Update on the Development of a New Regional Transportation Plan

Regional Council

August 26, 2020

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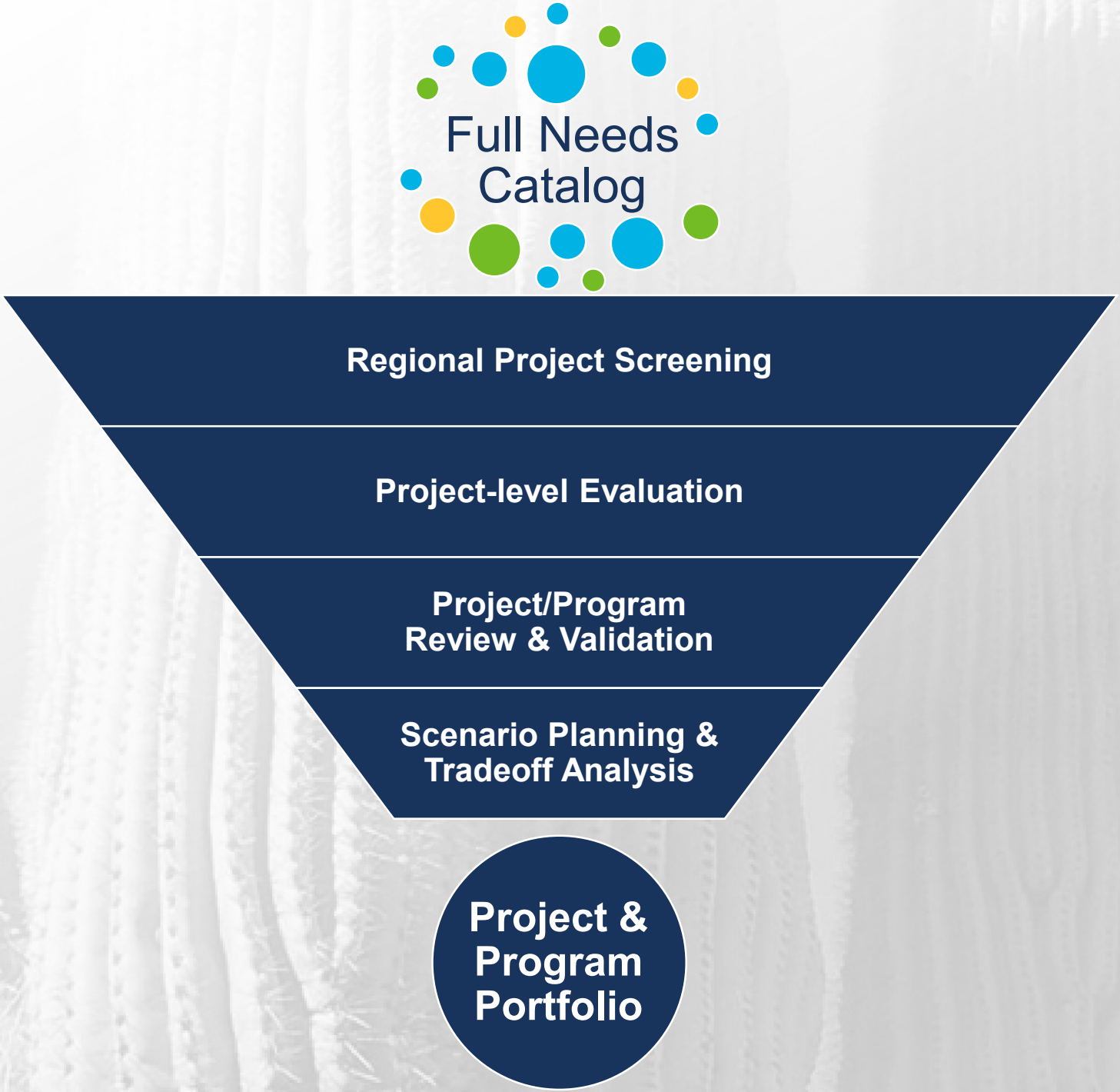
Performance-Based Evaluation Framework



Vision / Goals / Performance Outcomes

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Vision

The transportation system plays a critical role in ensuring a high quality of life for residents of the MAG region. The purpose of the Regional Transportation Plan is to **establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive**. We will deliver a world-class transportation system that reflects the following mission-critical goals:

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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.
- **Prosperity** – support economic competitiveness and growth through strategic transportation investments.
- **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.

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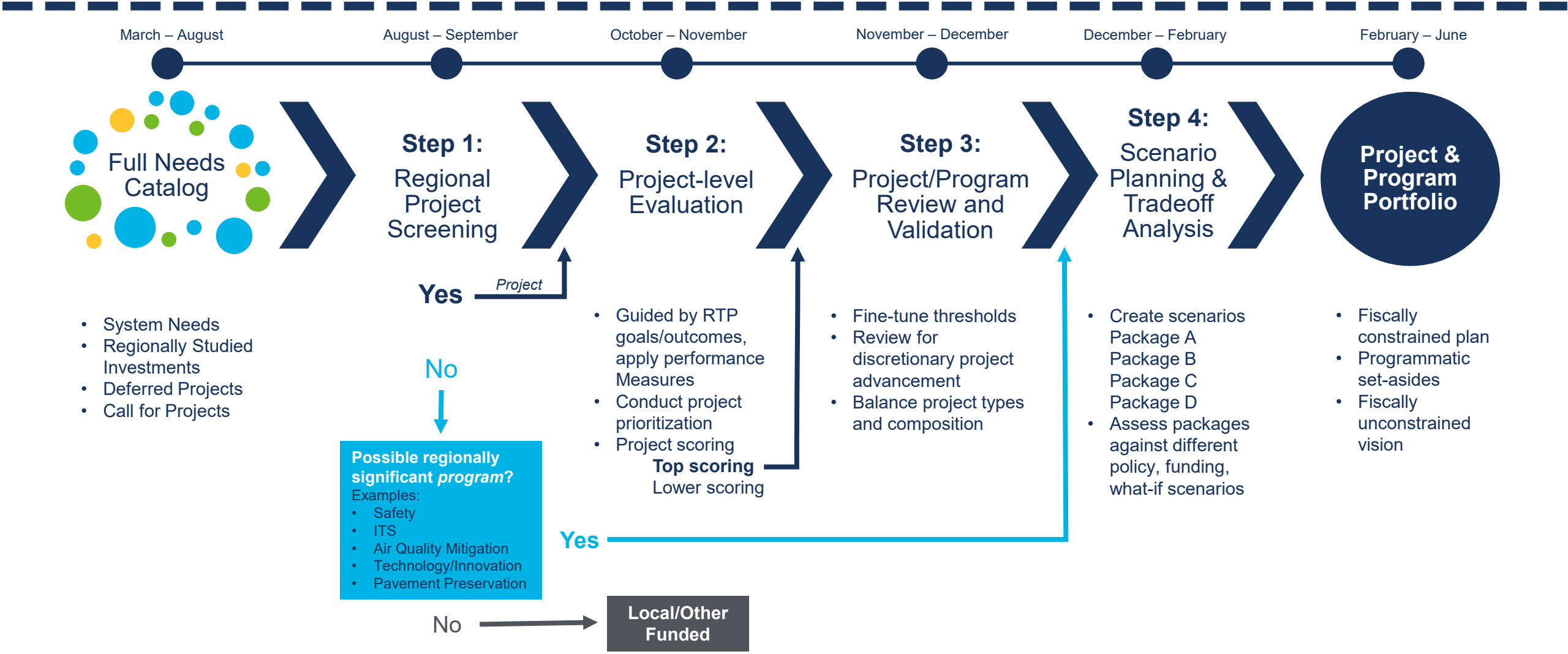
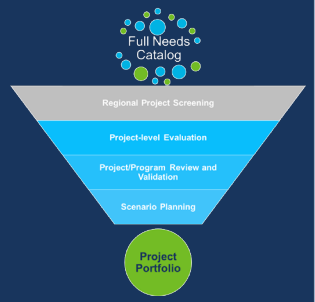
RTP Project & Program Evaluation Steps

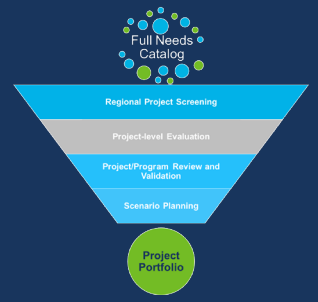


Step 1: Regional significance

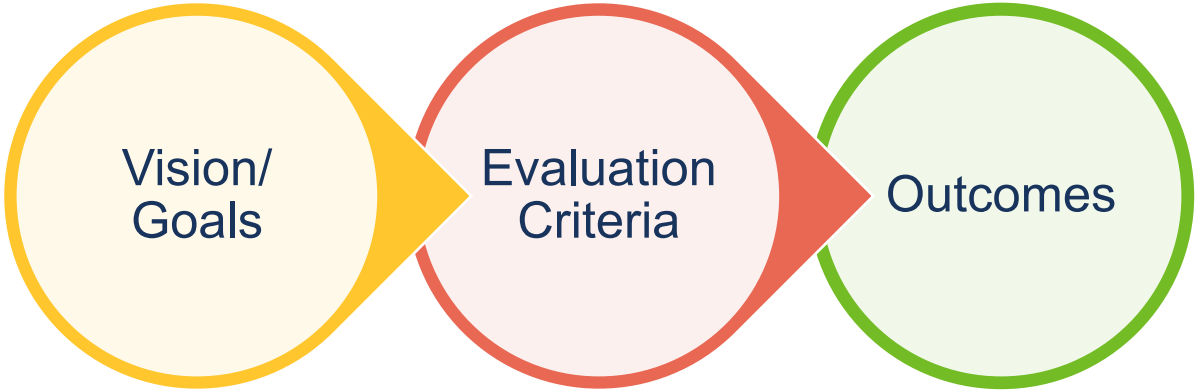


- A **regionally significant project** is one that substantially contributes to the regional transportation system, benefitting the movement of people and goods across jurisdictions and connecting communities, activity centers, and destinations. The benefits of a regionally significant project should be as high for users outside the jurisdiction for which it is located as it is for those that reside within that jurisdiction. Projects are often high capacity (e.g., freeway, highway, rail, BRT) or contribute to a system network (e.g., regional bus network, grid arterial network, bridge/connect a gap).
- A **regionally significant program** is one that is consistent with the regions values/vision and achieves unique or distinct priorities shared across the region.

Step 2: Project-level performance evaluation



Elements of Performance-based Project Evaluation



- Vision – Sets aspirational vision for transportation future
- Goals – translates vision into specific, measurable goals

- Identifies specific criteria for evaluating how well projects meet goals
- Focuses on data to quantify project's performance

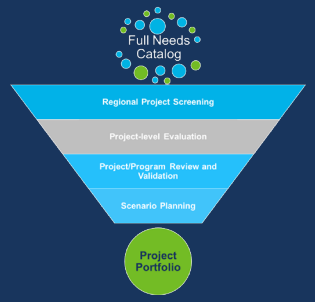
- Does a project move the region toward regional priorities?
- Does the project help the region achieve policy objectives?

Project Scoring Example

- Project Name: I-999 MP 123 – 140
- Project Scope: Add General Purpose Lane

Goal Area	Max Score	Project Score
Safety	17	13
Livability	17	10
Prosperity	17	15
Mobility	17	14
Responsiveness	17	10
System Preservation	15	12
Total	**100**	**74**

Why do it this way?



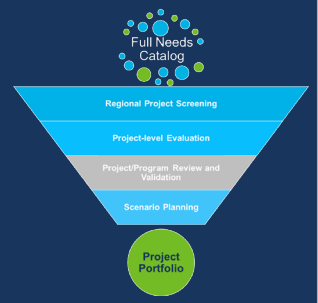
1. Consistent with MAG Call for Projects process
2. Consistent with local transportation plan development process
3. Consistent and easily consolidated with implementing Prop 400 programs
4. Commonly used in developing RTPs

Project Number and Name	Final TA Rank Order	Funding Source	Federal Amount Requested	Percent Funded	Programmed TA Amount	Cumulative TA Programming	Running TA Balance	Requested Work Year	Notes
CHN-23-001 - Frye Road Protected Bike Lanes	1	CMAQ	$ 3,183,441	100%	$ -	---	$11,553,448	2023	Selected for CMAQ funding based on CMAQ rank
TMP-23-001 - Regional Path Connectivity About to Get Rio Grand	2	CMAQ	$ 1,932,429	100%	$ -	---	$11,553,448	2023	Selected for CMAQ funding based on CMAQ rank
PHX-24-002 - Phoenix Citywide Pedestrian Safety-HAWKs	3	TA	$ 1,341,422	100%	$ 1,341,422	$ 1,341,422	$10,212,026	2024	Selected for TA funding based on TA rank
GLN-24-002 - 67th Ave Bike Lanes - Missouri to Myrtle	4	CMAQ	$ 2,027,909	100%	$ -	---	---	2024	Selected for CMAQ funding based on CMAQ rank
PEO-23-001 - Stadium Trail Phase 2	5	CMAQ	$ 2,304,322	100%	$ -	---	---	2023	Selected for CMAQ funding based on CMAQ rank
QNC-23-001 - Queen Creek Wash Trail Extension - Phase 1	6	CMAQ	$ 768,152	100%	$ -	---	---	2023	Selected for CMAQ funding based on CMAQ rank
MES-24-001 - Power Road Shared Use Pathway	7	TA	$ 4,321,099	100%	$ 4,321,099	$ 5,662,521	$ 5,890,927	2024	Selected for TA funding based on TA rank
FTH-23-001 - Sidewalk Gap Elimination for Palisades Blvd and Saguaro Blvd.	8	TA	$ 2,026,477	100%	$ 2,026,477	$ 7,688,998	$ 3,864,450	2023	Selected for TA funding based on TA rank
GLN-24-001 - 67th Ave Bike Lanes - Myrtle to Cholla	9	CMAQ	$ 2,255,380	100%	$ -	---	---	2024	Selected for CMAQ funding based on CMAQ rank
PHX-23-002 - FY 2023 Phoenix 20th Street Bicycle Corridor Improvements (Grand Canal - Highland Avenue)	10	TA	$ 2,336,673	100%	$ 2,336,673	$ 10,025,671	$ 1,527,777	2023	Selected for TA funding based on TA rank
GLN-24-003 - Sidewalk Gap Closure - Central Core	11	CMAQ	$ 2,078,162	100%	$ -	---	---	2024	Selected for CMAQ funding based on CMAQ rank
PHX-24-001 - 56th St from Thomas Rd Indian School Rd - Phase 2	12	TA	$ 1,608,201	95%	$ 1,527,777	$ 11,553,448	$ -	2024	Selected for partial TA funding based on TA rank
SCT-23-001 - Shea Boulevard Path from 142nd Street to Eagle Mountain Parkway	13	---	$ 3,557,255	0%	$ -	$ 11,553,448	$ -	2023	Not Selected for Funding
SCT-23-004 - Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road	14	CMAQ	$ 2,352,421	100%	$ -	---	---	2023	Selected for CMAQ funding based on CMAQ rank
SCT-23-002 - Indian Bend Wash Bridge Replacement at Osborn Road	15	---	$ 3,976,887	0%	$ -	$ 11,553,448	$ -	2023	Not Selected for Funding
PHX-24-003 - FY 2024 Phoenix 20th St Bicycle Corridor Improvements (Highland Avenue - Missouri Avenue)	16	---	$ 1,571,495	0%	$ -	$ 11,553,448	$ -	2024	Not Selected for Funding
PHX-23-001 - 56th St from Indian School Rd to Camelback Rd - Phase 1	17	---	$ 4,804,852	0%	$ -	$ 11,553,448	$ -	2023	Not Selected for Funding
AJ-24-001 - Delaware Drive Pedestrian and Safety Improvements	18	CMAQ	$ 906,499	100%	$ -	---	---	2024	Selected for CMAQ funding based on CMAQ rank
SCT-23-003 - Indian Bend Wash Path Extension: Thompson Peak Parkway to Bell Road	19	---	$ 3,367,169	0%	$ -	$ 11,553,448	$ -	2023	Not Selected for Funding
PVY-24-001 - Mockingbird Ln Improvements: Lincoln Dr to McDonald Dr	20	CMAQ	$ 1,266,772	100%	$ -	---	---	2024	Selected for CMAQ funding based on CMAQ rank

cut off for TA

Example: MAG Active Transportation Call for Projects Evaluation

Step 3: Validating the pool of projects and programs



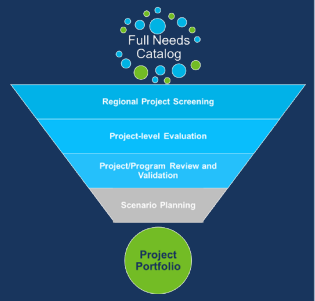
Freeway / Highway Project Prioritization Example

Project Name	Score (Max 100)
New Freeway Section A	94
New Managed Lane A	87
Add General Purpose Lane B	**74**
New Managed Lane B	70
New Freeway Section B	61
Add General Purpose Lane A	59
Ramp Metering A	40
Add General Purpose Lane C	21
New Traffic Interchange A	18

Fine-tune assessment of highest scoring projects

- Adjusting project scoring threshold
- Adjusting individual project placement
- Validate high scoring project composition

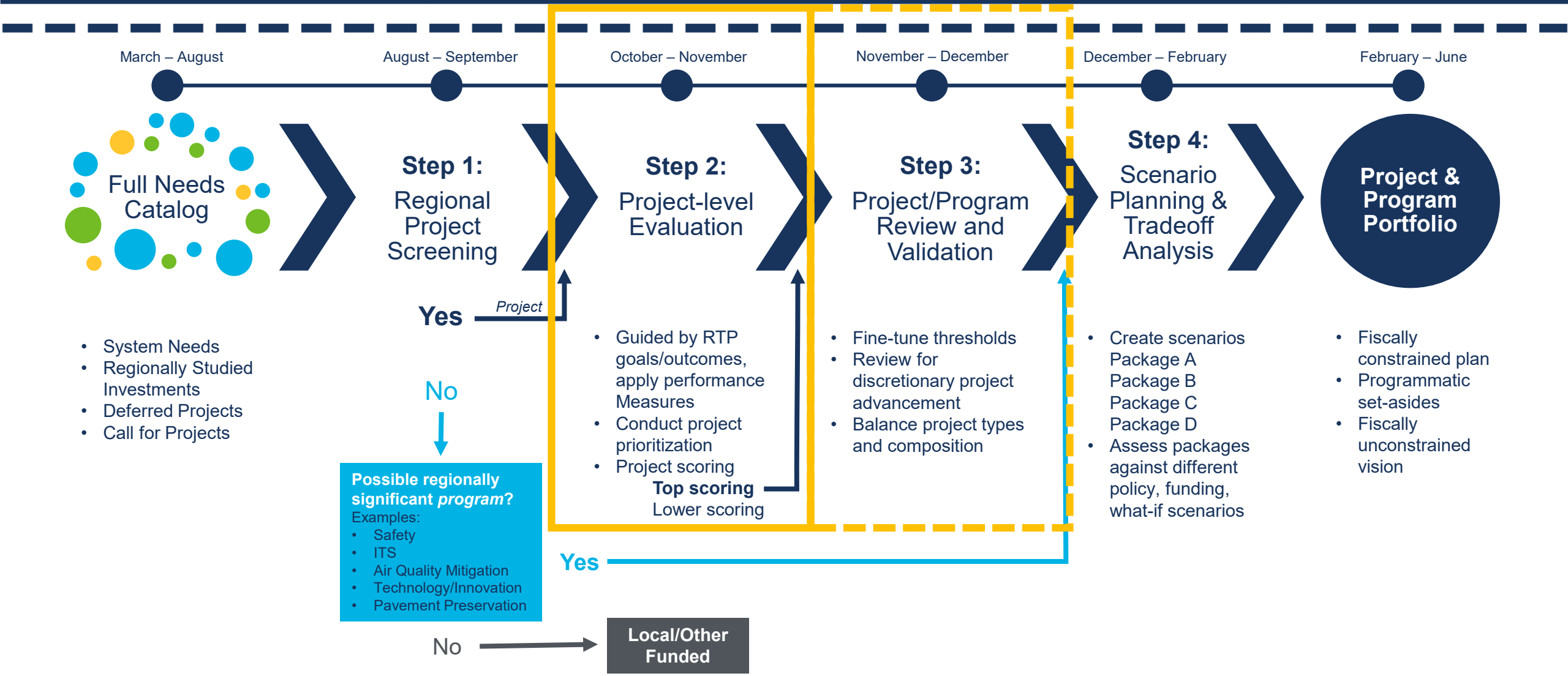
Step 4: Weighing tradeoffs



- Scenario Planning and Tradeoff Analysis Objectives
  - Compare different funding alternatives (e.g., ½ cent, ¾ cent, 1 cent sales tax)
  - Stress-test investment packages; identify long-term strengths/weaknesses in investment options
  - Assess outcomes and how well various investment packages achieve key performance targets
  - Answer policy questions, including:
    - What regionally significant projects are identified for funding?
    - What regional programs will be established? What level of funding should those programs receive?
    - What do we want to ask of voters?

Summary: Performance Homework Assignment Feedback

RTP Project & Program Evaluation Steps



July's Management Committee Work Group Homework

- **How should we evaluate projects?**
  Project-Level Evaluation Packet (Step 2)
  - Which goals and evaluation criteria are the most important and why?
  - Do the evaluation criteria, outcomes and performance measures sufficiently identify projects that help achieve regional goals?
  - Are there performance measures we're missing?
- **What uncertainties or policies should we test?**
  Scenario Planning Packet (Steps 3 and Steps 4)
  - Pre-Workshop Questionnaire

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Key Takeaways

Goals

- Mobility, Safety and Prosperity ranked higher importance
- Weighting important relative to modal category

Project Evaluation Frameworks

- No major “gaps” identified in project evaluation framework
- General support for identified outcomes, evaluation criteria and performance measures
- Emphasis to priority outcomes/criteria/measures

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Freeway/Highway Framework Feedback

Emphasis

- Prosperity: existing, future employment
- Mobility: bottlenecks, level of service (*safety)

Others

- Mobility: future residential growth
- Responsiveness: support/accommodate multimodal
- Prosperity: connects major activity centers (e.g., medical, education)

Weighting

Mobility, safety, prosperity

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Arterial Framework Feedback

Emphasis

- Safety: locations with crash history (including bike/ped)
- Prosperity: existing, future employment

Other

- Safety: complete street considerations (e.g., pedestrian and bicyclist considerations)
- Mobility: future residential growth; connects with educational establishments

Weighting

Safety, Mobility, Prosperity, Preservation

High-Capacity Transit Framework Feedback

Emphasis

- Mobility: transit propensity and ridership potential

Others

- Prosperity: Connections to activity centers (e.g., medical, education, entertainment)
- Mobility: Connection(s) to existing/planned HCT, existing transit service
- Mobility: Serve existing, future high density residential

Weighting

Mobility

Other Feedback

- Livability Goal
  - Strong support for application in program identification (notably active transportation and air quality)
  - Growth and development patterns (e.g., sprawl, access to services)
- Step 3: Project/Program Review and Validation
  - Consider if composition of investments has balance across region
  - Consider giving historic/legacy projects extra consideration, priority
  - Consider opportunity for jurisdictions to identify their highest priority project(s)
- Step 4: Scenario Planning
  - Consider if high capacity transit projects are in adopted plans with local funding commitments
  - Consider alternative funding options, such as leveraging private sector investments

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Other Feedback, continued

- Implementation
  - Emphasis on flexible programming, ability to respond to change
  - Project development ideas:
    - Consider secondary impacts during implementation (e.g., corresponding improvements to arterial/collectors adjacent to freeway project)
    - Recognize connected transportation to high capacity investments (e.g., first/last mile solutions, micro mobility, pedestrian and bicycle access,)
    - Consider important regional considerations to be included in project scopes (e.g., wrong-way drivers, lighting, etc.)
- Preservation
  - Lower scored goal
  - Remains an important consideration in program development

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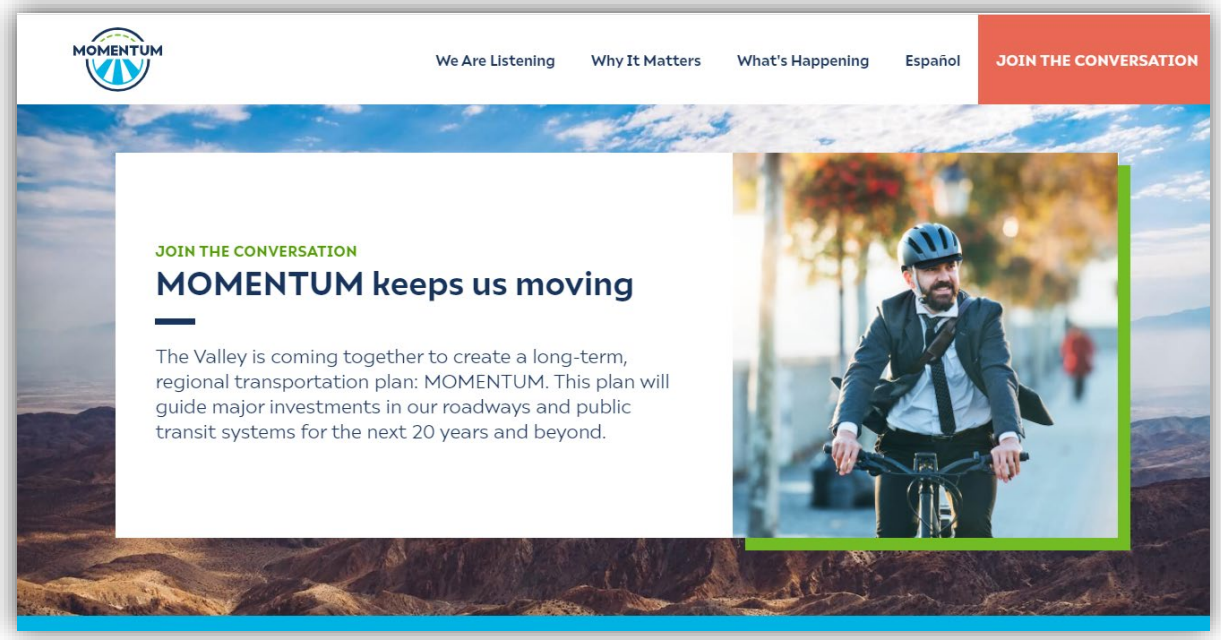
Next Steps

Connect with MOMENTUM



Sharing the MOMENTUM Message Online

This document provides links to the official MOMENTUM website, social media pages, and a list of recommended hashtags.

Tagging the MOMENTUM pages, sharing the website, and using the recommended hashtags will provide your followers with easy ways to learn more about MOMENTUM and get involved in the process.

Website

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Feel free to tag these accounts or direct your followers to visit these pages.

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Instagram
instagram.com/ourmomentumplan

Hashtags

Use these hashtags to connect your content and your followers with similar communications from other member agencies.

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Featured Deliverables

Early September

- Peer Region Analysis
- Needs Catalogue
  - Regionally Significant Projects (Step 1)
  - Potential Regional Programs → *What are priorities?*
- Document Policy Questions

Late September

- Regional Transit Planning and Policy
  - *How do we approach future bus service?*
  - *What is the region's role in funding transit? What is the role of local agencies in funding transit?*