

MARICOPA ASSOCIATION OF GOVERNMENTS TRANSPORTATION PLAN UPDATE

2023 AG Forum

March 3, 2023

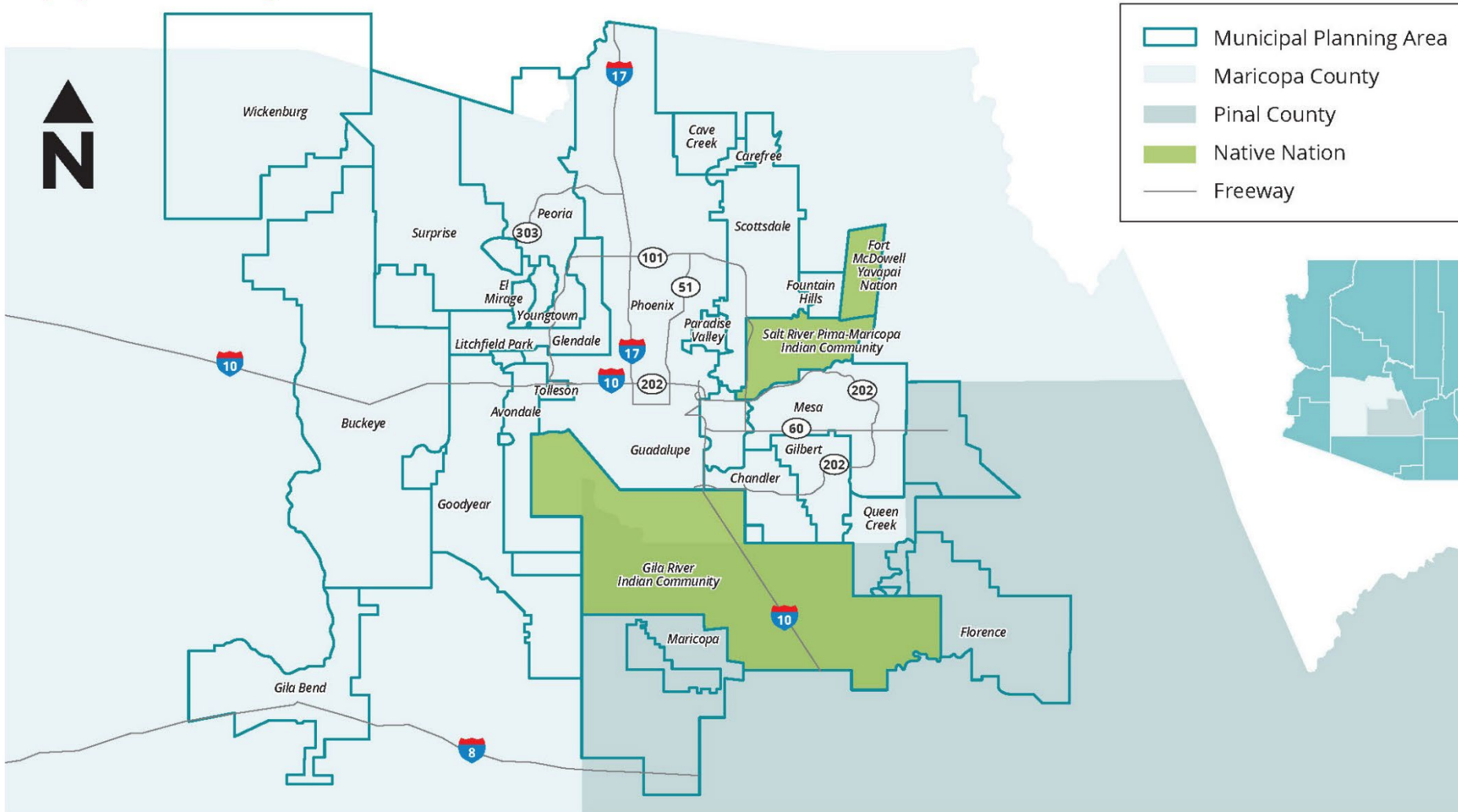


PRESENTATION OVERVIEW

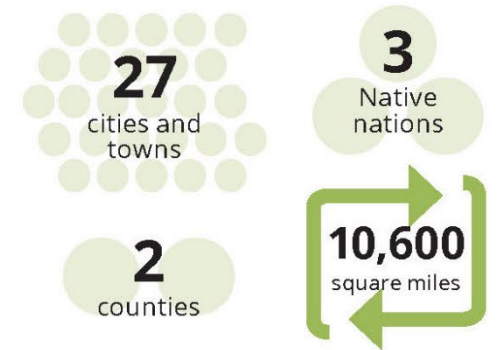
1. Background
2. Investment Plan Overview
3. Program Impacts
 - ▶ Arterial Impacts
 - ▶ Transit Impacts
 - ▶ Freeway Impacts
4. Next Steps

BACKGROUND

Map of MAG Member Agencies



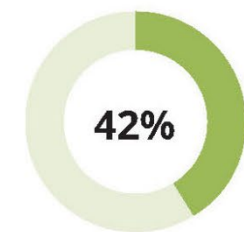
MAG region by the numbers:



Currently
4,735,000
residents




By **2055**, about
7,595,100
residents




are under
the age of
30

MARICOPA COUNTY: 40-YEAR LEGACY OF REGIONAL TRANSPORTATION INVESTMENTS


RETURN TO
MAG HISTORIC FILE
1985



**MARICOPA COUNTY
STATE OF ARIZONA**




**PUBLICITY PAMPHLET
SAMPLE BALLOT 1985**



Proposition to be submitted to the qualified electors of Maricopa County at the


Special
Election

October 8, 1985



Eleccion Especial
El 8 de Octubre de 1985

**TRADUCCIONES AL ESPAÑOL
EMPIEZAN EN LA PAGINA 11**



Compiled and issued by the
Maricopa County Board of Supervisors

Publicity Pamphlet
Sample Ballot


For the

MARICOPA COUNTY
CONTINUATION OF THE ONE-HALF CENT
TRANSPORTATION EXCISE (SALES) TAX ELECTION

Proposition to be submitted to the qualified electors
of the County of Maricopa at the

GENERAL ELECTION
NOVEMBER 2, 2004

(Project Maps on pages 9, 10 & 11)
(Spanish version begins on page 43)



Folleto Publicitario
Boleta de Muestra


Para el

CONDADO DE MARICOPA
ELECCIÓN PARA LA CONTINUACIÓN DE LA
IMPOSICIÓN DEL MEDIO CENTAVO DE IMPUESTOS
(VENTAS) PARA TRANSPORTES

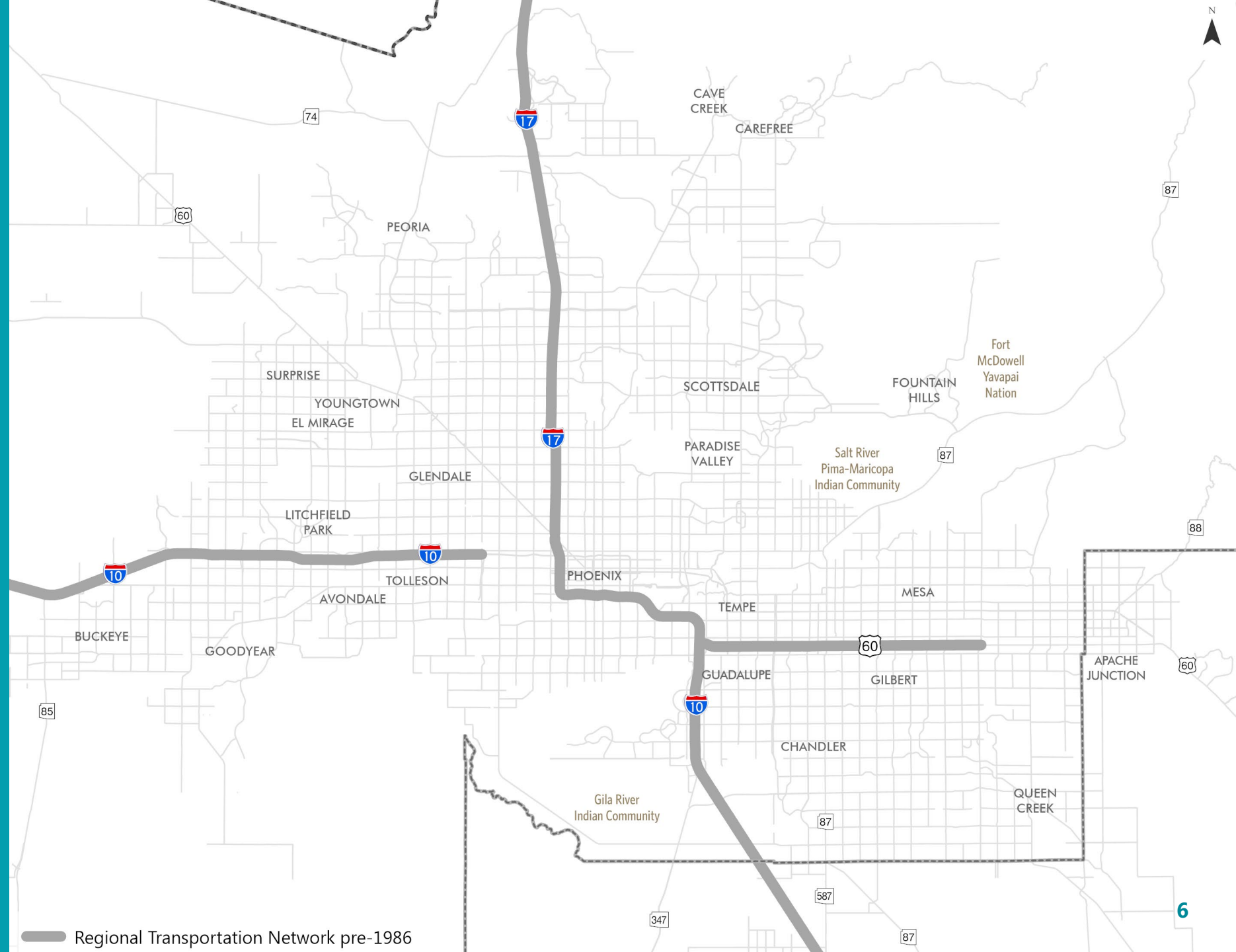
Proposición que será entregada a los electores con derecho
a voto en el Condado de Maricopa en la

ELECCIÓN GENERAL
2 DE NOVIEMBRE DE 2004

(Mapas de los Proyectos en las páginas 51, 52 y 53)
(La versión en español comienza en la página 43)



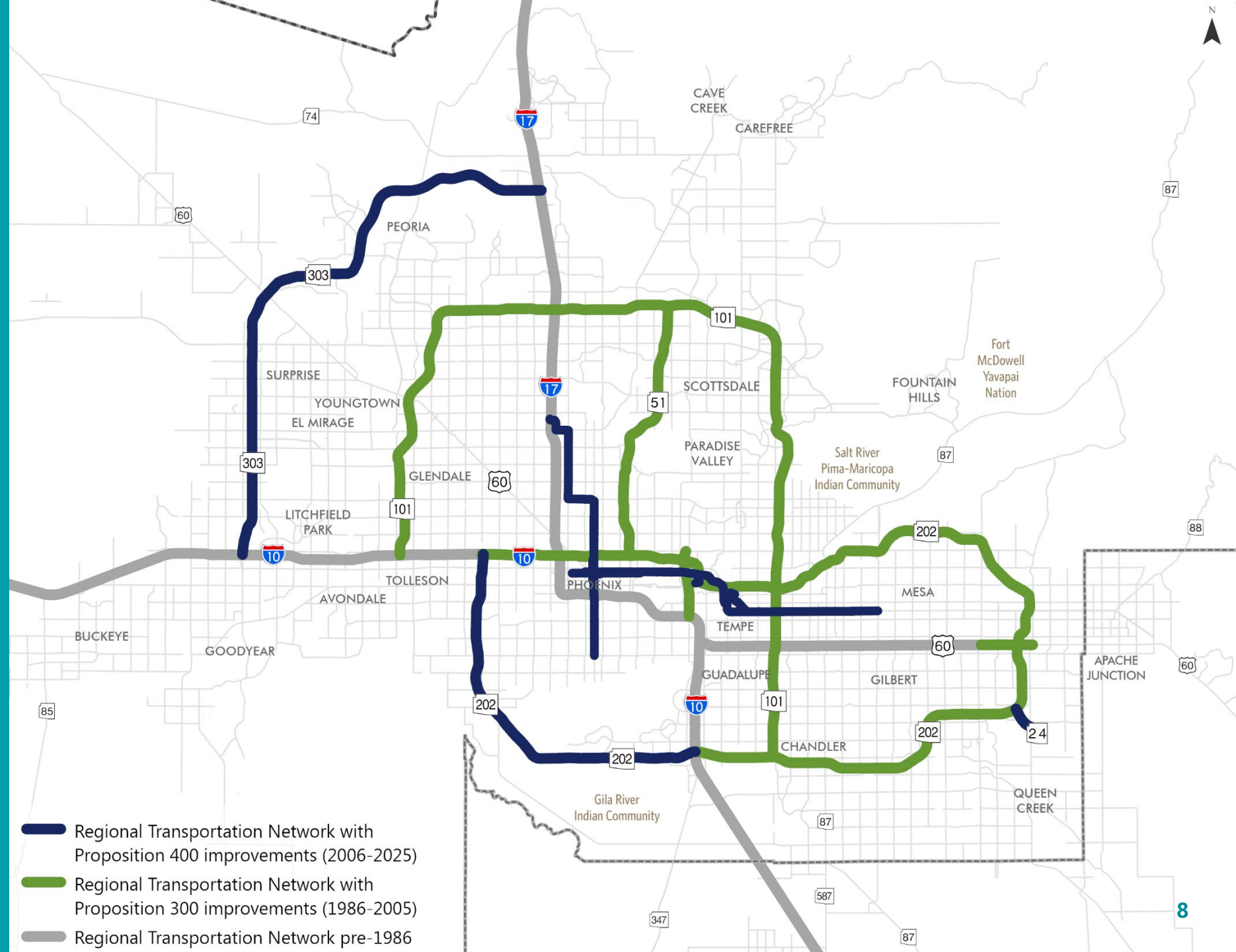
REGIONAL TRANSPORTATION NETWORK: *PRE-1986*



REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 400 (2006 – 2025)*

ADDITIONAL INVESTMENTS:

- 252 miles of new/improved roads
- 7.6 million bus transit revenue miles in FY 2022
- Funding for ADA Paratransit
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements



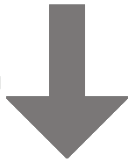
REGIONAL AND STATEWIDE ECONOMIC IMPACTS

Maricopa County Transportation Existing System Benefit

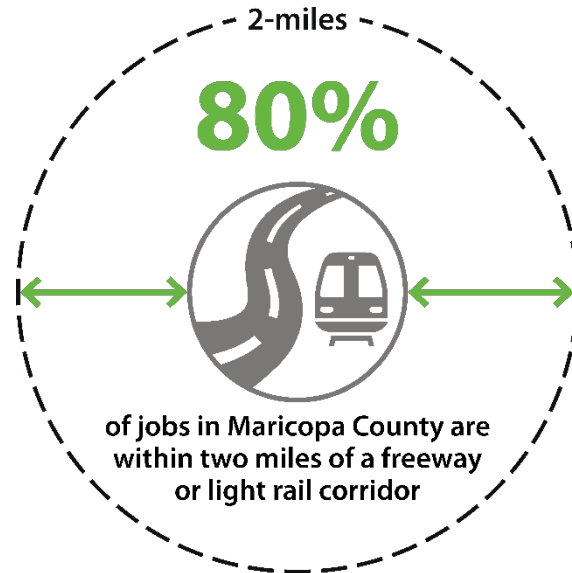
Freeways reduce average travel time by



25%

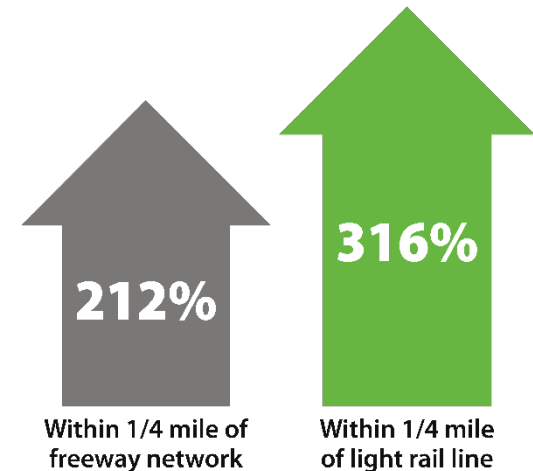


Maricopa Association of Governments 2020



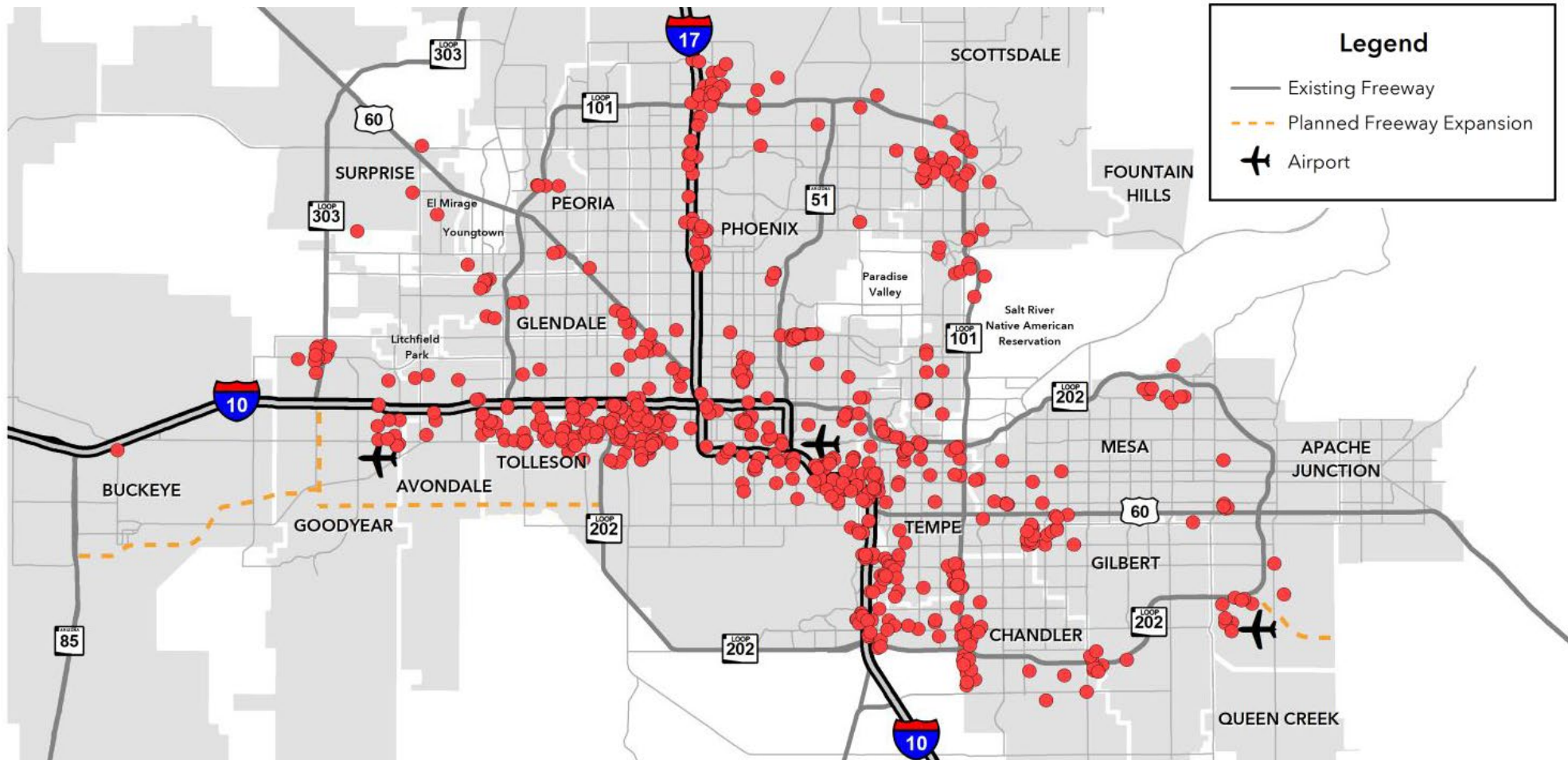
2019 MAG Socioeconomic Projections

2000-2019 Property Value Appreciation in Maricopa County



2000 - 2019 Maricopa County Assessor data

WHY IT MATTERS: GPEC LOCATES NEAR FREEWAY CORRIDORS: FY90 – FY22



WHY DOES IT MATTER: COMMUNITY FEEDBACK

"I agree that investing in regional transportation is a very important priority for the region. Especially in a large city, transportation affects daily life of everyone. Not only is it important for safety while traveling, but also to limit frustration by maintaining the flow of traffic."

-Jayme S.

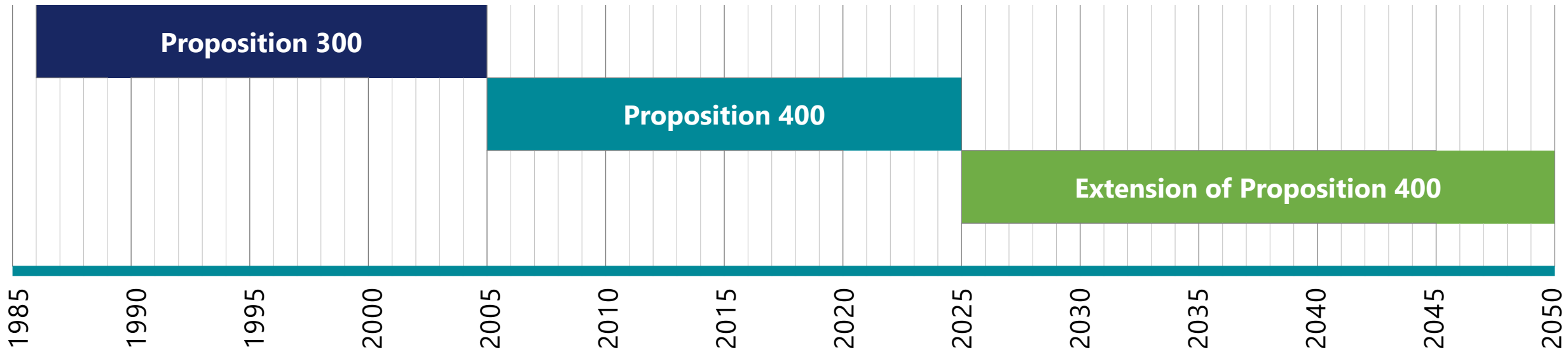
"I've been to and lived in places that have a poor regional transportation system. It ends up costing more in the long run because of accidents, the need for greater safety patrol, more freeway closures to fix roads, insurance rate increases etc. **I'll put my tax dollars in regional transportation to make our roads more desirable and safer.**"

-Chris G.

"Consistency is key because it **gives me confidence to not drive to work some days and take alternate means of transportation.** If transportation was not consistent I wouldn't even consider any other options except driving my car in each day. I have a 9-5 so being on time is very important and consistency in the schedules gives me comfort that I can use it and I will get where I need to be when I need to be there."

-Denzel B.

REGIONAL INVESTMENT PROGRAM HISTORY



EXTENSION OF PROPOSITION 400: INVESTMENT PLAN OVERVIEW

Regional Transportation Plan Goals

SAFETY



Provide for the safety and security of pedestrians, bicyclists, riders and drivers.

MOBILITY



Ensure ease of movement for people and goods throughout the region, providing equitable and appropriate access to essential services and destinations.

RESPONSIVENESS



Expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.

LIVABILITY



Invest in a transportation system that supports health and well-being, and sustains the environment.

PRESERVATION



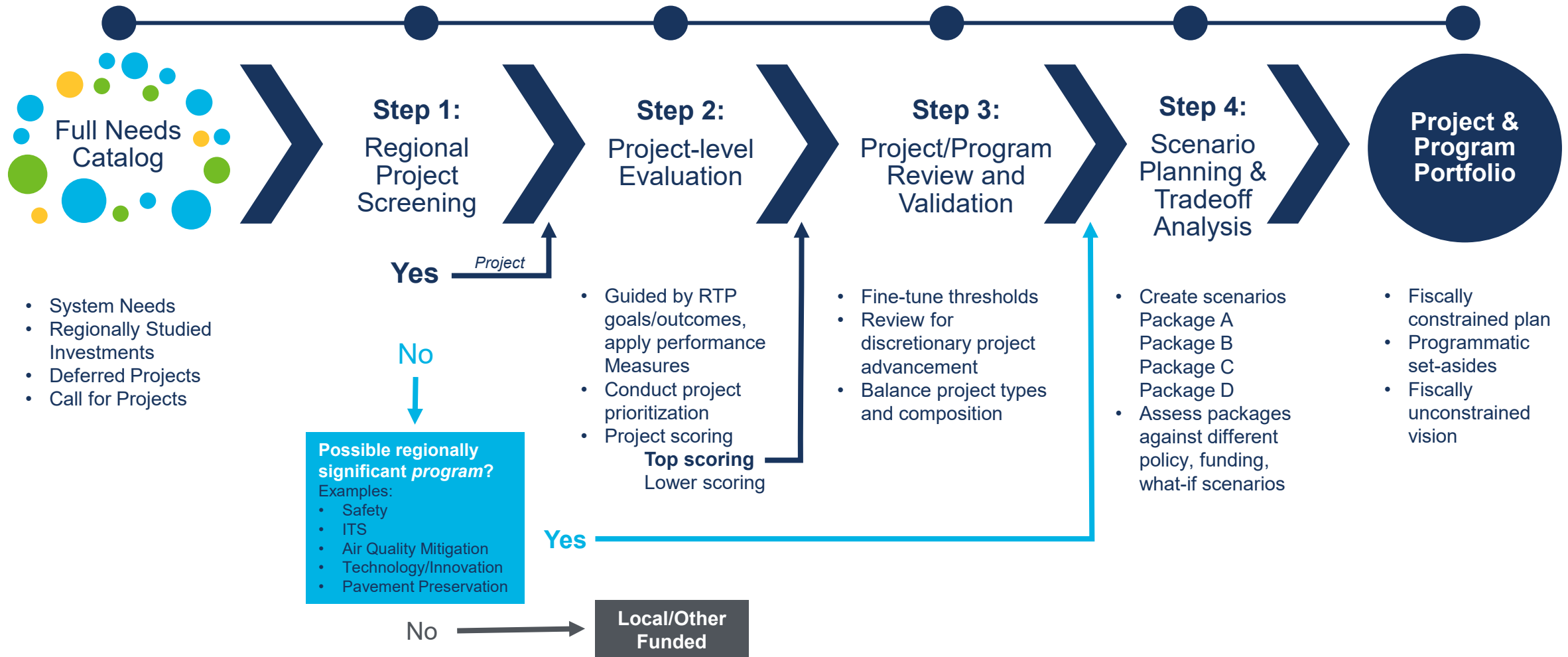
Maintain our region's transportation infrastructure to protect existing investments for the future.

PROSPERITY



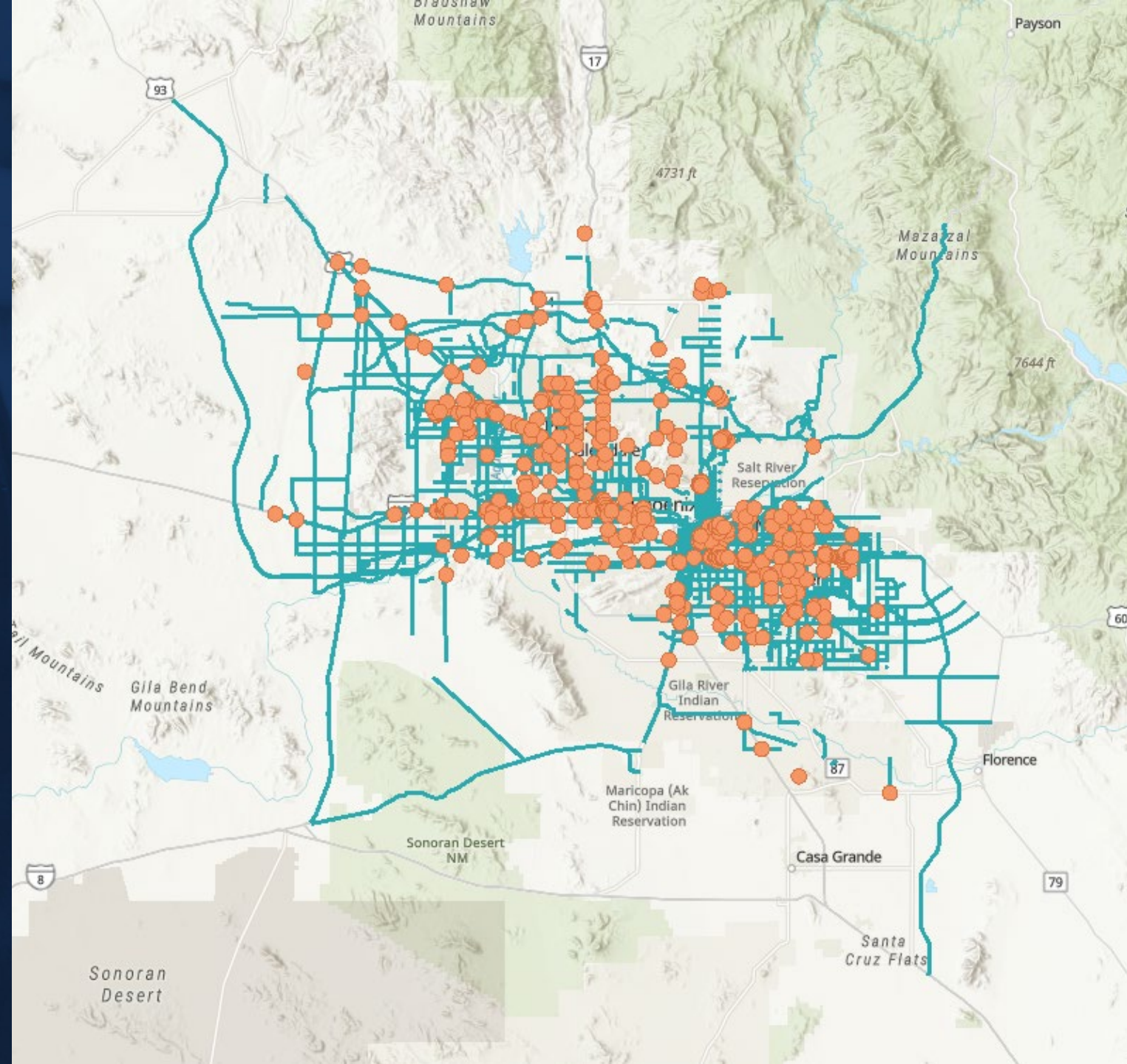
Support economic competitiveness and growth through strategic transportation investments.

Performance-Based Evaluation Process



Starting Point: Needs Catalog

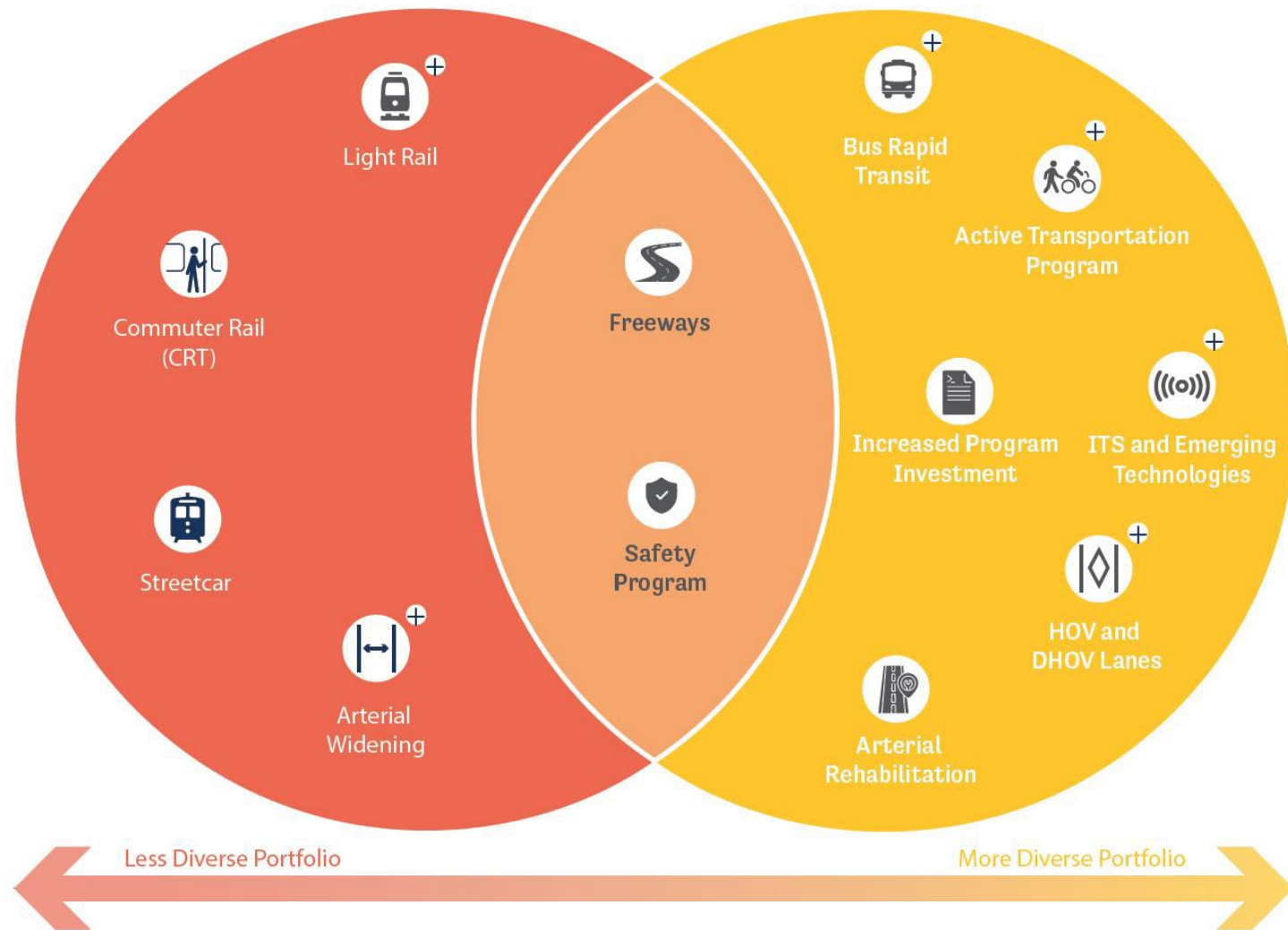
Over \$90 billion of needs exist regionwide.



Scenario Planning & Tradeoff Analysis

Two Different Concepts
Two Different Funding Levels

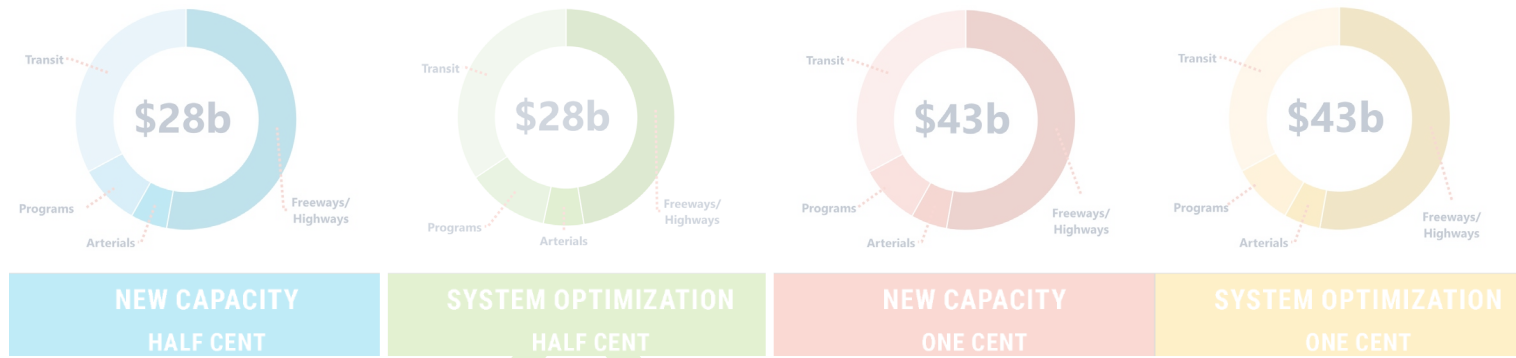
CAPITAL INVESTMENTS NEW CAPACITY VS SYSTEM OPTIMIZATION



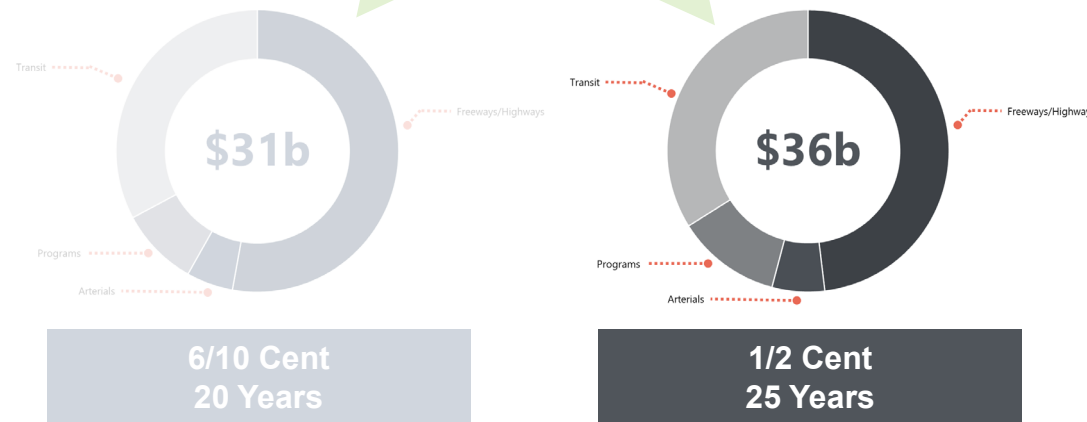
⊕ Element is not unique to the scenario, but is emphasized more than in the other scenario

Scenario Planning & Tradeoff Analysis

May 2021



June 2021



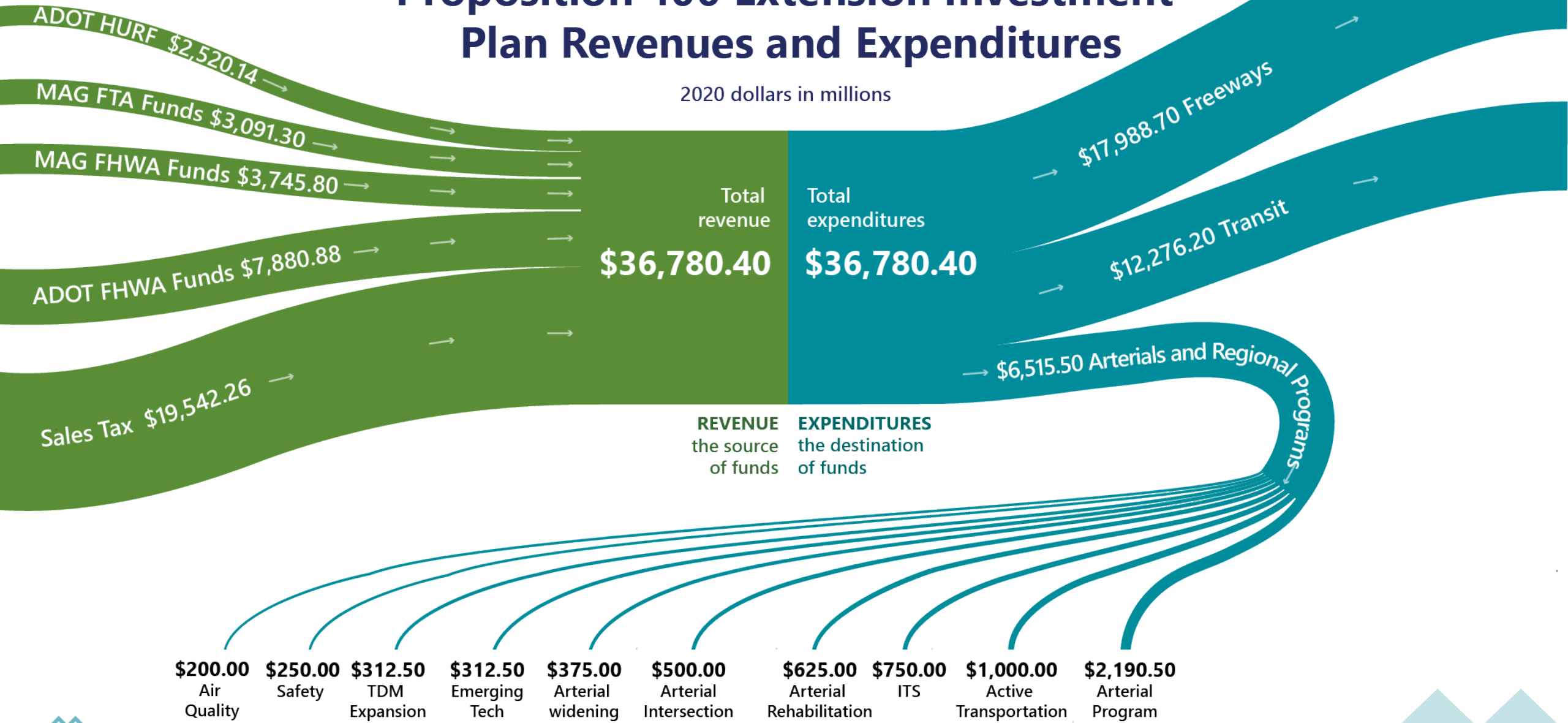
June 23, 2021: Unanimous MAG Regional Council vote to approve the Investment Plan.

July 28, 2021: Unanimous MAG Regional Council vote to approve project phasing and entrance into air quality conformity analysis.

Proposed Investment Plan

Proposition 400 Extension Investment Plan Revenues and Expenditures

2020 dollars in millions




Proposed Investment Plan: By the Numbers

 **367** new freeway/
highway lane miles


 **186** new HOV
lane miles


 **1,300** new or improved
arterial lane miles


 **45** new or improved
traffic interchanges

 **12** new DHOV or system
interchange DHOV ramps

 **4** new or improved
system interchanges

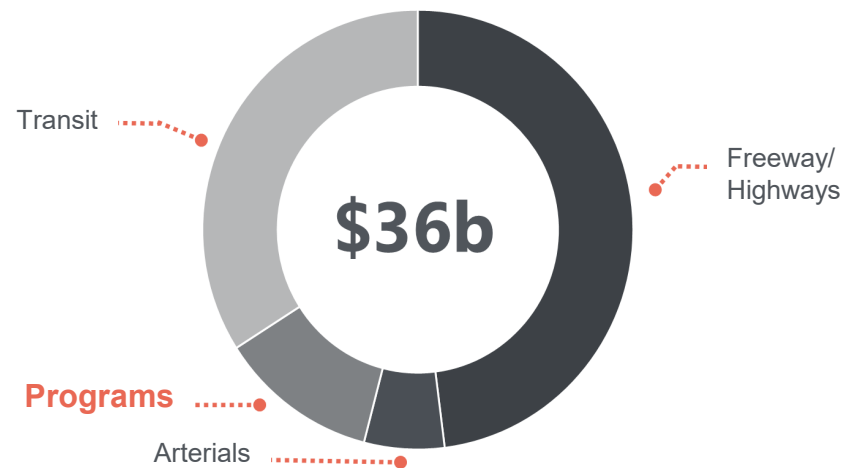
 **11.9** miles of new
light rail

 **36.8** miles of BRT
(bus rapid transit)

 **6.9** miles of new
streetcar

Program Investments

Active Transportation	\$1,000,000,000
Air Quality	\$200,000,000
Arterial Intersection	\$500,000,000
Arterial Rehabilitation	\$625,000,000
Arterial Widening	\$375,000,000
Emerging Tech	\$312,500,000
ITS	\$750,000,000
Safety	\$250,000,000
TDM Expansion	\$312,500,000



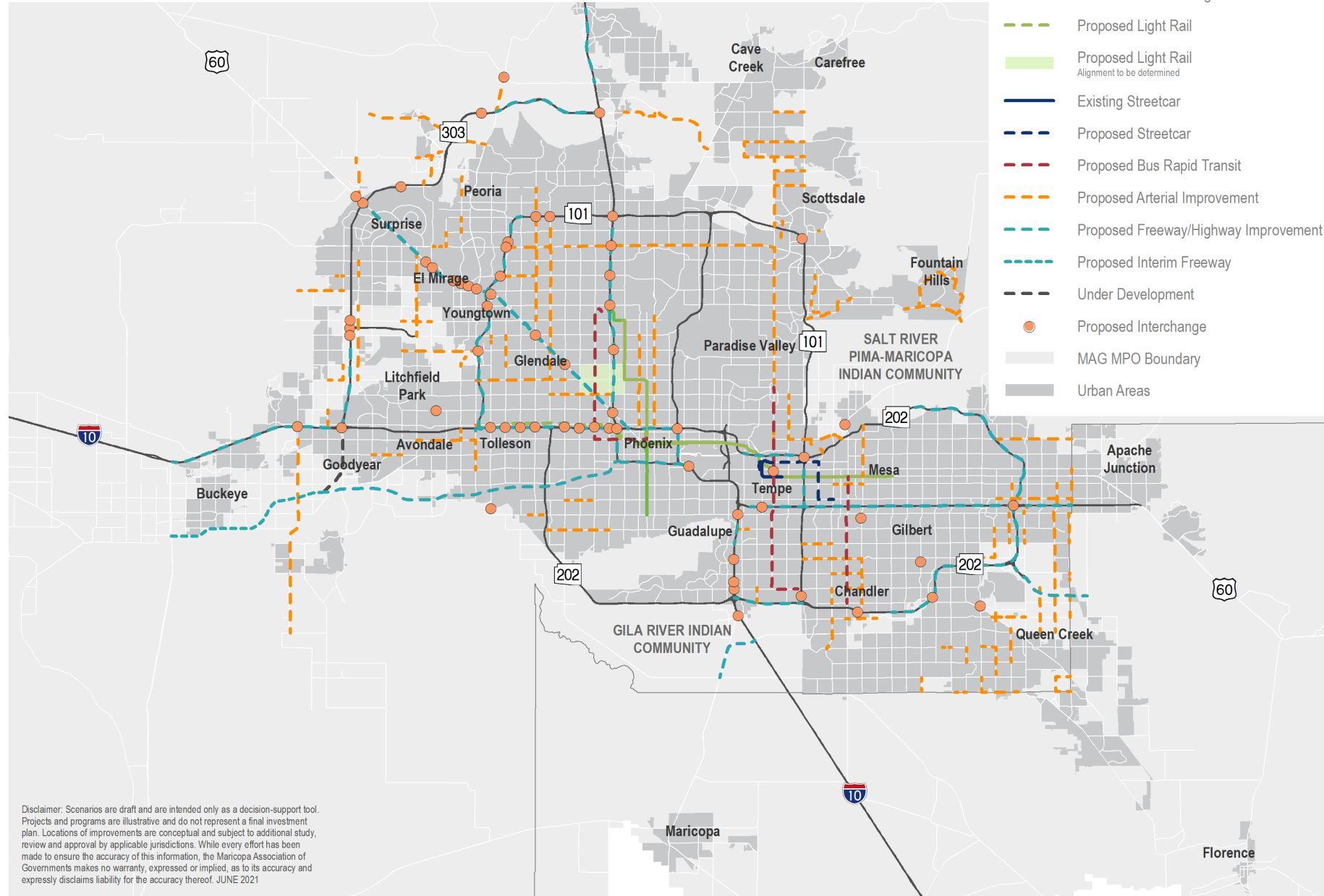
Funding Source	25 years
Sales Tax (1/2 Cent)	\$19.5 b
ADOT HURF	\$2.5 b
MAG FHWA Formula Funds	\$3.7 b
MAG FTA Formula Funds	\$3.1 b
ADOT FHWA Formula Funds	\$7.9 b
Total	\$36.7 b

Draft | Illustrative Purposes Only

Investment Plan Projects

1/2 CENT 25 YEARS

DRAFT
Illustrative
Purposes
Only



Disclaimer: Scenarios are draft and are intended only as a decision-support tool. Projects and programs are illustrative and do not represent a final investment plan. Locations of improvements are conceptual and subject to additional study, review and approval by applicable jurisdictions. While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. JUNE 2021



LOOP 303 (ESTRELLA FREEWAY): LAKE PLEASANT PARKWAY TO I-17

TYPE:
Widen/System Interchange

STATUS:
Planned

PHASE:
Scoping/
Predesign

PROGRAM:
Proposition 400
Extension

- Project to construct new traffic interchanges at 51st and 43rd Avenues and extend the Loop 303 through the new traffic interchange areas scheduled for summer 2022.
- Completion of the mainline and the Loop 303 (Estrella Freeway)/ I-17 system interchange planned as two separate projects.
- Final design of the Loop 303 (Estrella Freeway)/ I-17 system interchange anticipated to start in 2023.
- Improvements are needed to support the new development in the area, including the Tiawanese Semiconductor Manufacturing Company facility.



SCHEDULE	--	--	--	Phase I	--
CURRENT STEP	PREDESIGN	DESIGN	RIGHT OF WAY	CONSTRUCTION	OPEN TO TRAFFIC
BUDGET (\$2021)	--	--	--	\$334,525,000	

SR 24 (GATEWAY FREEWAY): LOOP 202 (SANTAN FREEWAY) TO IRONWOOD ROAD

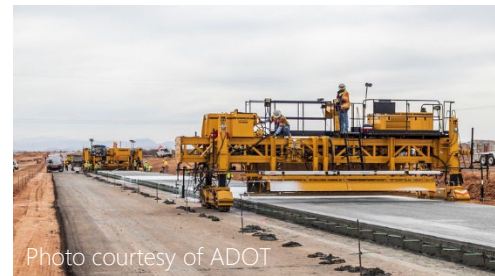
TYPE:
Widen

STATUS:
Planned

PHASE:
Final Design

PROGRAM:
Proposition 400
Extension

- Completes the freeway as a limited access facility with three general purpose lanes in each direction.
- A fourth general purpose lane as part of a separate project (Phase V).
- is needed for the rapid growth in the southeast valley.



SCHEDULE	--	--	--	Phase I/Phase V	--
CURRENT STEP	PREDESIGN	DESIGN	RIGHT OF WAY	CONSTRUCTION	OPEN TO TRAFFIC
BUDGET (\$2020)	--	--	--	\$148,400,000	

SR 24 (GATEWAY FREEWAY): LOOP 202 (SANTAN FREEWAY) TO IRONWOOD ROAD

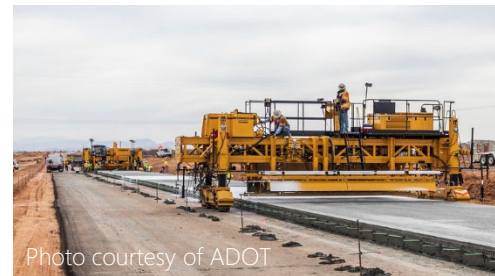
TYPE:
Widen

STATUS:
Planned

PHASE:
Final Design

PROGRAM:
Proposition 400
Extension

- Completes the freeway as a limited access facility with three general purpose lanes in each direction.
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SCHEDULE	--	--	--	Phase I/Phase V	--
CURRENT STEP	PREDESIGN	DESIGN	RIGHT OF WAY	CONSTRUCTION	OPEN TO TRAFFIC
BUDGET (\$2020)	--	--	--	\$148,400,000	

STATE ROUTE 30 (TRES RIOS FREEWAY): FULL CORRIDOR



WEST

Construction of:

- New interim freeway facility between SR 85 to SR 303L ("west segment").

Planned
\$878,256,000
5 Phase V

- One general purpose lane in each direction between SR 85 to east of MC 85 with at-grade arterial intersections.
- Two general purpose lanes east of MC 85 in each direction with a new interchange at Jackrabbit Trail.
- Three general purpose lanes from the Loop 303 interchange ramps to Cotton Lane.

CENTER

Construction of:

- New freeway facility between Loop 202 to Loop 303 with three general purpose lanes in each direction.

5 Segments
\$2,665,163,749
1 Phase I

- Ramp connections to Loop 202 and Loop 303.
- Implementation planned through five segments.
- Right of way acquisition and scoping will be completed under Proposition 400.

EAST

- Corridor Recommendation Report completed in September 2021.

Planned
\$2,100,000,000
5 Phase IV

- Construction of a new freeway facility between Loop 202 and I-17 ("eastern segment") with three general purpose lanes in each direction.

Enabling Legislation Introduced

Senate Bill 1356 (Pace, R-Mesa)
House Bill 2598 (Carroll, R-Sun City West)
(transportation tax; election; Maricopa County)

REFERENCE TITLE: transportation tax; election; Maricopa county

State of Arizona
Senate
Fifty-fifth Legislature
Second Regular Session
2022

SB 1356

Introduced by
Senator Pace: Representative Carroll

AN ACT

AMENDING SECTIONS 28-304, 28-6301, 28-6302, 28-6303, 28-6304, 28-6305 AND 28-6306, ARIZONA REVISED STATUTES; REPEALING SECTION 28-6307, ARIZONA REVISED STATUTES; AMENDING SECTION 28-6308, ARIZONA REVISED STATUTES; REPEALING SECTIONS 28-6309, 28-6310, 28-6311 AND 28-6312, ARIZONA REVISED STATUTES; AMENDING SECTIONS 28-6313 AND 28-6351, ARIZONA REVISED STATUTES; REPEALING SECTIONS 28-6352, 28-6353, 28-6354 AND 28-6355, ARIZONA REVISED STATUTES; AMENDING TITLE 28, CHAPTER 17, ARTICLE 2, ARIZONA REVISED STATUTES, BY ADDING A NEW SECTION 28-6352; AMENDING SECTIONS 28-6538, 28-6954, 28-7562, 28-7671, 28-7691, 28-7695 AND 42-6105, ARIZONA REVISED STATUTES; AMENDING TITLE 42, CHAPTER 6, ARTICLE 3, ARIZONA REVISED STATUTES, BY ADDING SECTION 42-6105.01; AMENDING SECTIONS 48-5102 AND 48-5103, ARIZONA REVISED STATUTES; REPEALING SECTIONS 48-5106 AND 48-5121, ARIZONA REVISED STATUTES; RELATING TO TRANSPORTATION PLANNING AND FINANCE.

(TEXT OF BILL BEGINS ON NEXT PAGE)

- i -

REFERENCE TITLE: transportation tax; election; Maricopa county.

ona
esentatives
egislature
r Session

HB 2598

Introduced by
Representative Carroll

AN ACT

CTIONS 28-304, 28-6301, 28-6302, 28-6303, 28-6304, 28-6305 AND ZONA REVISED STATUTES; REPEALING SECTION 28-6307, ARIZONA UTES; AMENDING SECTION 28-6308, ARIZONA REVISED STATUTES; TIONS 28-6309, 28-6310, 28-6311 AND 28-6312, ARIZONA REVISED NDING SECTIONS 28-6313 AND 28-6351, ARIZONA REVISED STATUTES; TIONS 28-6352, 28-6353, 28-6354 AND 28-6355, ARIZONA REVISED ENDING TITLE 28, CHAPTER 17, ARTICLE 2, ARIZONA REVISED ADDING A NEW SECTION 28-6352; AMENDING SECTIONS 28-6538, 7562, 28-7671, 28-7691, 28-7695 AND 42-6105, ARIZONA REVISED ENDING TITLE 42, CHAPTER 6, ARTICLE 3, ARIZONA REVISED ADDING SECTION 42-6105.01; AMENDING SECTIONS 48-5102 AND ONA REVISED STATUTES; REPEALING SECTIONS 48-5106 AND 48-5121. ED STATUTES; RELATING TO TRANSPORTATION PLANNING AND FINANCE.

(TEXT OF BILL BEGINS ON NEXT PAGE)

- i -

Regional Funding Portfolio without Proposition 400 Extension

2020 dollars in millions



! MORE THAN HALF OF THE TOTAL REVENUES REMOVED

REVENUE the source of funds
EXPENDITURES the destination of funds

- ? Air Quality
- ? Safety
- ? TDM Expansion
- ? Emerging Tech
- ? Arterial widening
- ? Arterial Intersection
- ? Arterial Rehabilitation
- ? ITS
- ? Active Transportation
- ? Arterial Program

IMPACT OF THE VETO

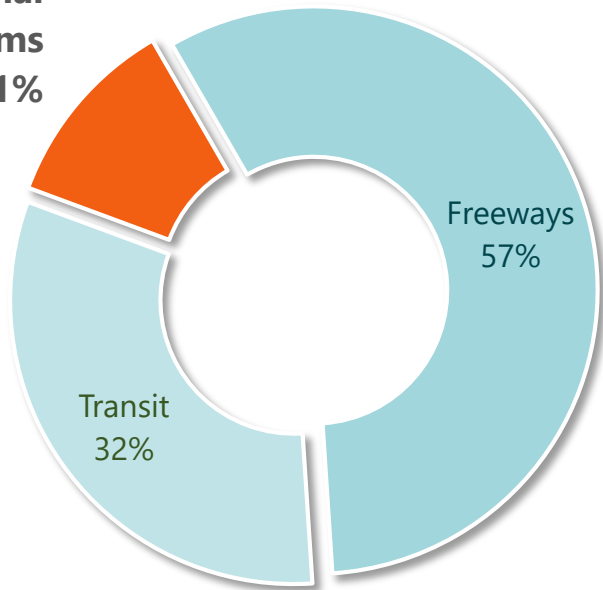


POTENTIAL IMPACTS: ARTERIAL PROGRAM

ARTERIAL INVESTMENTS

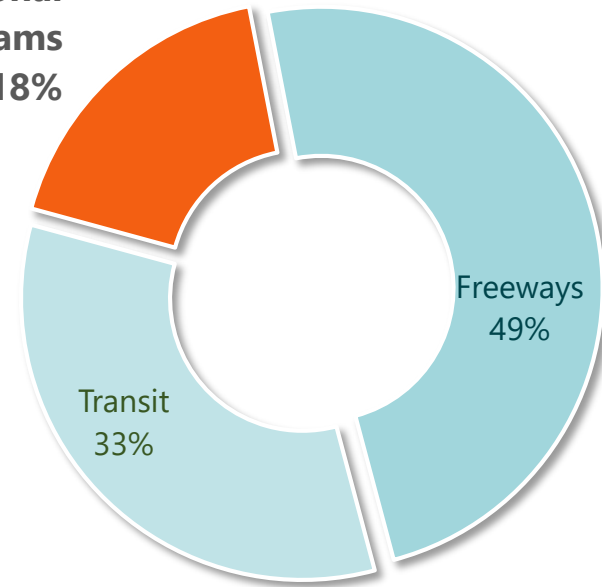
Proposition 400 Allocations (all revenues)

Arterials/Regional
Programs
11%

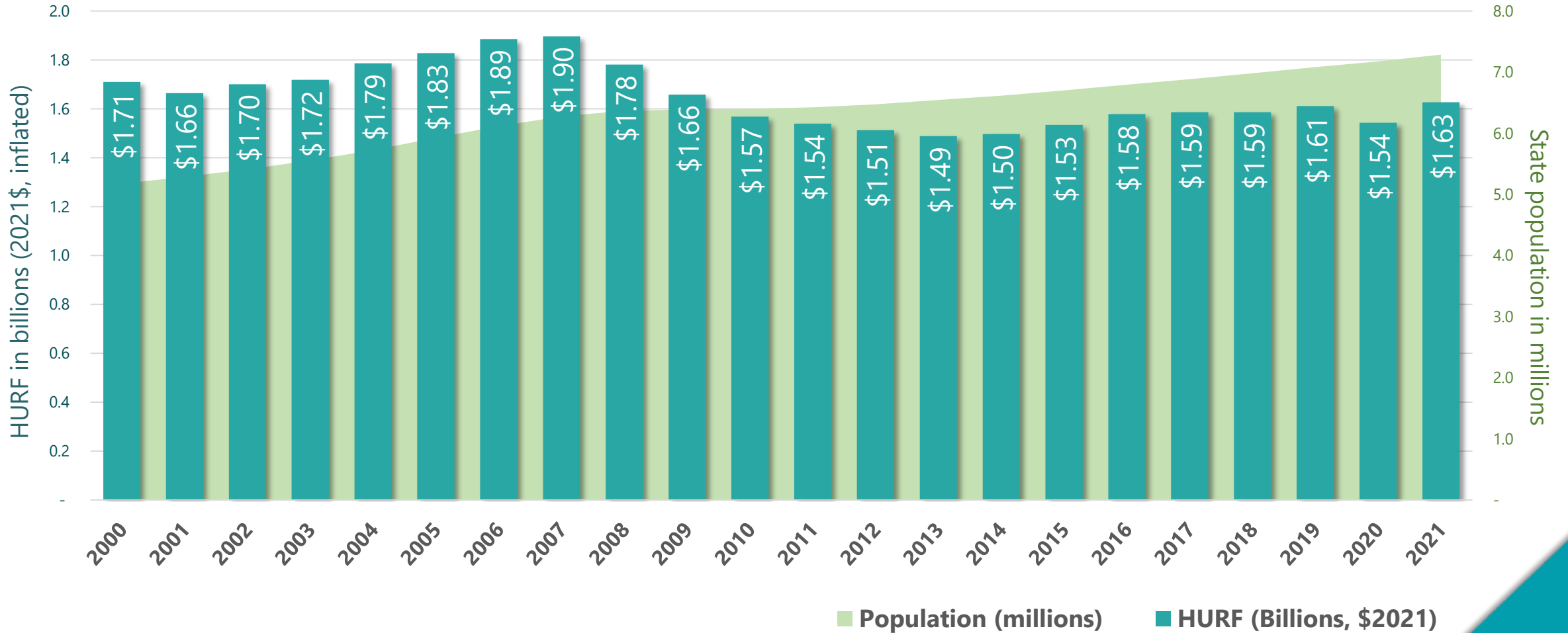


Proposition 400 Extension Allocations (all revenues)

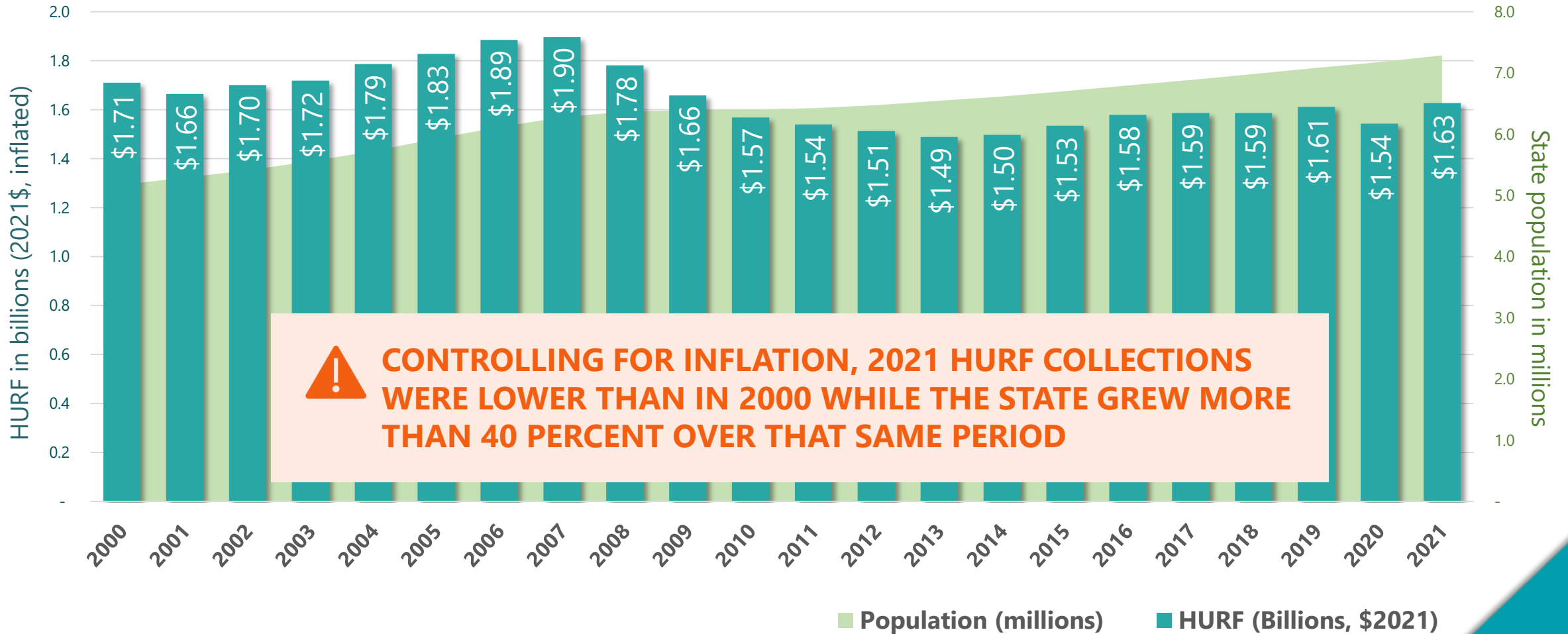
Arterials/Regional
Programs
18%



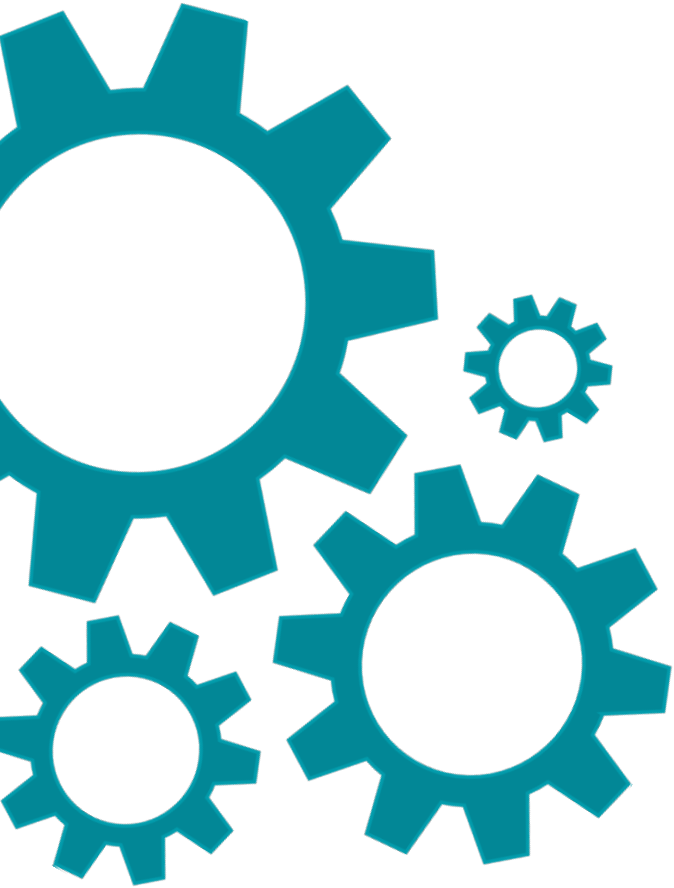
POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



POPULATION GROWTH OUTPACES HIGHWAY USER REVENUE FUND (HURF)



ARTERIAL IMPACTS



- ▶ **The Proposition 400 extension investment plan increases the total allocation to arterials/regional programs**, reflective of:
 - ▶ Diminishing HURF revenues
 - ▶ Changes in regional transportation priorities
 - ▶ Importance of these projects to the quality of life for residents.
- ▶ A failure to extend Proposition 400 will **result in regionwide impacts to arterial roadways**, including:
 - ▶ Fewer new and improved roadways.
 - ▶ Limitations in agency's ability to respond to economic development opportunities.
 - ▶ Decaying condition and operational effectiveness of the region's roadways.

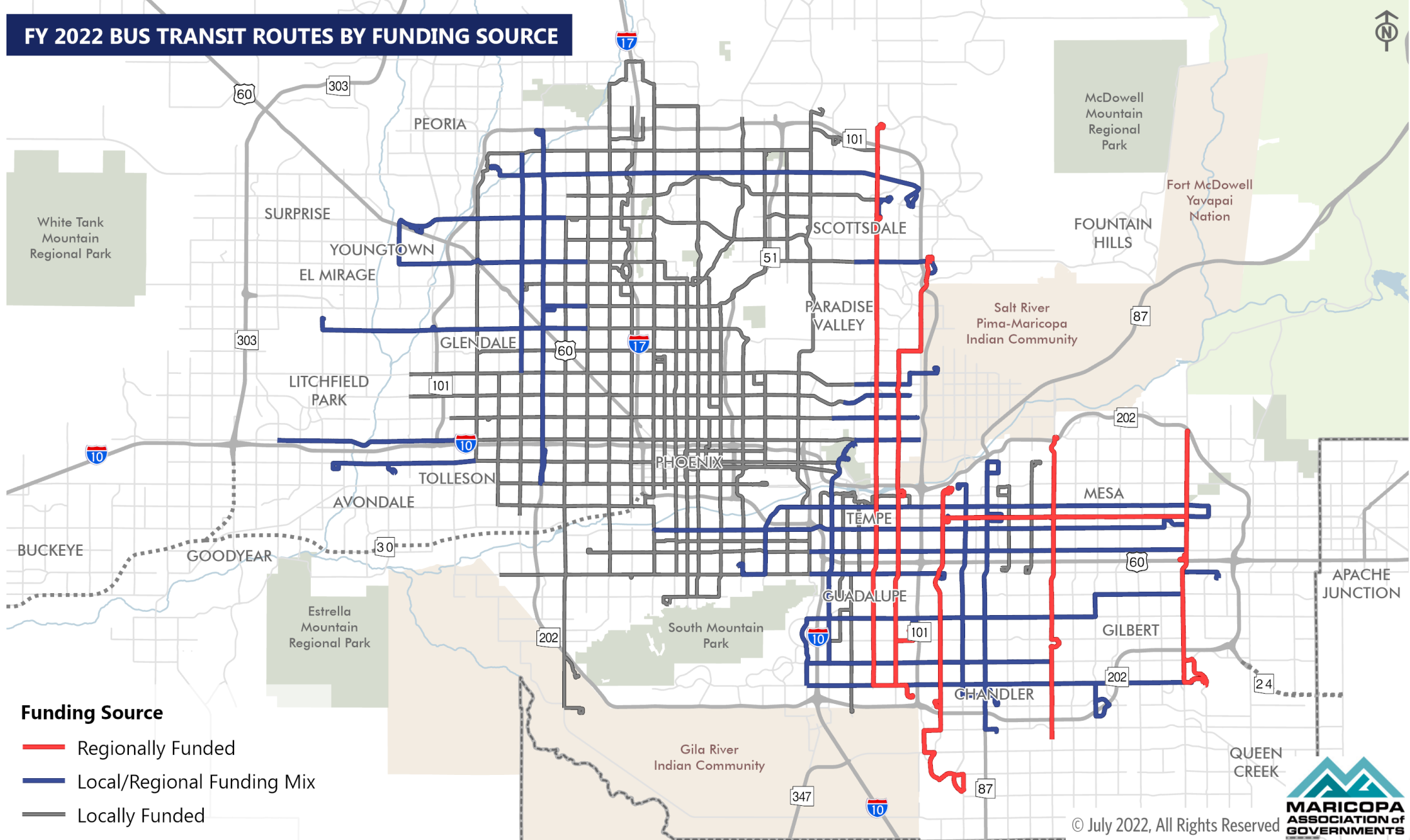


POTENTIAL IMPACTS: TRANSIT PROGRAM

TRANSIT FUNDING OVERVIEW

- ▶ Transit in the region is funded through a combination of local, regional, and federal resources.
- ▶ Significant demand was expressed for improved and expanded bus transit as part of the plan development process.
- ▶ Total planned allocation for bus transit operations in the Proposition 400 extension investment plan was increased to reflect this demand.
- ▶ The veto puts at risk transit service that is currently operating today.

FY 2022 BUS TRANSIT ROUTES BY FUNDING SOURCE



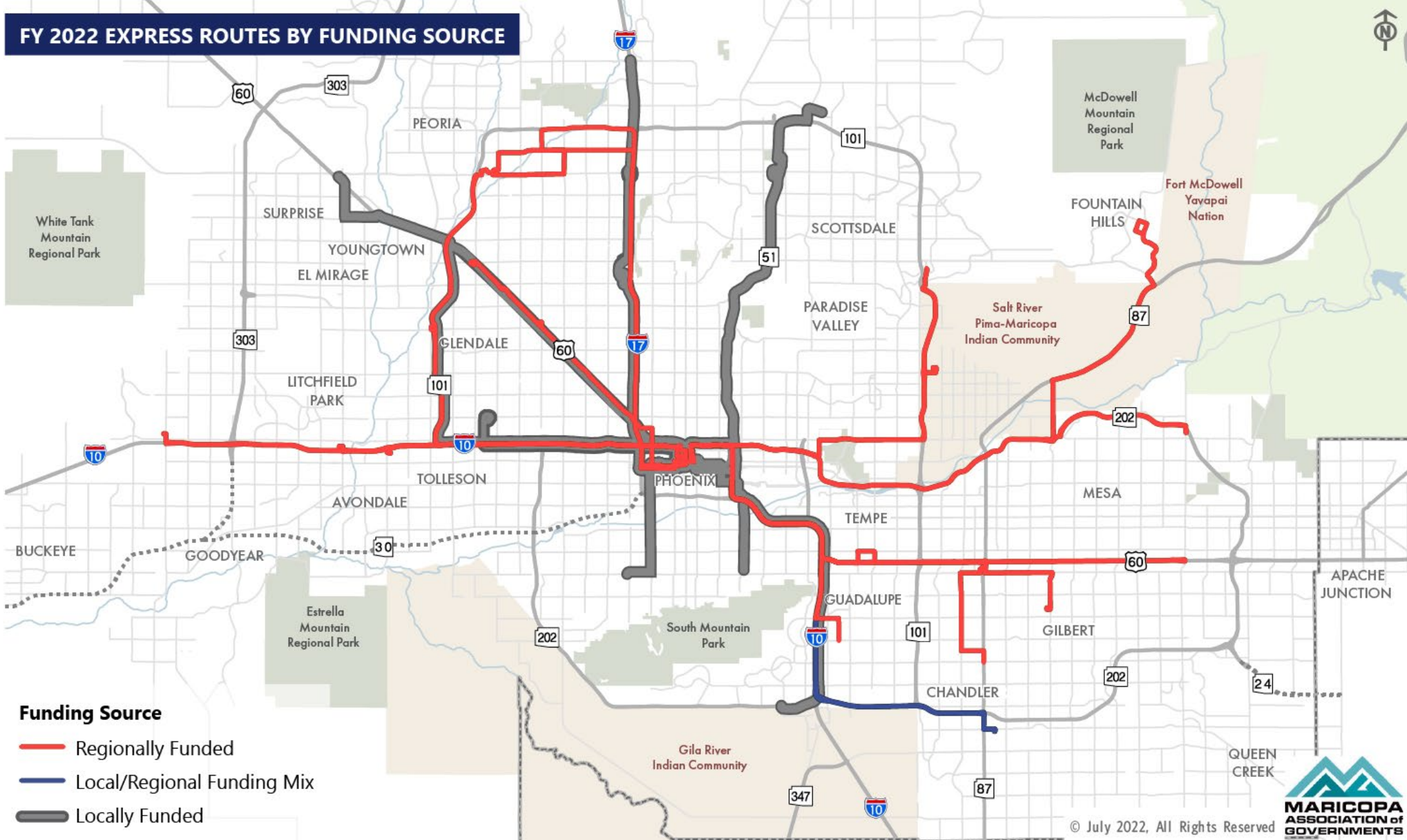
Funding Source

- Regionally Funded
- Local/Regional Funding Mix
- Locally Funded

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FY 2022 EXPRESS ROUTES BY FUNDING SOURCE

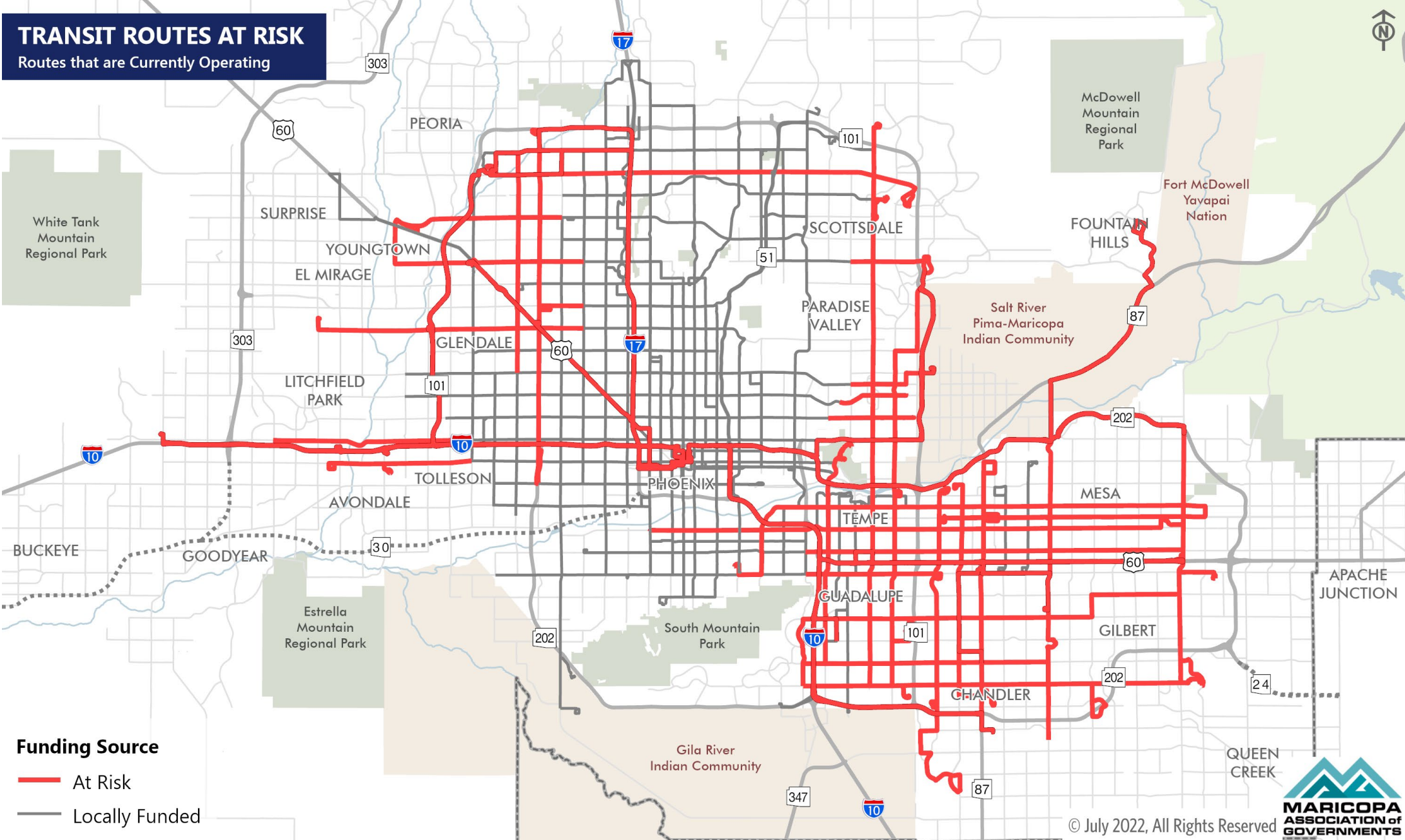


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TRANSIT ROUTES AT RISK

Routes that are Currently Operating



Funding Source

- At Risk
- Locally Funded

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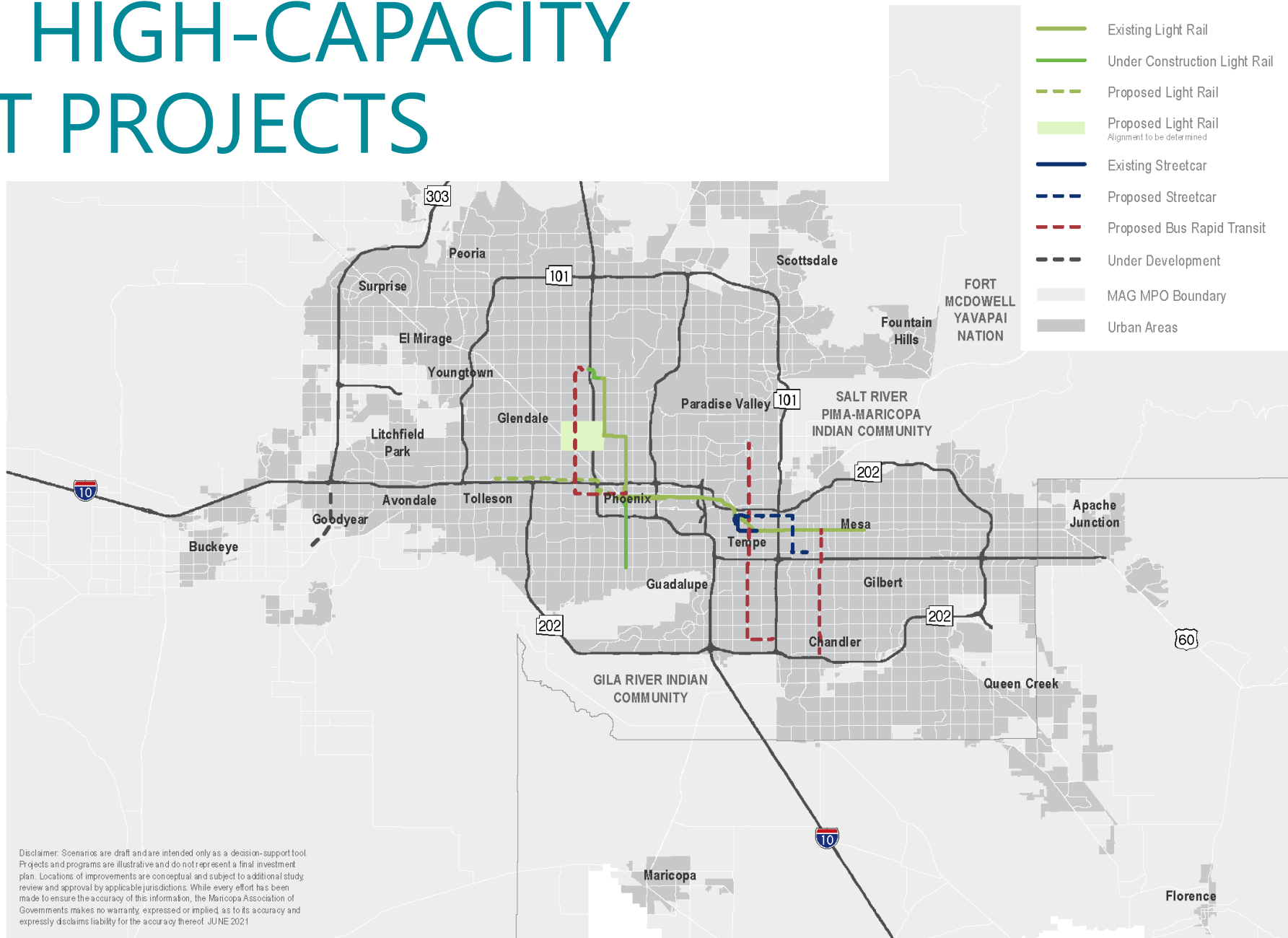


ADDITIONAL IMPACTS



- ▶ Reductions to transit service quality and coverage, *not* expansion.
- ▶ Discontinuation of funding for federally required ADA Paratransit Service.
- ▶ Limited opportunity for transit service expansions in the future unless funded wholly locally.

FUTURE HIGH-CAPACITY TRANSIT PROJECTS



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POTENTIAL IMPACTS: FREEWAY PROGRAM

**UNDERWAY AND NEAR-TERM
PROJECTS AT RISK**



BEGIN TO SLOW DOWN THE PROGRAM



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**PROP 400E
SELECT FREEWAY PROJECTS AT RISK**



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EXTENSION OF PROPOSITION 400: NEXT STEPS

P400E IN 2023: WHAT'S NEXT

- ▶ No clear path to the ballot; five bills introduced this session:
 - ▶ **SB 1122** – Senator Farnsworth
 - ▶ **SB 1505** – Senator Carroll
 - ▶ **HB 2031** – Representative Cook
 - ▶ **HB 2527** – Representative Sun
 - ▶ **HB 2633** – Representative Livingston
- ▶ Working with legislative leadership to identify opportunities.
- ▶ Continuing to educate the public and key stakeholders on the need to extend Proposition 400.



June 22, 2021: Unanimous recommendation to approve investment strategy.
Transportation Policy Committee

THANK YOU

For more information, visit:
OurMomentumPlan.com

John Bllen

Transportation Funding Policy Program Manager

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