EPR	\$ -	\$7,455,189	\$1,293,615	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,748,805
W101W99	\$ -	\$8,615,667	\$1,133,934	\$ -	\$ -	\$ -	\$ -	\$ -	\$9,749,601
W101WFR	\$ -	\$7,186,936	\$806,404	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,993,340
W101WPR	\$ -	\$7,456,091	\$880,417	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,336,508
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Avondale									
Western Section									
W101CFR	\$ -	\$1,793,916	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,793,916
W101CPR	\$ -	\$1,297,084	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,297,084
W101EFR	\$ -	\$1,793,916	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,793,916
W101EPR	\$ -	\$1,297,084	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,297,084

Table 4. Reductions in Annual Retail Sales Tax Revenues Resulting from Right-of-Way Acquisition, Future Land Use

Action Alternative/Option	Agriculture	Commercial	Industrial	Mining	Single-family	Multi-family	Vacant	Desert	Totals
W101W99	\$ -	\$1,702,845	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,702,845
W101WFR	\$ -	\$1,793,916	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,793,916
W101WPR	\$ -	\$1,297,084	\$ -	\$ -	\$ -		\$ -	\$ -	\$1,297,084
W55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
W71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Eastern Section									
E1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 5. Estimates of Phoenix's Total Tax Revenue Impacts

Property and Sales Tax Combined, \$/year		
Action Alternative/Option	Current Land Use Conditions	Future Land Use Conditions
Western Section		
W101CFR	\$1,205,400	\$9,548,700
W101CPR	\$1,207,100	\$9,523,800
W101EFR	\$249,900	\$9,607,500
W101EPR	\$251,600	\$9,593,600
W101W99	\$1,230,400	\$14,434,000
W101WFR	\$1,227,000	\$12,808,000
W101WPR	\$1,228,800	\$12,888,800
W55	\$2,350,500	\$20,978,500
W71	\$2,093,600	\$10,536,000
Eastern Section		

Table 6. Estimates of Tolleson's Total Tax Revenue Impacts

Action Alternative/ Option	Current Land Use Conditions	Future Land Use Conditions
Western Section		
W101CFR	\$907,000	\$9,183,300
W101CPR	\$975,000	\$9,551,700
W101EFR	\$907,000	\$9,183,300
W101EPR	\$975,000	\$9,551,300
W101W99	\$1,022,300	\$10,546,200
W101WFR	\$826,400	\$8,640,300
W101WPR	\$894,900	\$9,018,600
W55	\$ -	\$ -
W71	\$ -	\$ -
Eastern Section		
E1	\$ -	\$ -

Table 7. Estimates of Avondale's Total Tax Revenue Impacts

Action Alternative/ Option	Current Land Use Conditions	Future Land Use Conditions
Western Section		
W101CFR	\$176,900	\$1,889,200
W101CPR	\$22,000	\$1,367,400
W101EFR	\$176,900	\$1,889,200
W101EPR	\$22,000	\$1,367,400
W101W99	\$68,700	\$1,793,600
W101WFR	\$176,900	\$1,889,200
W101WPR	\$22,000	\$1,367,400
W55	\$ -	\$ -
W71	\$ -	\$ -
Eastern Section		
E1	\$ -	\$ -

Table 8. Economic Benefit of Reduced Regional Traffic Congestion Due to Build Alternatives

Year	Reductions in Delay Compared to No Build, Hours per Year			Economic Benefit Associated with Reduction in Traffic Congestion (Million\$/Year)			Economic Benefit Discounted at 3 Percent (Million\$/Year)		
	W55	W71	W101	W55	W71	W101	W55	W71	W101
2005	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2006	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2007	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2008	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2009	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2010	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2011	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2012	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2013	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2014	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2015	-	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2016	36,004,500	36,231,100	38,255,700	\$585	\$589	\$622	\$423	\$425	\$449
2017	36,724,600	36,955,700	39,020,800	\$597	\$601	\$634	\$419	\$421	\$445
2018	37,459,100	37,694,800	39,801,200	\$609	\$613	\$647	\$415	\$417	\$440
2019	38,208,300	38,448,700	40,597,200	\$621	\$625	\$660	\$410	\$413	\$436
2020	38,972,500	39,217,700	41,409,100	\$633	\$637	\$673	\$406	\$409	\$432
2021	39,752,000	40,002,100	42,237,300	\$646	\$650	\$686	\$403	\$405	\$428
2022	40,547,000	40,802,100	43,082,000	\$659	\$663	\$700	\$399	\$401	\$424
2023	41,357,900	41,618,100	43,943,600	\$672	\$676	\$714	\$395	\$397	\$419
2024	42,185,100	42,450,500	44,822,500	\$686	\$690	\$728	\$391	\$393	\$415
2025	43,028,800	43,299,500	45,718,900	\$699	\$704	\$743	\$387	\$390	\$411
2026	43,889,400	44,165,500	46,633,300	\$713	\$718	\$758	\$383	\$386	\$407
2027	44,767,200	45,048,800	47,566,000	\$727	\$732	\$773	\$380	\$382	\$403
2028	45,662,500	45,949,800	48,517,300	\$742	\$747	\$788	\$376	\$378	\$399
2029	46,575,800	46,868,800	49,487,600	\$757	\$762	\$804	\$372	\$375	\$396
2030	47,507,310	47,806,200	50,477,310	\$772	\$777	\$820	\$369	\$371	\$392
							\$5,927	\$5,964	\$6,297
Assumptions: Value of motorists' time caught in congestion = \$16.25 Number of days per year with congestion = 270									