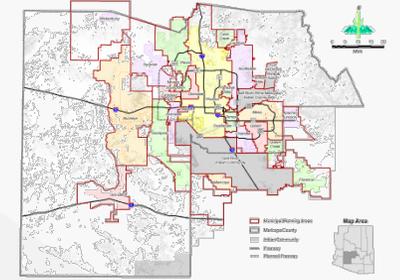




Management Committee



September 16, 2020



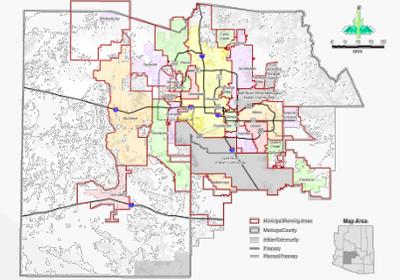
Agenda Item 2



■ Call to the Audience



Agenda Item 3 Executive Director's Report



September 16, 2020



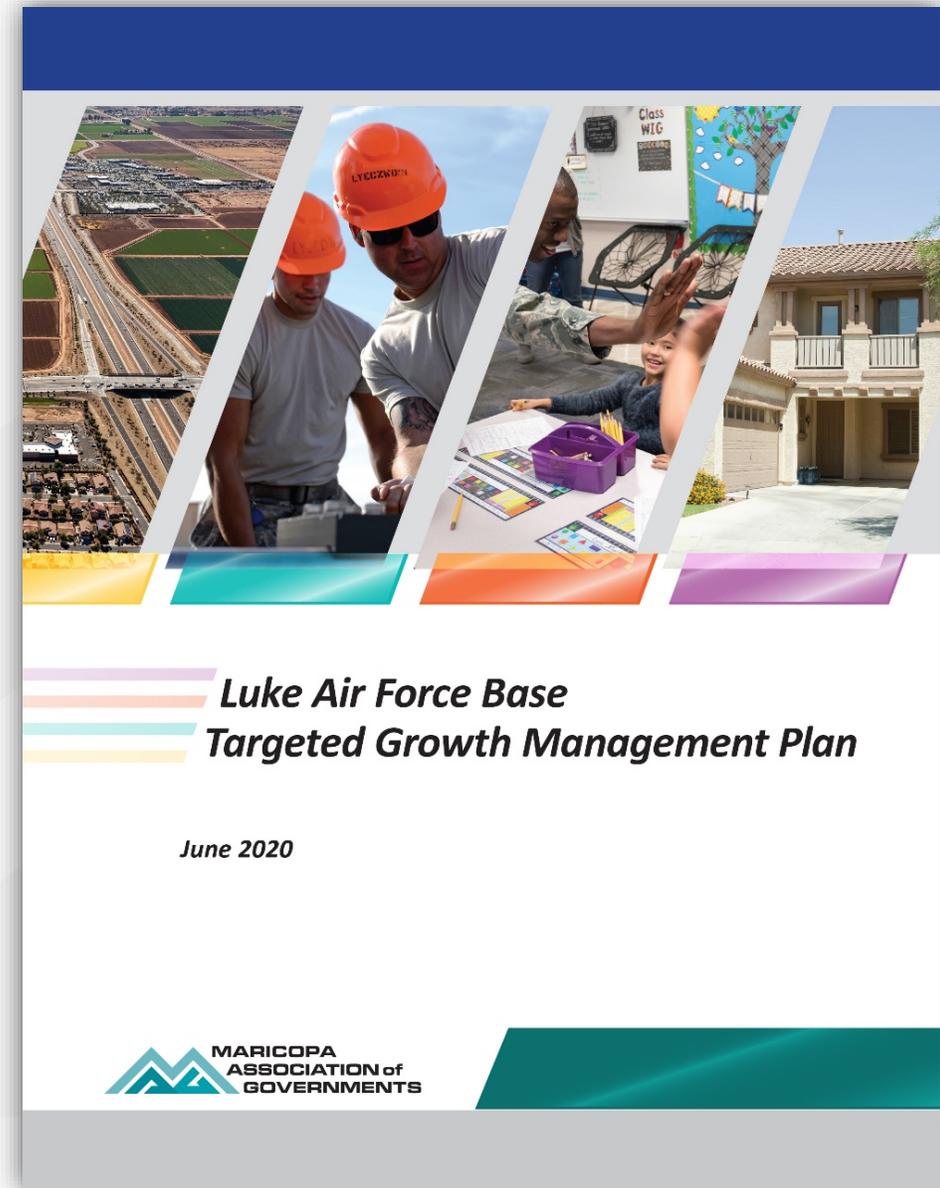
Luke AFB Targeted Growth Management Plan

- The plan received the Arizona American Planning Association award for Best Regional/General/Comprehensive Plan.



American Planning Association
Arizona Chapter

Creating Great Communities for All



Updates to MAG Public Comment Process



- The public can comment on specific meetings through the MAG website at any time, up to one hour prior to the meeting.
- A call to the audience has been added back into the agenda.
 - This is an opportunity for the public to comments on items not on the agenda, or on items that are on the agenda for discussion and not action.
 - The Chair will ask MAG staff to read any comments received.
 - Comments are limited to 400 words.
- Comments on action items will be read at the time the item is heard.



For more information, contact Kelly Taft at ktaft@azmag.gov.

October is Domestic Violence Awareness Month



- MAG is collecting information for the annual calendar of events.
- Member agencies can send information by September 23rd about training, educational, and awareness events planned for October.
- A resolution supporting Domestic Violence Awareness Month will be presented to Regional Council.
- Please wear purple and post on social media on October 22nd.



For more information, contact Brande Mead at bmead@azmag.gov.

2020 Build Grant Award to Phoenix

35th Avenue Safety Project: I-10 to Camelback Road

- \$24.876 million project;
\$17.422 million Build Grant
- Pedestrian crossing beacons
- LED Lighting
- Raised Medians
- Fiber optic
- Upgraded signals

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

Urban

PROJECT NAME: 35th Avenue Safety Corridor Project
APPLICANT/SPONSOR: City of Phoenix
BUILD GRANT AWARD: \$17,422,515
TOTAL PROJECT COST: \$24,876,192
PROJECT LOCATION: Phoenix, Arizona

PROJECT DESCRIPTION:

The project will implement a series of improvements that target current pedestrian and vehicular safety concerns on 35th Avenue between Interstate 10 and Camelback Road as well as improve vehicular mobility. This includes installing approximately three pedestrian hybrid beacons, LED lighting, raised medians, broadband to support intelligent and connected transportation systems, and upgraded signals throughout the corridor. The project will also modernize nine intersections and treat pavement on a deteriorated section.

PROJECT HIGHLIGHTS AND BENEFITS:

By improving signaling through installing flashing yellow left-turn arrows and pedestrian beacons, lighting, mid-block crossings, and median islands for pedestrians, the project will increase the safety on one of Phoenix's most dangerous roadways. The project will replace traffic signals that have exceeded their service life, and will allow for future ITS integration. The improved signaling and Green Wave Technology is forecasted to reduce travel time savings, improve quality of life, and implement innovative technology.



Agenda Item 4



■ Items Proposed for Consent

Agenda Item 5

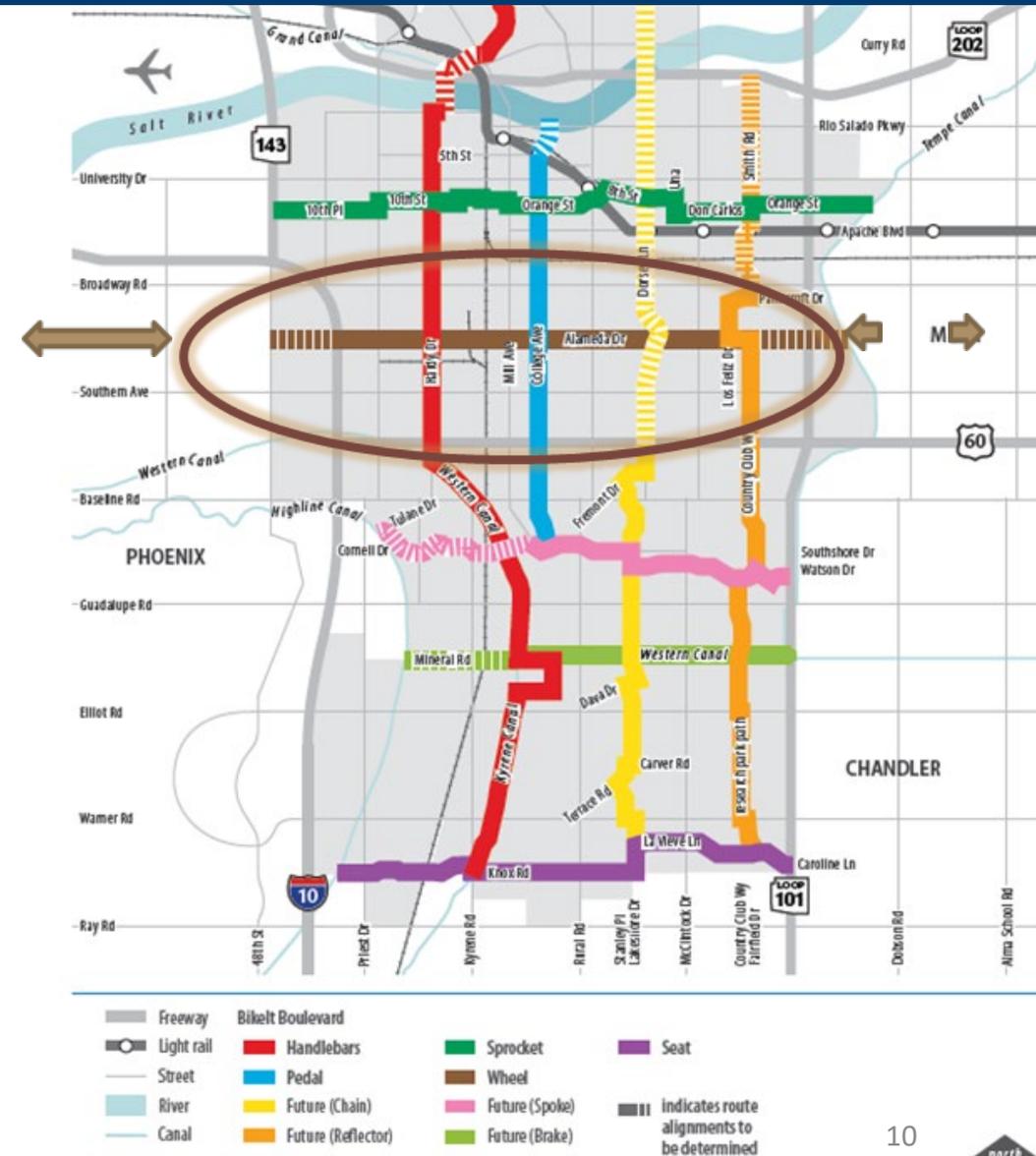
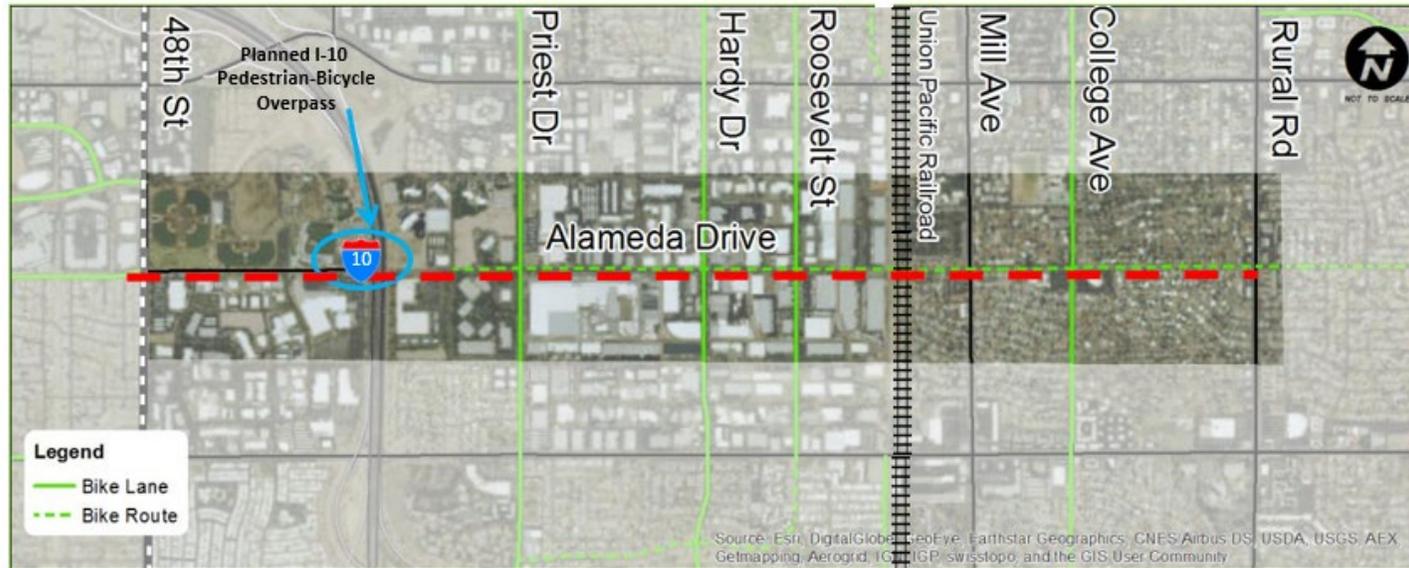
**Alameda Drive Bicycle
& Pedestrian Streetscape
TMP19-740
2nd Deferral Request**

MAG Management Committee

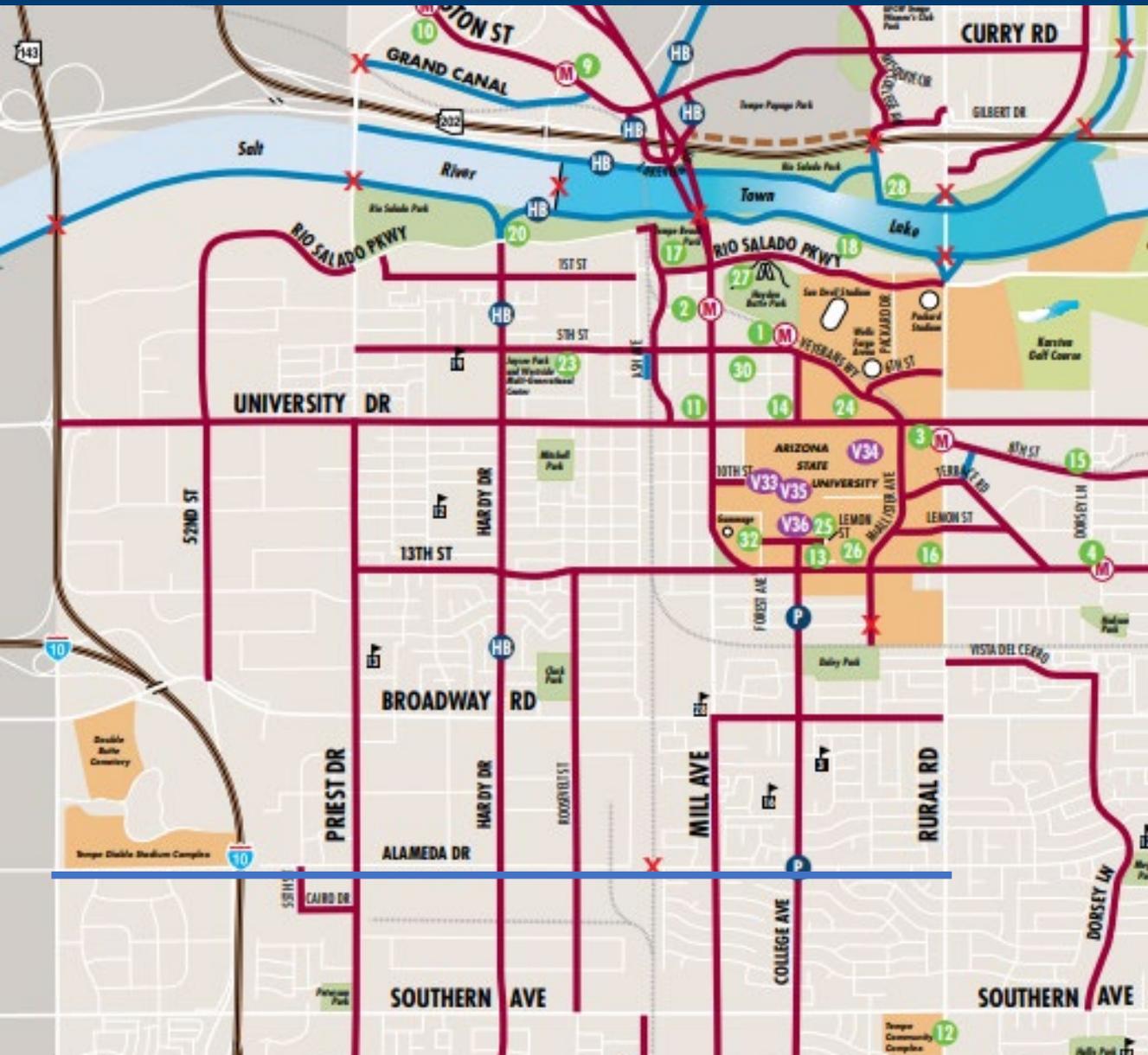
September 16, 2020



Regional Context

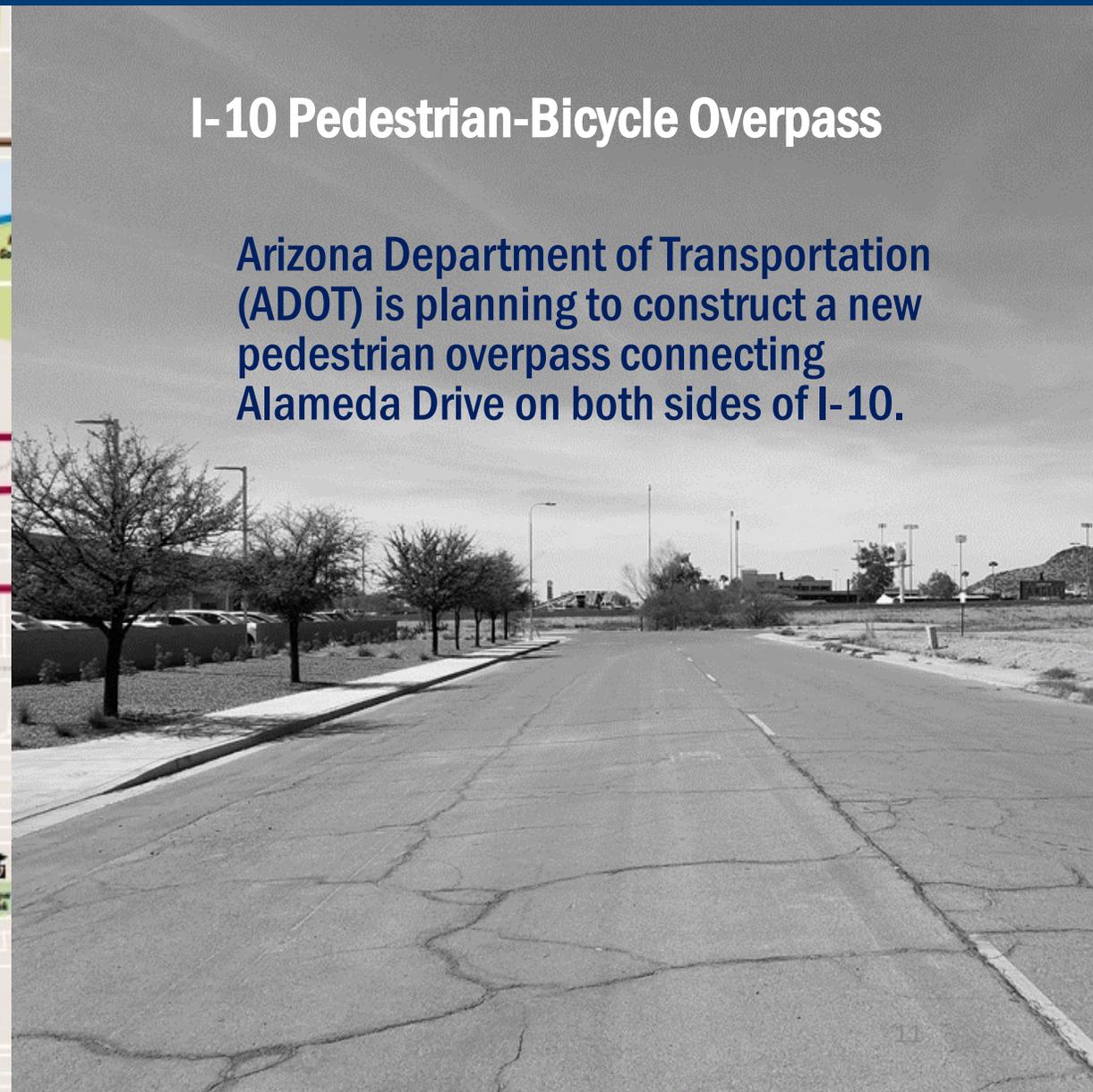


Project Significance



I-10 Pedestrian-Bicycle Overpass

Arizona Department of Transportation (ADOT) is planning to construct a new pedestrian overpass connecting Alameda Drive on both sides of I-10.

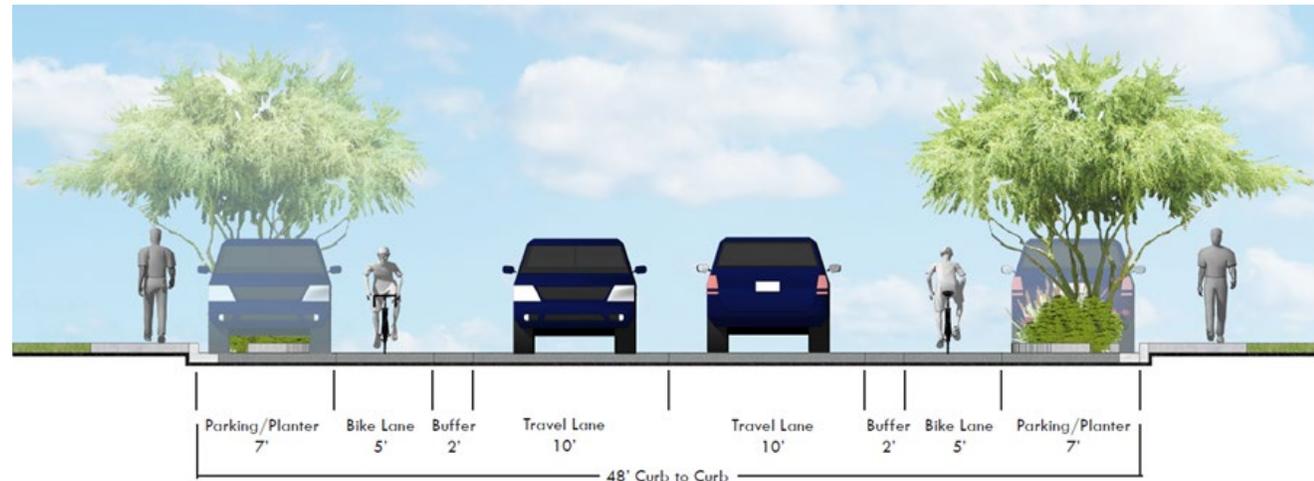
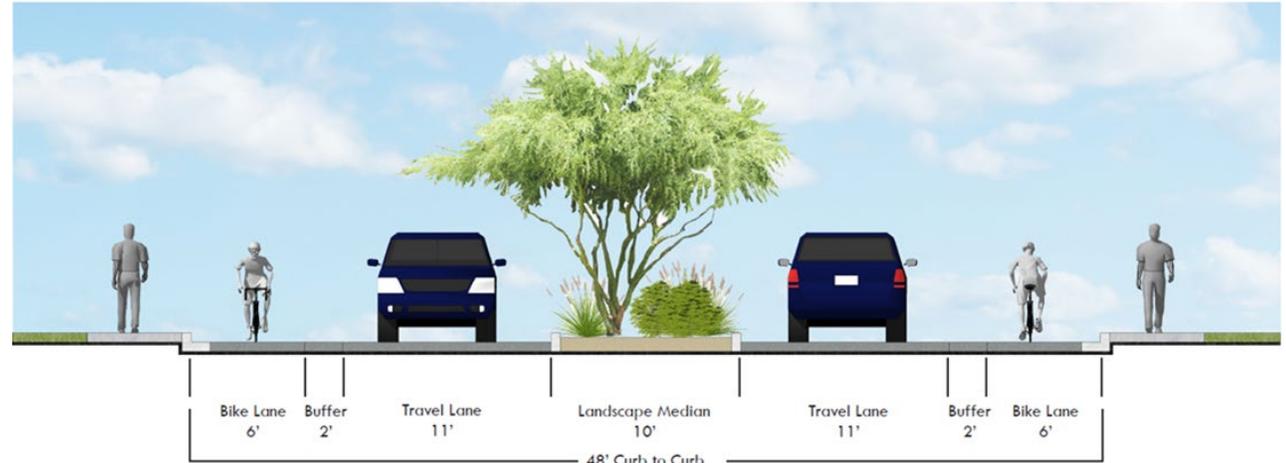


Project Summary



3-mile streetscape improvements

- Dedicated bike lanes throughout project limits
- UPRR Crossing Safety Improvements
- Landscaped medians & concrete-curb traffic calming bump outs
- Connection to new I-10 bike/ped bridge
- New sidewalks and ramps
- New pavement markings



Project Timeline



- **Awarded \$1,584,282 TAP Funding for FY2019 Construction**
- **Final Design started January 2018**
- **1st Deferral Requested April 2019 to move construction work phase from 2019 to 2020 due to waterline break, and coordinating/programming the re-location in Tempe's Capital Improvement Program.**
- **90% Final Design Completed February 2020**

Current Deferral Request



Requesting approval of second deferral for the construction work phase for the Alameda Drive Bicycle and Pedestrian Improvement Project – Rural Road to 48th Street (TMP19-740) from FY20 to FY21:

- Coordination issues with Union Pacific Railroad for preliminary and final design of Alameda Railroad Crossing.
- Relocate and replace aging water line discovered during the design process at Alameda Drive between College Avenue and Mill Avenue.

City Commitment



- Funding of \$1.5 Million is committed for water line design and construction.
- Additional \$200,000 funding for UPRR Crossing is programmed and committed for the Alameda Drive Bicycle and Pedestrian Improvement Project
- Project management staff is assigned through the completion of the project



Next Steps



- UPRR Crossing Final Design: September 2020 – January 2021
- Water Line Final Design: August 2020 – January 2021
- Construction UPRR Crossing: January 2021 – March 2021
- Final Design Alameda Drive: December 2020 - March 2021
- Alameda Drive Streetscape Construction: May 2021- May 2022
- Water Line Construction: May 2021 – August 2021
- Questions?

Agenda Item 6

Update on the Development of the MAG Strategic Transportation Safety Plan

MAG Management Committee

September 16, 2020

Vision: Everyone Gets Home Safely

Goal: Establish a Regional Culture of Safety where EVERYONE helps to ensure their own safety and the safety of others through their actions, attitudes, and behaviors. We must accept the shared responsibility and embrace this culture of safety.



(Peanuts: Drawings by Charles Shultz, 1989)

Action Areas:

- ✓ Pedestrian
- ✓ Intersection
- ✓ Lane Departure
- ✓ Safety Related Data

Safety Strategies in the RTP: *Momentum*

- ✓ Identify of Locations of Opportunity
- ✓ Promote Use of High Value Countermeasures
- ✓ Communicate the Safety Message

Identify Locations of Opportunity



Here's a Safety Issue!



- ✓ Incorporate use of demographic and land use data
- ✓ Roadway safety assessments
- ✓ Design phase roadway safety assessments
- ✓ Meaningful safety evaluation criteria

Regional Priority Project

Regional Program Investments

Priority Identification

Promote Use of High Value Countermeasures*

*FHWA or AASHTO countermeasures with documented crash reduction factors

PEDESTRIAN INTERSECTION LANE DEPARTURE

Leading pedestrian interval, Enhanced crossings, Lighting, Raised median, Roundabouts, Flashing yellow arrow, Left-turn Phasing, Positive offset, Signal Visibility, Rumble strips, Enhanced delineation/friction in horizontal curves, Improved roadside recovery area



ROADWAY
SAFETY PROGRAM



Catalogue of Safety Needs

Regional Priorities Safety Elements Toolkit

Communicate the Safety Message



- ✓ Implement Pedestrian and Bicyclist Safety Education and Enforcement Program – See Me AZ
- ✓ Personalize for common language: stakeholders & public
- ✓ Partnered with targeted enforcement
- ✓ Lane departure focused PSAs



Questions?

Margaret Herrera, Transportation Safety Program Manager

mherrera@azmag.gov

Agenda Item 7

Update on the Development of a New Regional Transportation Plan

MAG Management Committee

September 16, 2020



Work Group Update

September 9, 2020

- Policy Questions (Open Discussion)
- Peer Region Analysis
- Needs Catalog

Policy Questions

Open Discussion

- Transit Roles and Responsibilities
 - Noted August 2020 memo outlining MAG planning and policy responsibilities for RTP, extension
 - Coordinating rescheduled joint Valley Metro RTAG presentation
- Maintenance and Operations
 - Robust conversation historical context, needs
 - HURF funding source for both freeway and local roadways
 - HURF outdated and insufficient funding source
- Regional legacy of sales tax
- Sales tax rates (e.g., 0.5%, 1%)
- Need for public feedback on ultimate scenarios, tradeoffs

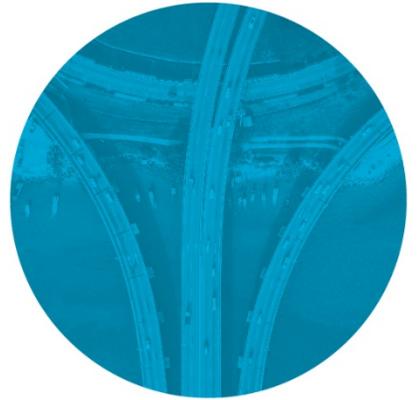


Peer Region Analysis

Peer Region Analysis

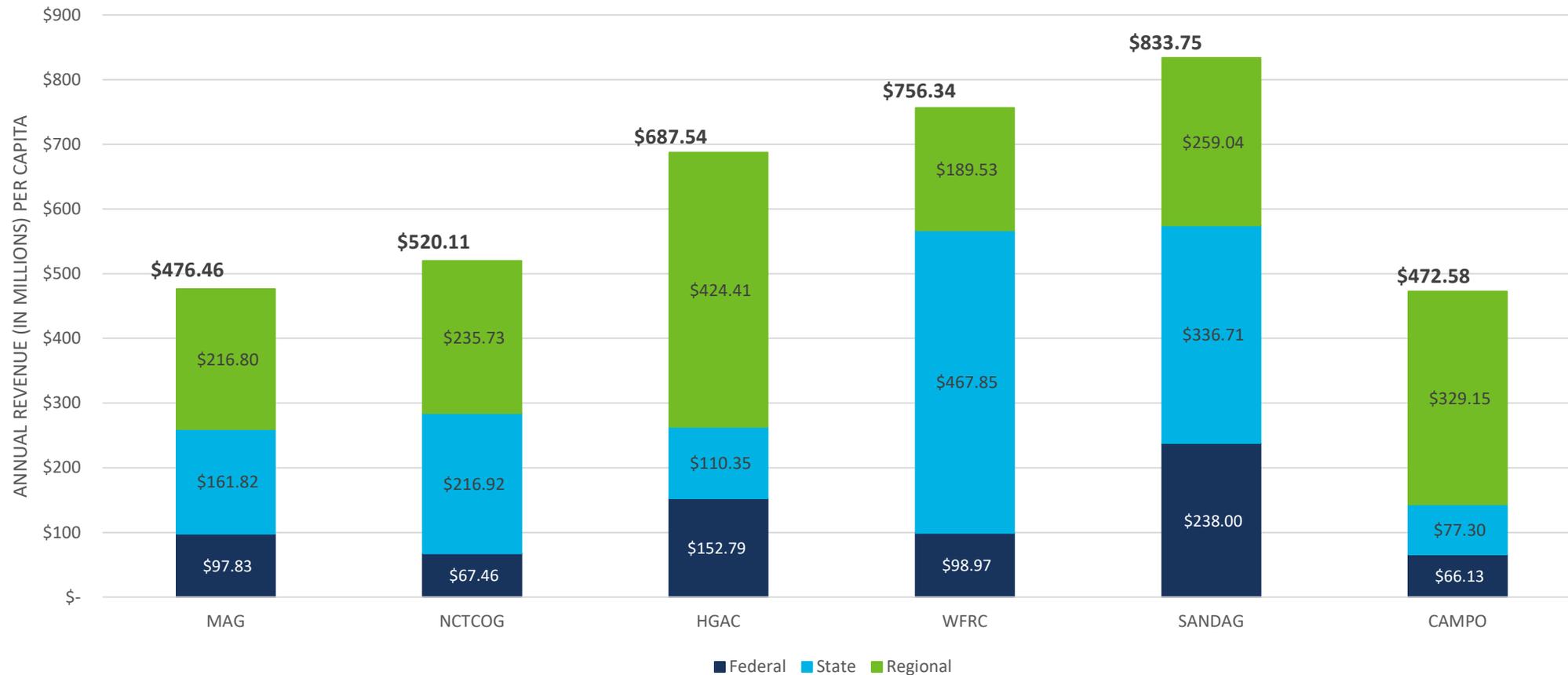
- Characteristics of RTPs, composition of regional transportation investments, best practices
- Peer funding portfolios and comparative revenue analysis
- Plan development process, including scenario and trade off analysis





Total Per Capita Revenue by Peer Agency

(Annualized in YOE Dollars)



Source: MAG RTP 2020-2040 Update, NCTCOG RTP 2018-2045, HGAC RTP 2020-2045, WFRC RTP 2019-2050, SANDAG RTP 2019-2050, CAMPO RTP 2020-2045

Peer Agency Regional or County Taxes

	NCTCOG	SANDAG	SCAG	Metropolitan Council
Tax Type	Sales	Sales	Sales	Property
Tax Amount	<ul style="list-style-type: none"> - Two 0.5% sales taxes combined up to 1% - 1% DART – Transit Sales Tax 	- 0.5%	- Four 0.5% sales taxes totaling 2%	- 1.6%
Applicability	<ul style="list-style-type: none"> - Most cities within NCTCOG boundary have at least one sales tax - DART contributing agencies <p><i>Texas state regulations limit the amount of additional local sales taxes (2%) any one agency within the state can implement.</i></p>	San Diego County; funding must be used for projects in TransNet-specific Plan.	LA County; each funding initiative has specified focus areas the funding can be spent on.	Region-wide; primarily used to fund transit debt and projects.

San Diego Metropolitan Transit System (MTS) postponed November 2022 0.5% transit tax

Peer Agency Transit Sales Tax

Does not include other taxes (property, income, etc.)

	MAG	PSRC	MTC	DRCOG	WFRC
Sales Tax Amount	0.17% sales tax ¹	1.4% sales tax	0.5% sales tax	1.0% sales tax	Salt Lake County 2.5% sales tax
Agency that Controls Funds	Valley Metro	Sound Transit	BART and MTC	RTD	UTA
Applicability	Maricopa County	Sound Transit District	Alameda, Contra Costa, and San Francisco counties	Regional Transportation District	Salt Lake City County
	ARC	CAMPO	HGAC	NCTCOG	CMAP
Sales Tax Amount	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.0% sales tax	1.25% tax in Cook County and 0.75% in DuPage, Kane, Lake, McHenry, and Will counties
Agency that Controls Funds	MARTA	Capital Metro	<div style="background-color: #76b82a; color: white; padding: 5px; text-align: center;"> Capital Metro moving forward with November 2022 8.75% property tax </div>	DART	Regional Transportation Authority
Applicability	Fulton, Clayton and DeKalb counties	Jurisdictions of all member agencies		Jurisdictions of all member agencies	Cook, DuPage, Kane, Lake, McHenry, and Will counties

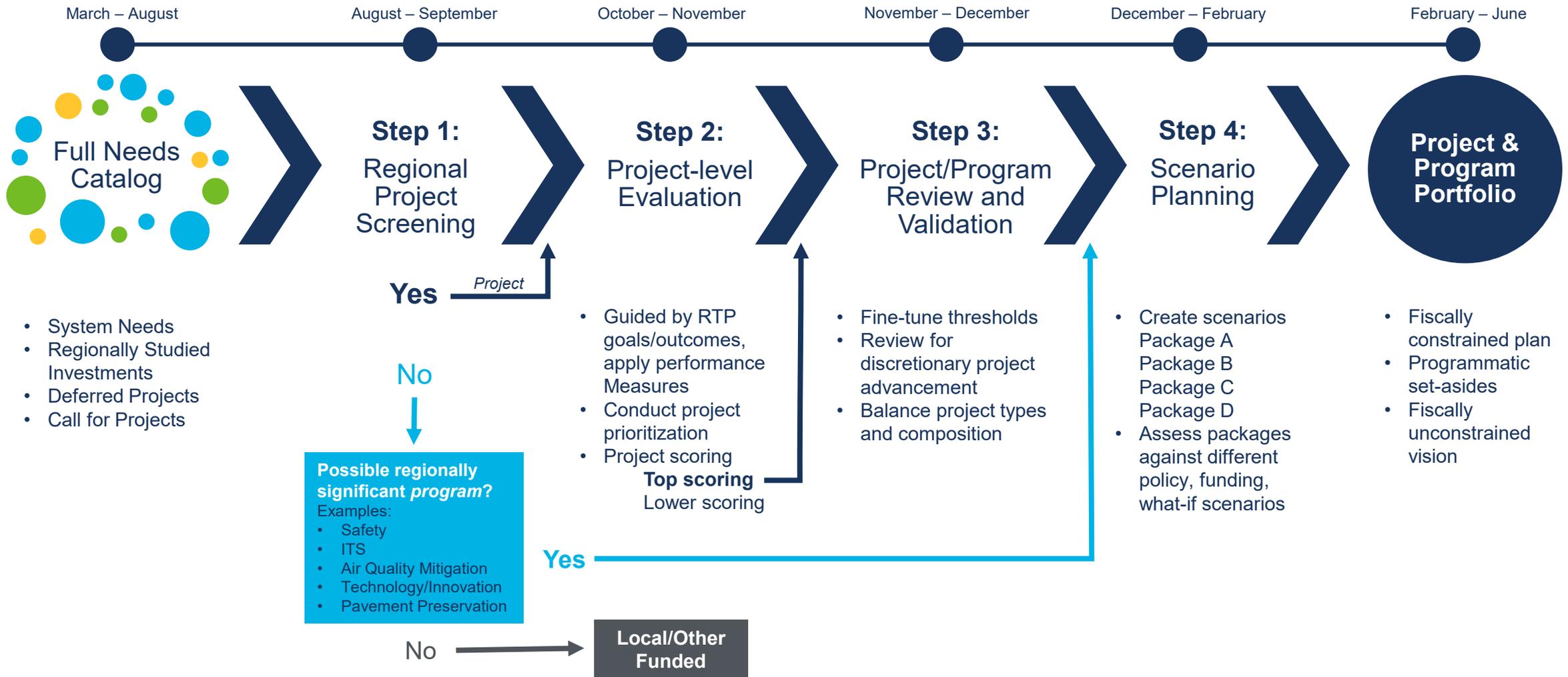
Peer Region Analysis Highlights

- Peer regions are outpacing MAG in transportation investment with more robust regional funding sources and more significant state-generated revenues.
- As federal and state revenues decrease in value and erode in size, pressure will continue to increase on regional sources to deliver growing transportation needs.
- Operations and maintenance is commonly funded across various funding sources.
- Opportunities to leverage other revenues (e.g., P3)
- Scenario planning important in weighing trade offs and informing policy decisions.

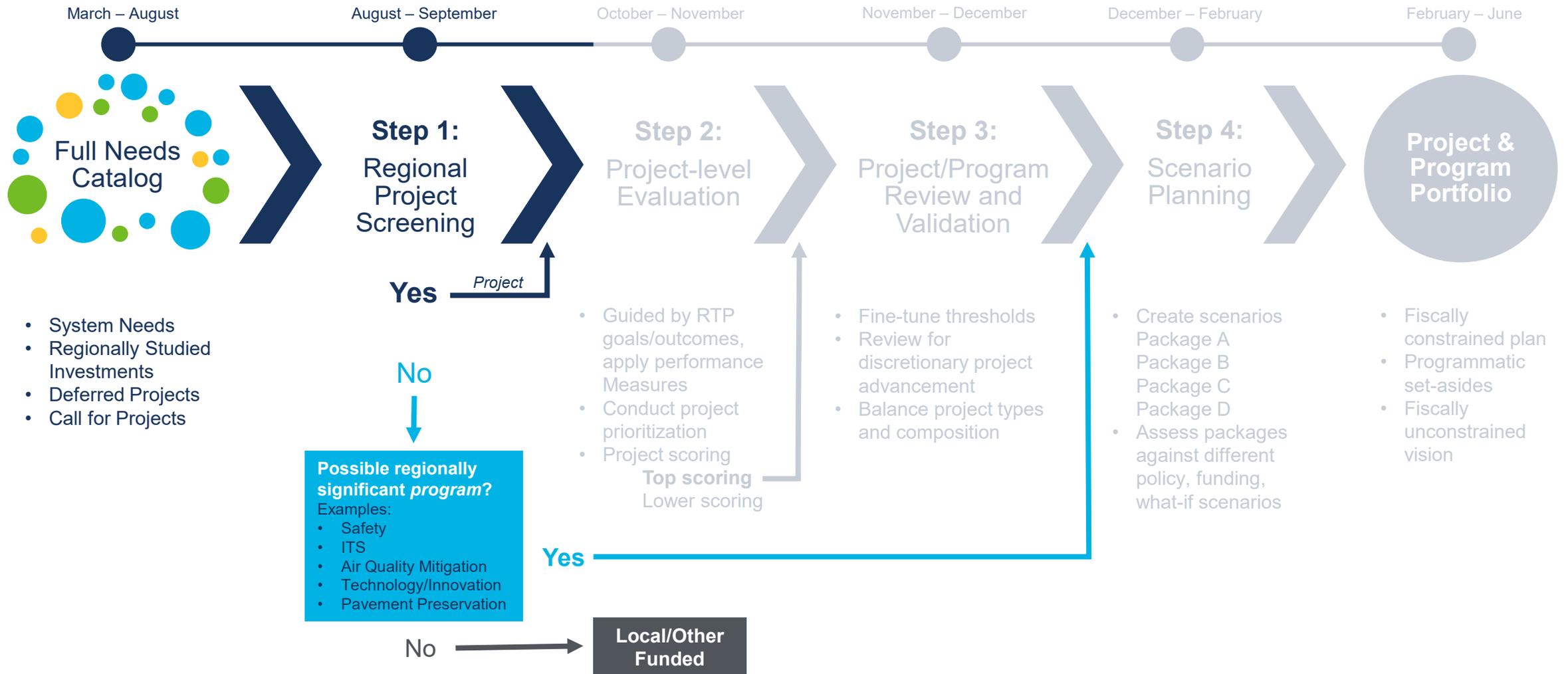


Draft Needs Catalog (Version 1)

RTP Performance-Based Evaluation Steps



RTP Performance-Based Evaluation Progress



Draft Needs Catalog (Version 1)

- Compiles regionally studied needs, deferred Prop 400 projects, and agency RTP call for project submissions.
- Coordination ongoing with ADOT and Valley Metro on any additional system needs, gaps to add.
- Please review submissions: flag edits, duplicates, recommended potential program, etc.



Step 1: Regional Significance

- Applied to Draft Needs Catalog
 - **Projects:** Identifies large, regionally significant projects to technically evaluate (freeway/highway, arterial corridor, high-capacity transit)
 - **Programs:** Reflects *existing* Prop 400-era programs, *expanded* Prop 400-era programs, and *new* program ideas
 - As the performance-based evaluation process evolves, individual program categories may be further consolidated or narrowed.
 - Explicit program policy definition/development will come after the RTP as part of implementation.

A **regionally significant program** is one that is consistent with the regions values/vision and achieves unique or distinct priorities shared across the region.



Program Submissions

- Active Transportation Barrier Crossing
- Active Transportation*
- ADA Improvements
- ADA Paratransit*
- Air Quality*
- Bridge Replacement/Rehab
- Bus Rapid Transit
- Bus Stop Improvements
- Circulator
- Commuter Rail
- Complete Streets
- Emerging Technology
- Freeway Art
- Freeway Management System*
- Freeway Operations and Maintenance
- Freight Improvements
- Intersection Improvements
- ITS*
- Light Rail Operations
- Local Roadway Turnbacks
- Micro-transit
- Pavement Preservation
- Pedestrian Shade
- Regional Bus*
- Regional Commuter Bus*
- Regional Traffic Counts*
- Regional Transit Operations Support
- RideChoice*
- Roadway Inspection and Maintenance
- Roadway Landscape
- Safety*
- Scalloped Streets
- Sign Replacement
- Streetlights
- TDM*
- Transit Asset Management*
- Transportation Planning*
- Utility Relocation
- Vulnerable Population Transportation*

**Represents
776
Submissions**

*denotes a current Proposition 400-era program

MAG Draft Needs Catalog | Version 1.0
September 4, 2020

Potential Program	Brief Description
*denotes a current Proposition 400-era program	
Bus Stop Improvements	Contains projects for local bus stop infrastructure improvements.
Circulator	Contains projects for local or sub-regional circulator transit service.
Commuter Rail	Contains projects for construction, operations, and support infrastructure for the implementation of regional commuter rail.
Complete Streets	Contains projects for implementing Compete Street improvements to corridors.
Emerging Technology	Contains projects for future transportation innovation investments or emerging technologies. NOTE: Current MAG Pilot Program
Freeway Art	Contains projects to maintain or expand existing freeway art installations.
Freeway Management System*	Continuation of currently funded Intelligent Transportation System (ITS) infrastructure along the region's freeway/highway network.
Freeway Operations and Maintenance	Contains projects for the maintenance, preservation and operational needs to keep existing freeway and highway facilities in a state of good repair.
Freight Improvements	Contains projects for freight-specific improvements.
Intersection Improvements	Contains projects for roadway intersection improvements.
ITS*	Continuation of currently funded programs including the Regional Community Network/fiber, ITS and SM&O; expansion to a range of traffic signal management, infrastructure and system investments.
Light Rail Operations	Contains projects for light rail operating assistance.
Local Roadway Turnbacks	Contains projects that bring local roadways that are currently owned and maintained by ADOT up to local standards to be turned back to the local agency.
Micro-transit	Contains projects for micro-transit capital and operating assistance.
Pavement Preservation	Contains projects for arterial and street pavement preservation investments.
Pedestrian Shade	Contains projects for pedestrian, transit and active transportation shade investments.
Regional Bus*	Continuation of currently funded regional routes ("supergrid") operating assistance, and expansion to local route operating assistance.
Regional Commuter Bus*	Continuation of currently funded RAPID/Express operating assistance, and expansion including all day and reverse-route operating assistance.

3

Needs Catalogue Program Description Reference Table

Potential Programs

Sorted by Modes/Type

Bike & Pedestrian Focused

- Active Transportation*
- Active Transportation Barrier Crossing
- ADA Improvements
- Complete Streets
- Pedestrian Shade

Air Quality

- Air Quality*
- TDM*

Planning

- Regional Traffic Counts*
- Transportation Planning*

*denotes a current Proposition 400-era program

Potential Programs

Sorted by Modes/Type

Roadway Maintenance & Operations

- Bridge Replacement/Rehab
- Freeway Art
- Freeway Operations and Maintenance
- Pavement Preservation
- Roadway Inspection and Maintenance
- Roadway Landscape
- Sign Replacement
- Streetlights
- Utility Relocation

Roadway Capital

- Freight Improvements
- Intersection Improvements
- Local Roadway Turnbacks
- Scalloped Streets

Technology & Innovation

- Emerging Technology
- Freeway Management System*
- ITS*

*denotes a current Proposition 400-era program

Potential Programs

Sorted by Modes/Type

Transit

- ADA Paratransit*
- Bus Rapid Transit
- Bus Stop Improvements
- Circulator
- Commuter Rail
- Light Rail Operations
- Micro-transit
- Regional Bus*
- Regional Commuter Bus*
- Regional Transit Operations Support
- RideChoice*
- Transit Asset Management*
- Vulnerable Population Transportation*

Safety

- Safety*

*denotes a current Proposition 400-era program

Program Goal Alignment

	Safety	Mobility	Prosperity	Responsiveness	Livability	Preservation
Active Transportation	●	●	●		●	
Active Transportation Barrier Crossing	●	●	●		●	
ADA Improvements	●	●			●	
ADA Paratransit		●		●	●	
Air Quality					●	
Bridge Replacement/Rehab	●					●
Bus Rapid Transit		●	●	●	●	
Bus Stop Improvements	●				●	
Circulator		●		●	●	
Commuter Rail		●	●		●	
Complete Streets	●	●	●	●	●	
Emerging Technology		●	●	●	●	
Freeway Art						●
Freeway Management System	●	●		●		
Freeway Operations and Maintenance	●					●
Freight Improvements		●	●			
Intersection Improvements	●	●				
ITS	●	●		●		
Light Rail Operations		●			●	

	Safety	Mobility	Prosperity	Responsiveness	Livability	Preservation
Local Roadway Turnbacks						●
Microtransit		●		●	●	
Pavement Preservation	●					●
Pedestrian Shade					●	
Regional Bus		●	●	●	●	
Regional Commuter Bus		●		●	●	
Regional Traffic Counts		●		●		
Regional Transit Operations Support		●				●
RideChoice		●		●	●	
Roadway Inspection and Maintenance	●					●
Roadway Landscape			●			
Safety	●	●			●	
Scalloped Streets		●				
Sign Replacement						●
Streetlights	●					●
TDM		●		●	●	
Transit Asset Management	●					●
Transportation Planning	●	●		●		
Utility Relocation						●
Vulnerable Population Transportation		●		●	●	

For Discussion and Direction: Step 1 Regionally Significant Programs

Programs Recommended to Move Forward in Evaluation Process

- Active Transportation*
- Active Transportation Barrier Crossing
- ADA Paratransit*
- Air Quality*
- Bus Rapid Transit
- Commuter Rail
- Emerging Technology
- Freeway Management System*
- **Freeway Operations and Maintenance**
- Freight Improvements
- Intersection Improvements
- ITS*
- Local Roadway Turnbacks
- **Pavement Preservation**
- Regional Bus*
- Regional Commuter Bus*
- Regional Traffic Counts*
- Regional Transit Operations Support
- RideChoice*
- Safety*
- Transit Asset Management*
- Transportation Planning*
- TDM*
- Vulnerable Population Transportation*

Programs Recommended to Drop From Evaluation Process

- ADA Improvements
- Bridge Replacement/Rehab
- Bus Stop Improvements
- Circulator
- Complete Streets
- Freeway Art
- Light Rail Operations
- Micro-transit
- Pedestrian Shade
- Roadway Inspection and Maintenance
- Roadway Landscape
- Scalloped Streets
- Sign Replacement
- Streetlights
- Utility Relocation

*denotes a current Proposition 400-era program

Program insufficiently funded by HURF

For Discussion and Direction:

Step 1 Regionally Significant Programs

- Programs deemed regionally significant will move to next step in the performance-based evaluation process
- Does not guarantee funding for all these programs nor only these programs
 - Portfolio of projects and programs still fiscally *unconstrained*
 - First opportunity to remove programs from further consideration
 - More programs will be eliminated or narrowed...*or brought back*





Next Steps

September Policy Committees

- Draft Policy Question Frameworks – Information
- Draft Needs Catalog (Version 1) – Review, Feedback
- Regionally Significant Programs – Direction

September 30 Work Group:
Regional Transit Policy, Funding

Agenda Item 8



■ Legislative Update

Agenda Item 9



■ Request for Future Agenda Items

Agenda Item 10



■ Comments from the Committee