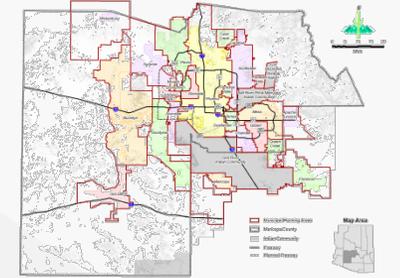




Management Committee



October 7, 2020



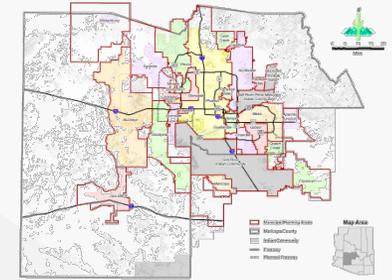
Agenda Item 2



■ Call to the Audience



Agenda Item 3 Executive Director's Report



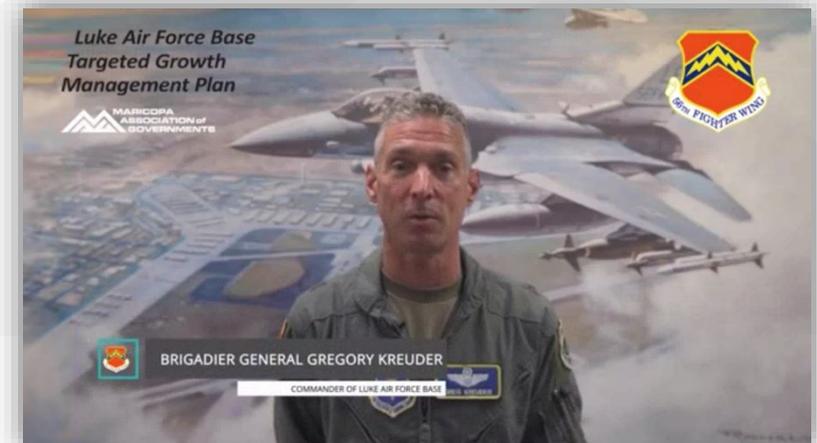
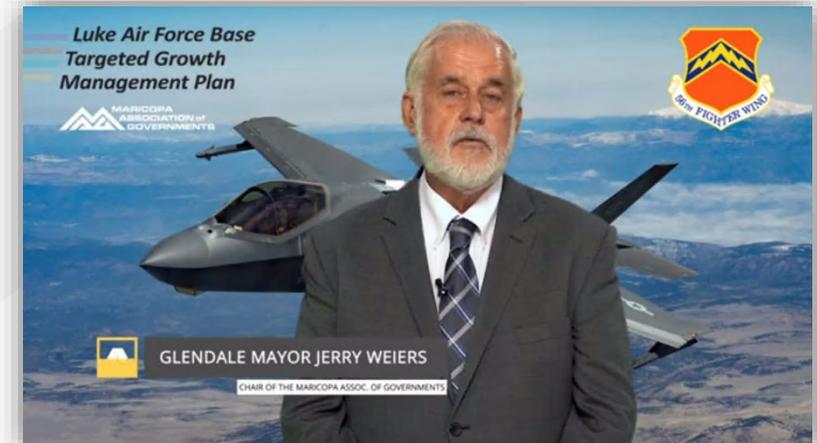
October 7, 2020



Luke AFB Targeted Growth Management Plan



- Virtual launch held September 23rd, featuring Glendale Mayor Jerry Weiers and Brigadier General Gregory Kreuder.
- Landing page for launch includes videos and demo of Mission Critical tool.
- <https://azmag.gov/Programs/Economic-Development/Luke-Air-Force-Base>
- Plan addresses growth at Luke AFB due to F-35 mission expansion. It examines education, workforce and economic development, housing, and transportation.



Census 2020 Update

- A federal judge rules the U.S. Census Bureau must continue the count through October 31, 2020.
- The Census Bureau has announced they will comply with court orders and data collection operations will continue through October 31, 2020.
- Arizona's percentage of households counted (self-response and in-person follow-up) is 99.5%.
- iCount2020 website and social media will continue as long as Census Bureau operations are active.



Shape
your future
START HERE >



iCount · 2020



For more information, contact Laurie Berg Sapp at lsapp@azmag.gov.

October is National Pedestrian Safety Month



- Federal Highway Administration & National Highway Traffic Safety Administration launched National Pedestrian Safety Month. Key theme: "Everyone is a pedestrian. Everyone has a responsibility."
- Highlights behaviors that put pedestrians at risk, provides resources for improving pedestrian safety:
<https://www.nhtsa.gov/events/national-pedestrian-safety-month-kickoff>
- MAG launched "See Me AZ" pedestrian safety program webpage:
azmag.gov/SeeMeAZ.
- See Me AZ is a project to bring awareness of pedestrian safety issues, provide resources, surveys, and testimonials in cooperation with law enforcement starting in 2021.



For more information, contact Margaret Herrera at mherrera@azmag.gov

October is Domestic Violence Awareness Month



- MAG has updated a calendar of events with over 26 domestic violence awareness activities throughout the region.
- Member agencies can continue to send photos and information about training, educational, and awareness events planned for October.
- A resolution supporting Domestic Violence Awareness Month was approved by Regional Council on September 30th.
- Please wear purple and post on social media on October 22nd.
- MAG is launching a special webpage with a series of videos, a fact sheet, and listing of helpful resources.

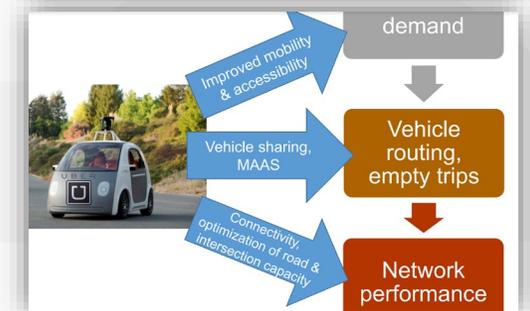
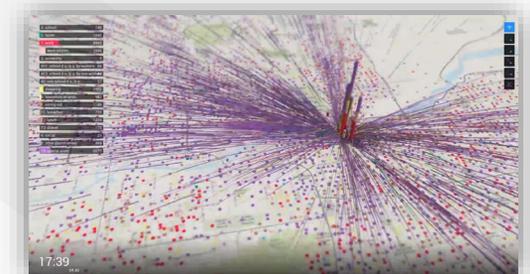


For more information, contact Brande Mead at bmead@azmag.gov.

Leading Industry Experts and Peer Agencies Unanimously Recommend MAG ABM as the Official Model of Record for the Region

- Detailed peer review process 2018-2020
- Designed for advanced policy analysis, scenario planning and forecasting
- A digital twin model with unique features for advanced autonomous vehicles modeling, telework and COVID-19 scenario simulations
- MAG will be transitioning to the new model in 2021

For more information, contact Vladimir Livshits at vlivshits@azmag.gov



Greater Phoenix Connective Honored

- The European Commission has selected the Greater Phoenix Connective to become a mentor to European cities in the Intelligent Cities Challenge (ICC).
- Greater Phoenix Connective is the first mentor from the United States, and one of only five other non-European-Union cities in the Intelligent Cities Challenge to help develop world-class innovation programs around the Globe.
- The ICC chose the Connective to mentor 6-7 European cities in part because of our successful regional ecosystem approach of bringing together 23 jurisdictions, as well as university and industry partners.

For more information, contact Amy St. Peter at AStPeter@azmag.gov.



is a founding
member of

THE
CONNECTIVE

Agenda Item 4



■ Items Proposed for Consent

Agenda Item 5

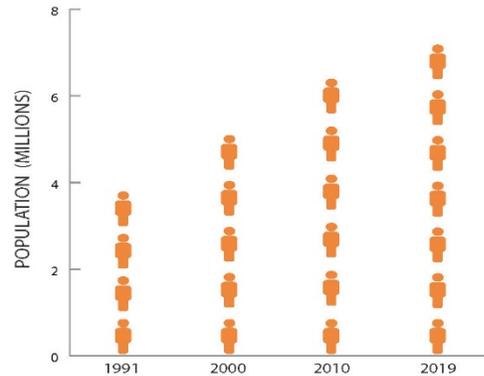
MAG POLICY PRINCIPLES

MAG Management Committee

October 7, 2020

Did You Know?

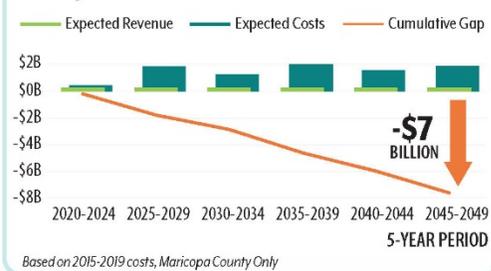
Arizona's 18¢ per gallon gas tax hasn't changed since 1991. Since that time, Arizona's population has almost doubled, while new fuel efficient technologies have emerged and the purchasing power of that 18 cents has decreased by 50%.



Today, 18¢ has the purchasing power of 9¢.



Cumulative Gap Between Expected Revenue and Maintenance Costs



If the level of maintenance funding for freeways and highways does not increase from 2015-2019 levels, there will be a cumulative revenue shortfall of more than **\$7 billion** by 2049 to address expected needs in Maricopa County.



About MAG

- The Maricopa Association of Governments (MAG) is a Council of Governments (COG) and the designated Metropolitan Planning Organization (MPO) for regional planning in the greater Phoenix region.
- Established in 1967, MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality, human services, and economic development.
- MAG consists of 27 incorporated cities and towns, three Native nations, Maricopa County, and portions of Pinal County.
- The Regional Council serves as the governing board and includes representatives from the above agencies, as well as the Arizona Department of Transportation.

MAG POLICY PRINCIPLES



302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003
602-254-6300 • azmag.gov



Transportation Policy and Planning

- Support legislative efforts to increase statewide transportation funding.
- Evaluate alternative revenue sources, in addition to the countywide sales tax, to fund needed future transportation investments.
- Support the continued development of a MAG Regional Transportation Plan, along with future pursuit of enabling legislation that would allow extension of the regional tax for transportation to be put before voters.
- Support MAG's federal responsibility for the development of the multimodal Regional Transportation Plan.
- Oppose the transfer of Highway User Revenue Fund monies.
- Support funding distributions as agreed upon in the Casa Grande Resolves.
- Oppose diversions or sweeps of the regional voter approved half-cent transportation funds.

Transportation Technologies & Services

- Support analytical, planning and engineering efforts of MAG member agencies by providing technical services within available MAG resources.
- Support MAG's role in providing long-range transportation forecasts, technical services and data to MAG member agencies.
- Maintain MAG's role as a regional data hub and as a center for regional technical services in core planning areas.

Regional 9-1-1

- Support the MAG Maricopa Region 9-1-1 System. The 9-1-1 System must proactively address population growth and the implementation of new technologies to properly maintain public safety.
- Support the scope of new communication platforms with the ability to communicate to 9-1-1 Centers through voice, texting, live video, and smart devices.

Regional Analytics

- Support collaboration and data sharing with state agencies, universities, councils of governments, metropolitan planning organizations, and other private and public sector entities that develop data analytics to advance our state and regional economies.
- Support accurate data collected by the U.S. Census bureau through ongoing surveys and other efforts, which are used as the basis for planning efforts for the region and the state.
- Support consistency in the interpretation of building codes and provide a forum for construction, development, and other issues as they relate to building codes and building construction.
- Support MAG's role in development of long-range socioeconomic projections and regional datasets that are needed for planning and economic development activities.
- Support the development and publication of data and analyses to provide insight into issues that impact the MAG region and the state of Arizona.

Economic Development

- Support growing the economic vitality of the region through collaboration with regional, state, national and international organizations, the Ari-Son Megaregion Council, and Joint Planning Advisory Council, among others.
- Support passage of the Southwest Tourism Expansion Act, which would enable Mexican visitors with a border crossing card to travel statewide. This would have a positive economic impact of \$181 million to the state in the first year of implementation.
- Support MAG's efforts to provide additional tools for economic development, such as legislation to enable tax increment financing in Arizona that would enhance redevelopment efforts.
- Support communities and the region in utilizing smart technology to improve the lives of residents. This will be done by implementing MAG emerging technology pilot projects and by participating in community efforts such as The Connective, the Greater Phoenix Smart Region Consortium.



Human Services

- Support MAG's role as the collaborative applicant for the Continuum of Care homeless assistance funding.
- Support MAG's role in working collaboratively to make homelessness rare, brief, and nonrecurring.
- Support regional planning issues related to domestic violence and MAG as a forum for communication and coordinated action to effectively address, prevent, and eradicate domestic violence in the MAG region.

Environmental

- Support federal legislation to streamline the documentation required to demonstrate to the Environmental Protection Agency that exceedances of the air quality standards were caused by Exceptional Events such as wildfires, high winds, and dust storms, as appropriate. Congress recognizes that exceptional events cannot be controlled by air quality plans.
- Support federal legislation to provide relief for areas with a significant amount of background ozone that cannot be controlled with state and local government measures, as appropriate. Background ozone is produced from natural sources like plants, vegetation, and wildfires. It can be transported downward during storms. Background ozone also can originate in other countries and be transported far distances.
- Support MAG's continued responsibility to develop regional air quality plans as the designated Lead Air Quality Planning Organization.
- Support MAG's continued responsibility to develop the areawide water quality management plan as the designated Regional Water Quality Management Planning Agency.
- Support MAG's continued responsibility to undertake areawide solid waste management planning as the designated Regional Solid Waste Management Planning Agency.

Administration

- Support MAG's continued participation in the Arizona State Retirement System. Transferability of ASRS is a significant tool in recruiting and retaining MAG employees who provide essential public services.
- MAG is committed to prohibiting discrimination in the planning and delivery of our programs and initiatives. MAG is a forum—for governments, stakeholders, and the public—that works to serve our communities and endeavors to improve the quality of life for all of our residents.

TRANSPORTATION POLICY AND PLANNING

Support the continued development of a MAG Regional Transportation Plan, along with future pursuit of enabling legislation that would allow for extension of the regional tax for transportation to be put before the voters.

ADMINISTRATION

MAG is committed to prohibiting discrimination in the planning and delivery of our programs and initiatives. MAG is a forum – for governments, stakeholders, and the public – that works to serve our communities and residents and endeavors to improve the quality of life for all of our residents.

MAG POLICY PRINCIPLES

MAG Management Committee

October 7, 2020

Agenda Item 6

Update on the Development of a New Regional Transportation Plan

Management Committee
October 7, 2020



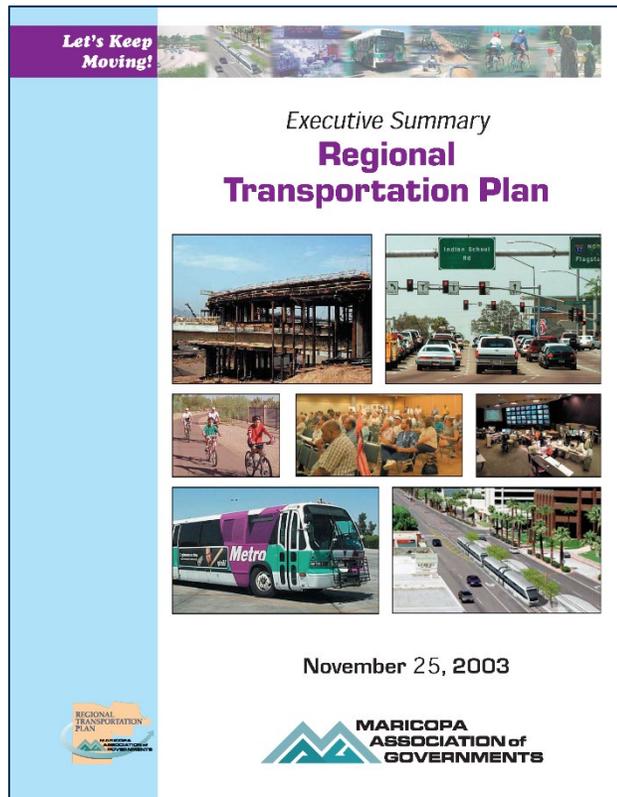


Presentation Overview

1. History and overview of the region's transit funding policy
2. Role of local funding in delivering transit
3. Transit funding policy options moving forward
4. September 30, 2020, Management Committee RTP work group update
5. Next steps

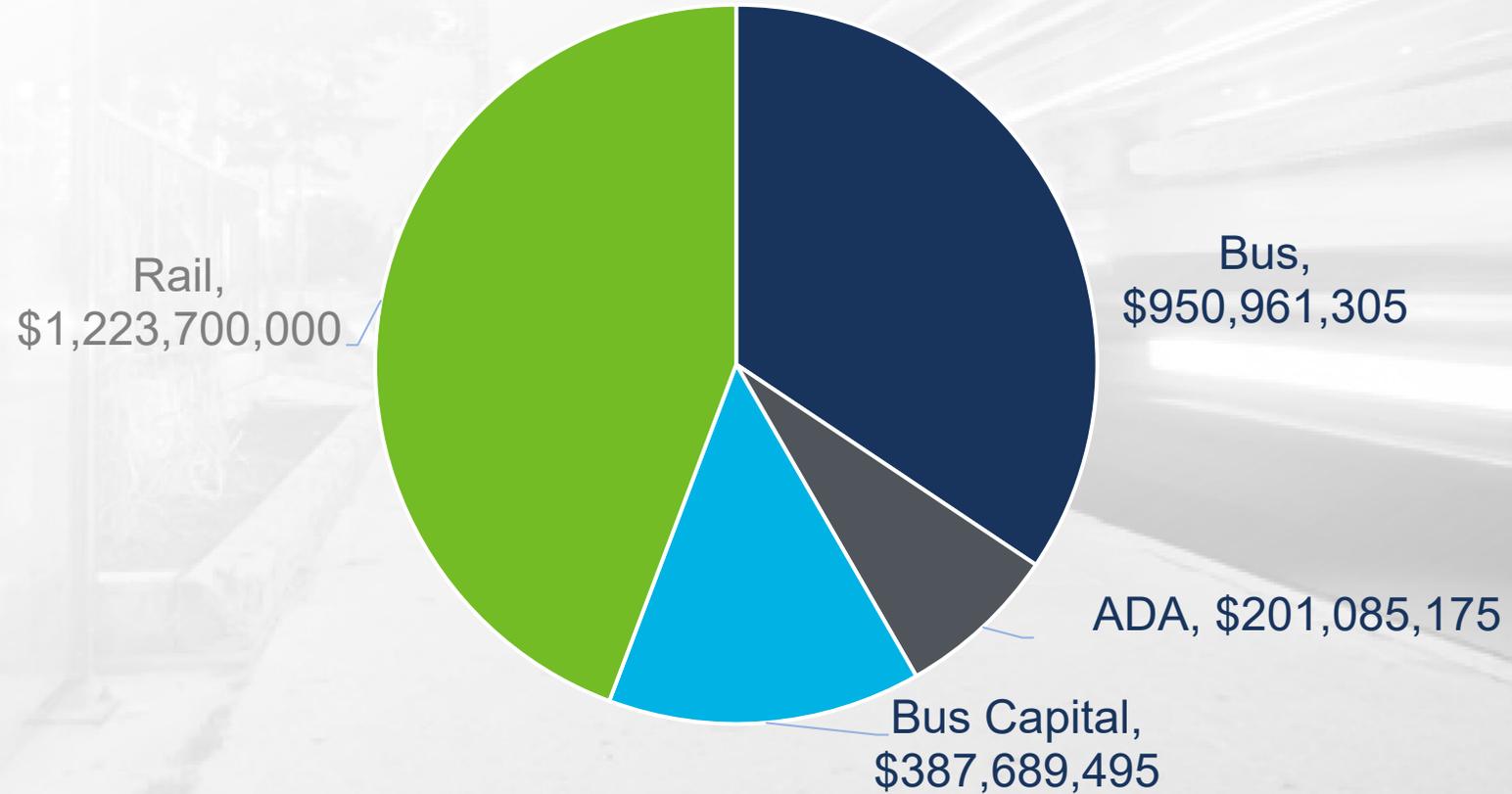
History and Overview

TLCP Overview

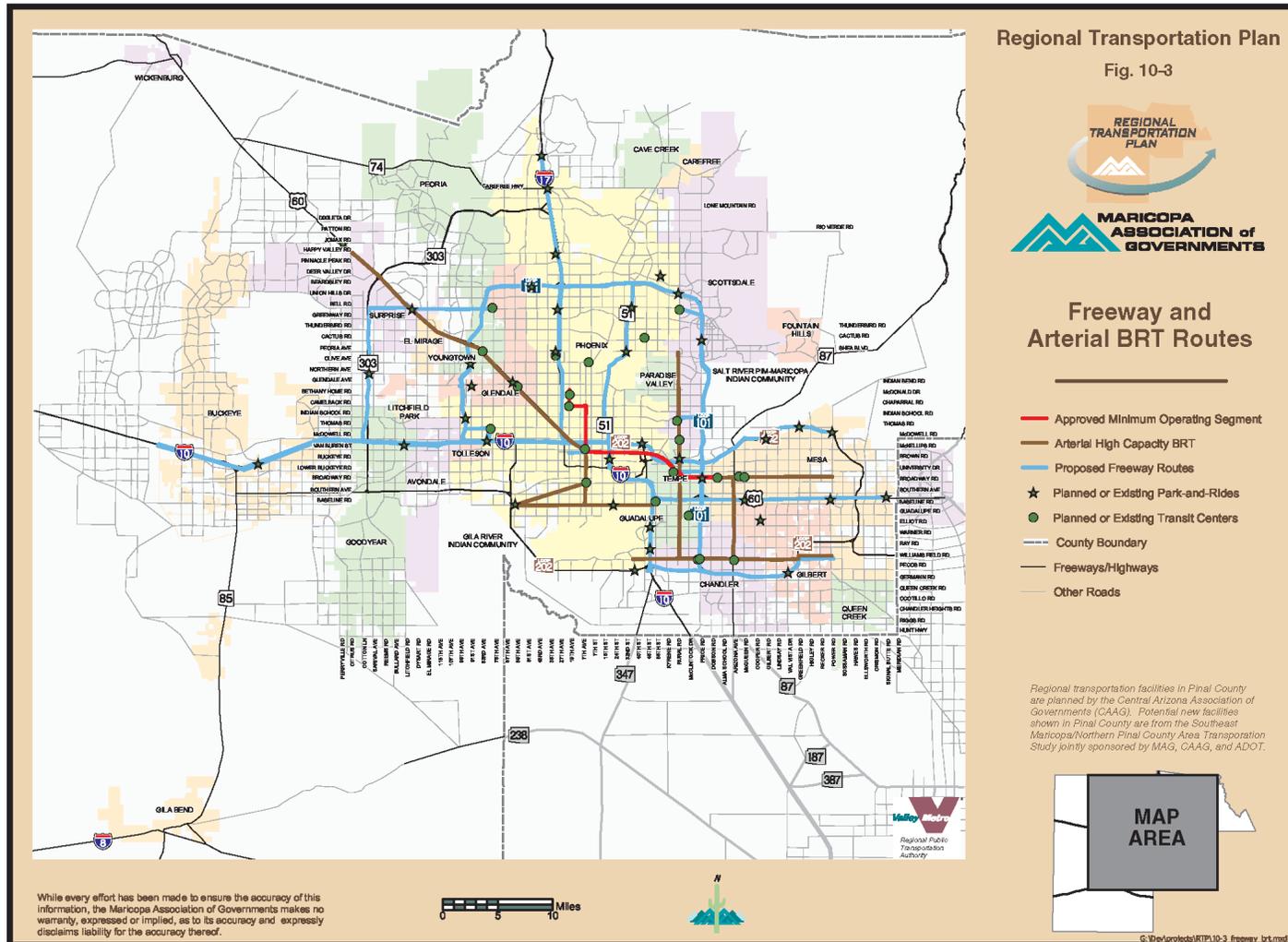


- 2003 RTP was basis for Proposition 400 ballot initiative.
 - Allocated 33.3 percent of sales tax revenues to transit (Public Transportation Fund or PTF).
 - Also allocated MAG FTA formula funds and a portion of MAG FHWA CMAQ funds.
- Transit component managed by Valley Metro through the Transit Life Cycle Program (TLCP).

TLCP: 2003 RTP Allocations



2003 RTP: Express Bus



TLCP: Jurisdictional Allocations

Jurisdiction	Bus PTF ¹	ADA PTF ¹	Bus Capital PTF ¹	High Capacity PTF ³	Total
Avondale	\$17,182,388	\$3,788,445	\$2,701,500	\$0	\$23,760,688
Buckeye	\$940,271	\$144,781	\$31,015	\$0	\$1,120,089
Carefree	\$0	\$0	\$0	\$0	\$0
Cave Creek	\$0	\$0	\$0	\$0	\$0
Chandler	\$107,535,476	\$24,087,993	\$13,963,300	\$0	\$146,149,676
El Mirage	\$2,605,944	\$571,082	\$298,270	\$0	\$3,487,914
Fountain Hills	\$1,089,225	\$164,890	\$50,400	\$0	\$1,308,537
Gila Bend	\$2,048,115	\$38,206	\$7,754	\$0	\$2,094,075
Gilbert	\$70,194,682	\$16,020,456	\$7,878,100	\$0	\$94,467,482
Glendale	\$66,966,938	\$16,398,496	\$3,959,100	\$25,000,000	\$108,008,538
Goodyear	\$3,491,105	\$468,528	\$23,261	\$0	\$3,992,949
Guadalupe	\$83,787	\$20,109	\$6,203	\$0	\$110,099
Litchfield Park	\$3,025,624	\$438,366	\$38,769	\$0	\$3,512,813
Maricopa County	\$5,264,986	\$3,052,473	\$1,683,100	\$0	\$10,073,686
Mesa	\$221,237,629	\$52,710,457	\$25,073,700	\$65,000,000	\$365,252,929
Paradise Valley	\$7,182,391	\$953,144	\$103,478	\$0	\$8,260,309
Peoria	\$25,585,316	\$5,600,222	\$2,928,975	\$0	\$34,244,991
Phoenix	\$204,913,565	\$0	\$285,217,500	\$1,005,000,000	\$1,495,131,065
Queen Creek	\$809,936	\$112,608	\$15,508	\$0	\$942,073
Scottsdale	\$116,256,364	\$30,299,514	\$13,462,800	\$0	\$160,727,464
Surprise	\$3,090,792	\$426,301	\$50,400	\$0	\$3,577,547
Tempe	\$86,811,277	\$45,169,763	\$30,122,700	\$128,700,000	\$291,860,477
Tolleson	\$4,161,397	\$530,865	\$54,277	\$0	\$4,758,604
Wickenburg	\$279,288	\$50,271	\$7,754	\$0	\$339,324
Youngtown	\$204,811	\$38,206	\$11,631	\$0	\$254,648
TOTAL	\$950,961,305	\$201,085,175	\$387,689,495	\$1,223,700,000	\$2,763,435,975

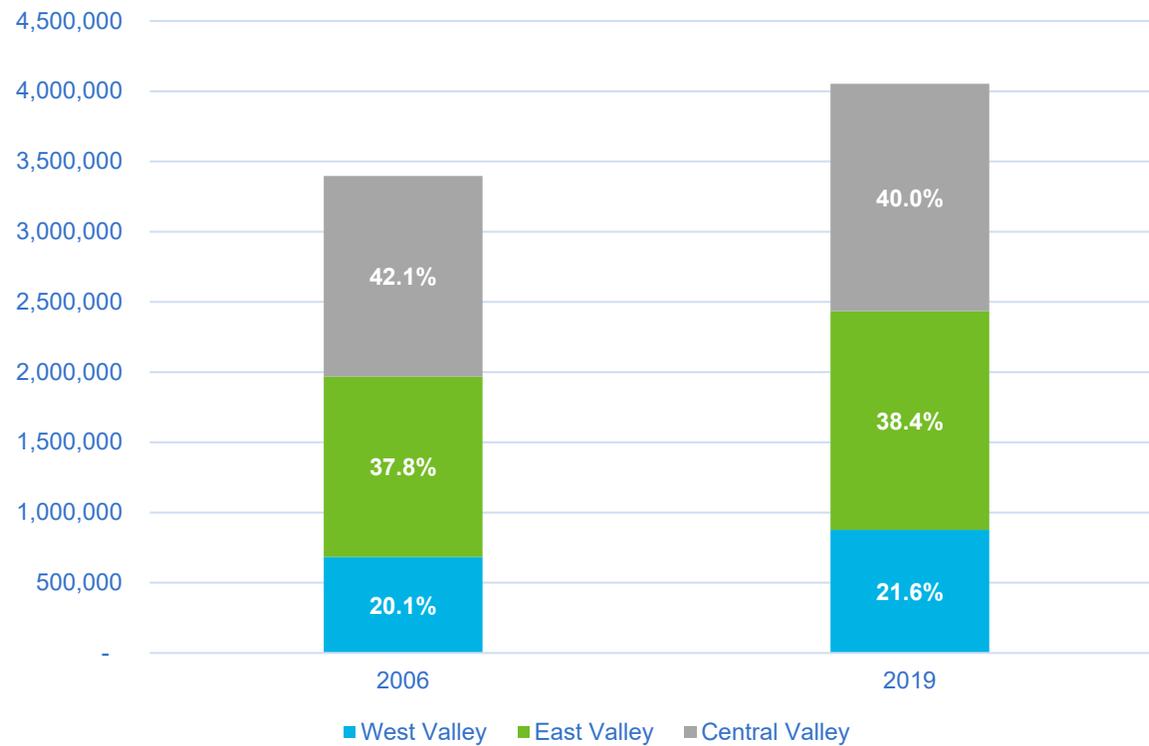


Table A –Jurisdictional Equity Allocation

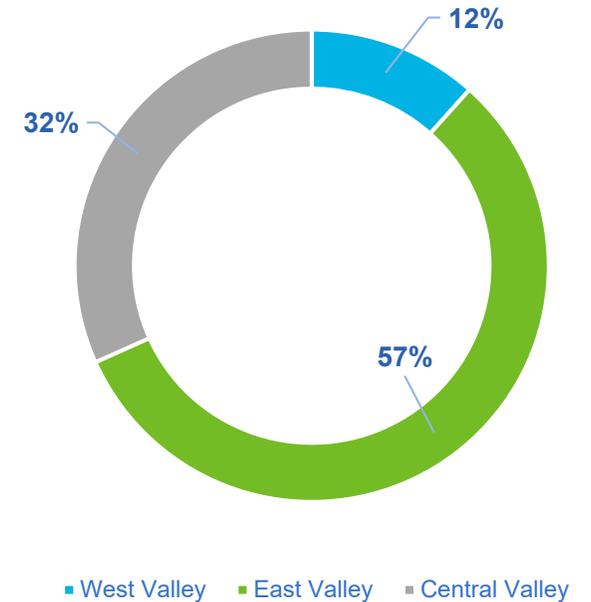
Jurisdiction	Bus PTF % Share
Avondale	1.538%
Buckeye	0.073%
Carefree	0.000%
Cave Creek	0.000%
Chandler	9.463%
El Mirage	0.226%
Fountain Hills	0.085%
Gila Bend	0.136%
Gilbert	6.117%
Glendale ⁽²⁾	5.679%
Goodyear	0.259%
Guadalupe	0.007%
Litchfield Park	0.227%
Maricopa County ⁽¹⁾	0.652%
Mesa	19.441%
Paradise Valley	0.535%
Peoria	2.217%
Phoenix	31.735%
Queen Creek	0.061%
Scottsdale	10.407%
Surprise	0.232%
Tempe	10.564%
Tolleson	0.308%
Wickenburg	0.022%
Youngtown	0.016%
Total	100.000%
West Valley	11.585%
Central Valley	31.735%
East Valley	56.680%



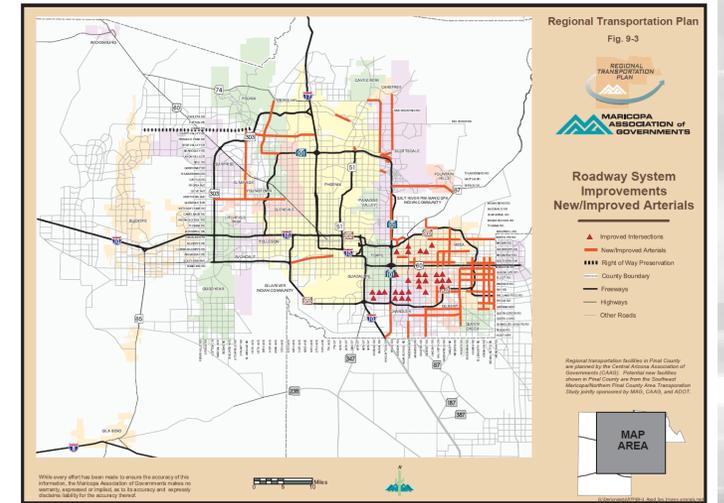
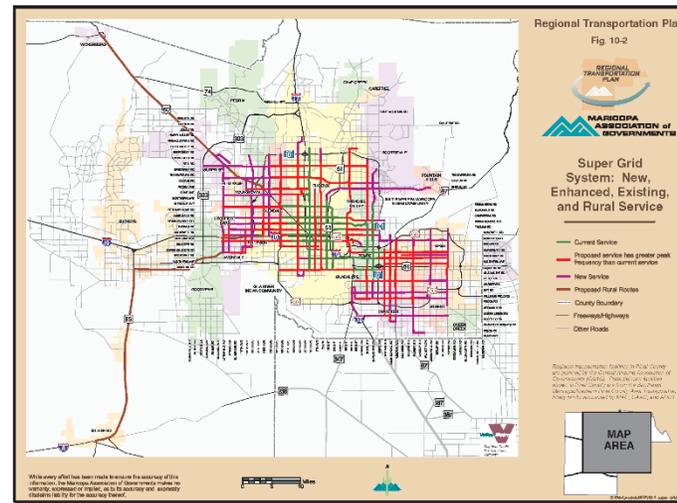
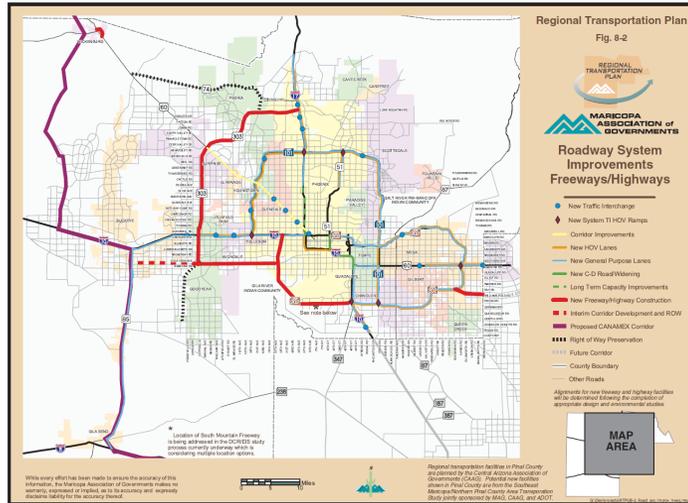
MAG Region Population Growth



JE Allocation

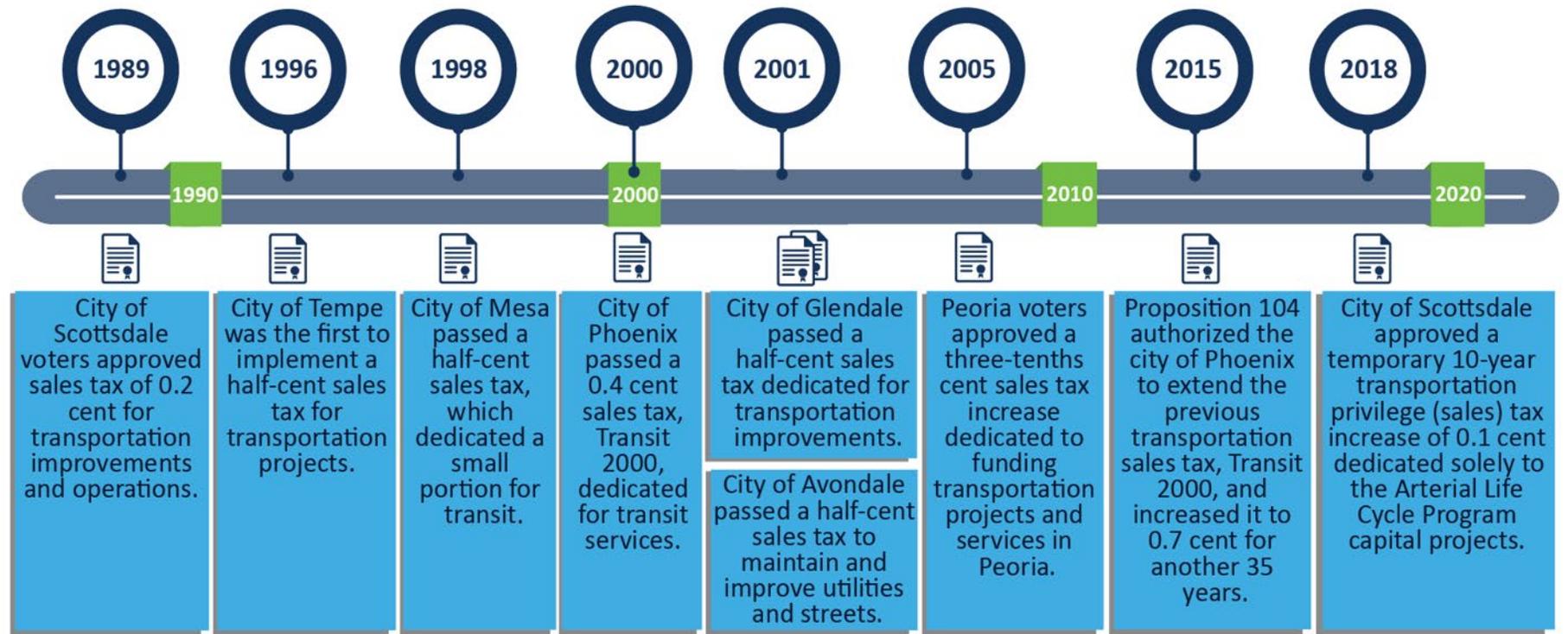


2003 RTP: Geographic Equity



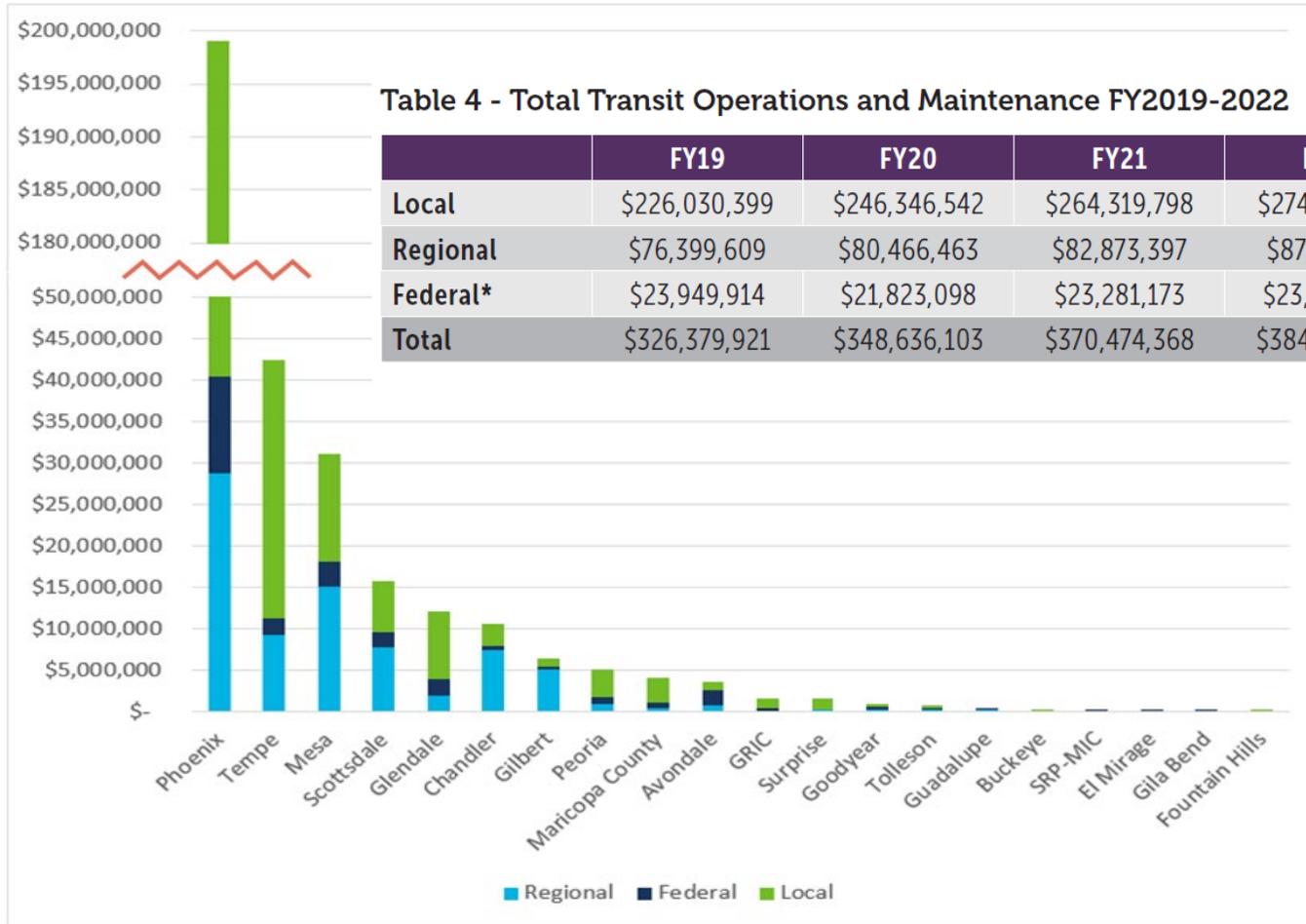
Role of Local Funding

Timeline of Local Funding Transportation Sales Taxes



Data Source: City of Avondale, City of Glendale, City of Mesa, City of Peoria, City of Phoenix, City of Scottsdale, City of Tempe, and Valley Metro

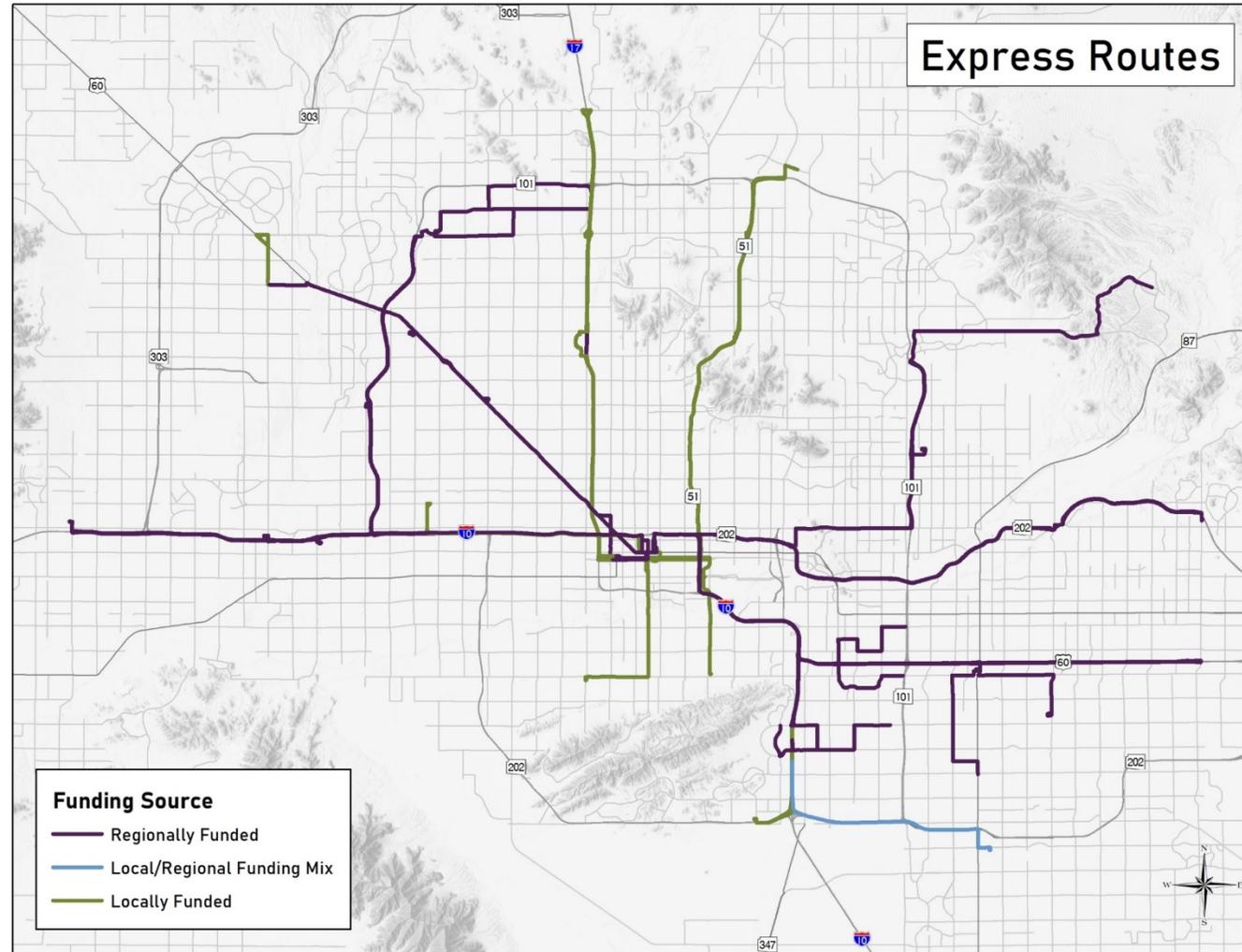
Total Transit Operating Costs by Funding Source, FY19-FY22



Local funding is inclusive of LTAF II funding distributions to jurisdictions

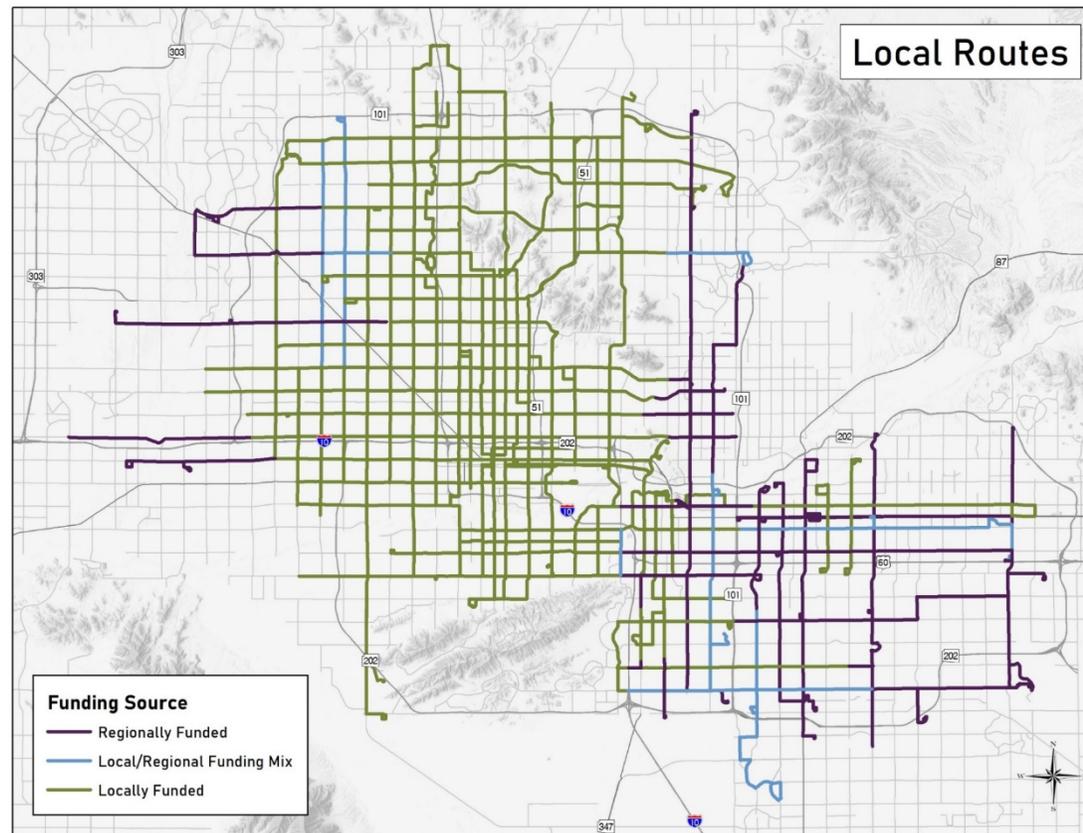
Data Source: Valley Metro Transit Service Inventory FY 2019 – FY 2022

Routes by Funding Source: Express Service (2019)



Looking Forward

Ongoing Annual Operations



Cost of Regional Portion
for Supported
Routes/Service at the
end of Proposition 400:
\$104 m/year (2020\$)*

*Annual total of regionally-funded transit operation expenditures programmed in the TLCPP for FY 2025. Excludes any associated capital (e.g., bus replacements)



What is the Path Forward?

1. Revisit Long-Range Plan-Based Approach
2. Continue with Fixed Allocation Revenue Approach
3. Migrate to a Formula-Based Approach Tied to Transit Performance



Review of Industry Best Practice: Performance Based

Five Principles Common to Regional Transit Funding Allocation Policies

1. Allocations based on audited, actual transit performance data
2. Allocations are calculated annually based on the most recently available audited data
3. Allocations positively correlate with service productivity
4. Operators incentivized to adapt transit service to meet transit demand
5. Allocation procedures are transparent

What is the Path Forward?

Three Approaches Revisited

Potential Approaches	Advantages	Limitations
Revisit Long-Range, Plan-Based Approach	Reverts to pre-recession regional planning approach	Is not adaptive to account for short-term changes
	Establishes a clear <i>regionally focused</i> vision for bus service	May not promote highest performing services
Continue with Fixed Allocation Revenue Approach	Provides continuity with existing policy	Does not promote quality or regionally focused transit service
		Fixed rates do not account for changes over time
		Does not promote equity in funding allocations regionally
Migrate to a Formula-Based Approach Tied to Transit Performance	Performance-driven approach promotes higher quality regionally focused transit	Implementation of a new policy requires initial procedural adjustments
	Highly adaptive to changes over time	
	Consistent with industry best-practice	

Work Group Update

Work Group Update

September 30, 2020

- Important to maintain regional funding support on existing routes/service
- Acknowledgement if funding support was held constant, the regional transit network could only grow if funded locally
- Recognition of promise to voters (Prop 400, future commitments)
- Desire to further explore formula/performance-based concepts for additional discussion

Next Steps



Policy Direction Sought

1. What pathway should MAG further consider moving forward?
2. What information would you like to see from MAG moving forward?

Agenda Item 7



■ Legislative Update

Agenda Item 8



■ Request for Future Agenda Items

Agenda Item 9



■ Comments from the Committee