

Update on the Development of a New Regional Transportation Plan

MAG Regional Council
September 30, 2020



Work Group Update

September 9, 2020

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

Policy Questions

Work Group Open Discussion

- Transit Roles and Responsibilities
 - Noted August 2020 memo outlining MAG planning and policy responsibilities for RTP, extension
 - Coordinating the 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 - HURF outdated and insufficient funding source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

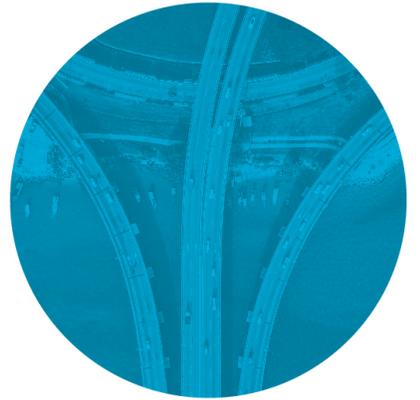
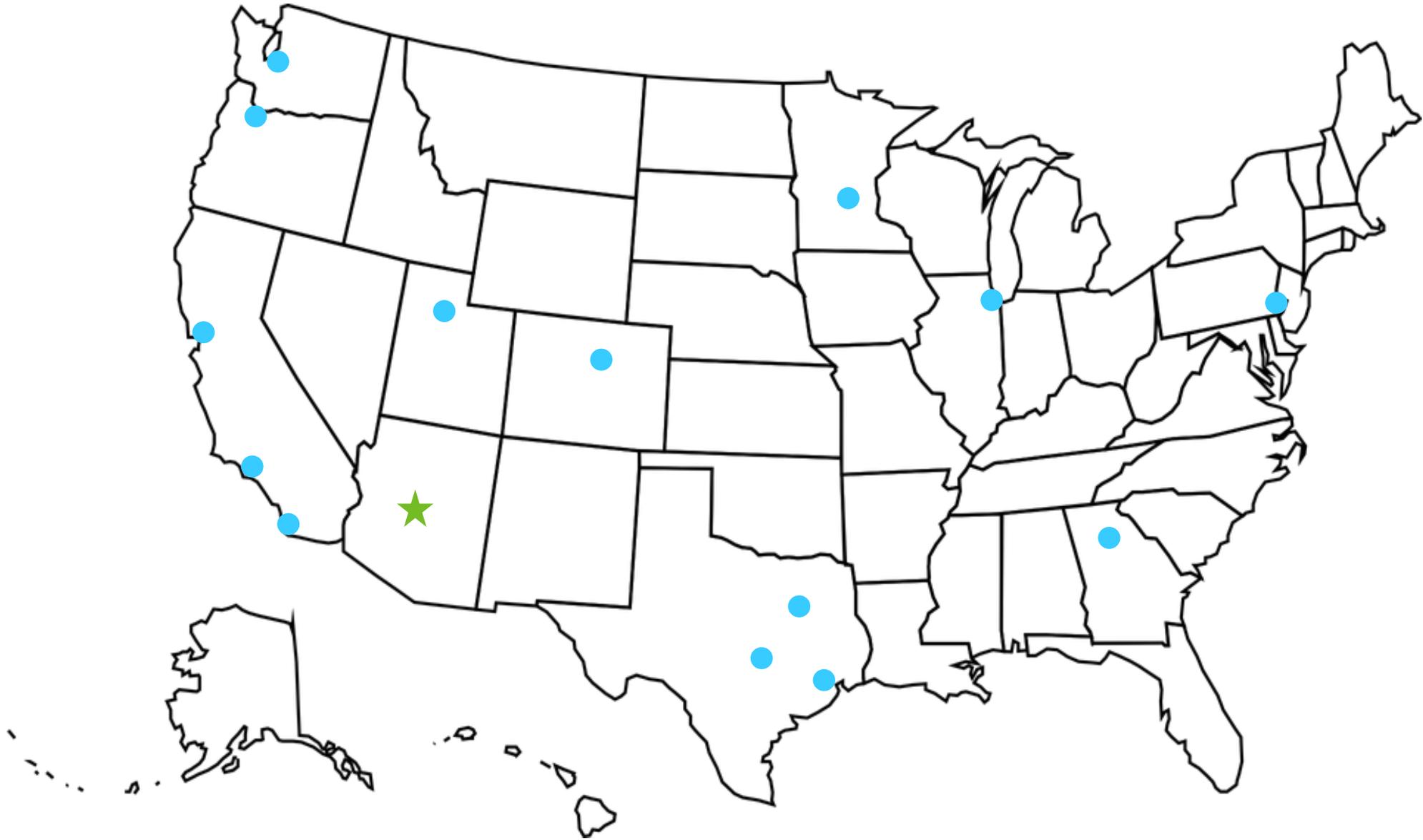


Peer Region Analysis

Peer Region Analysis

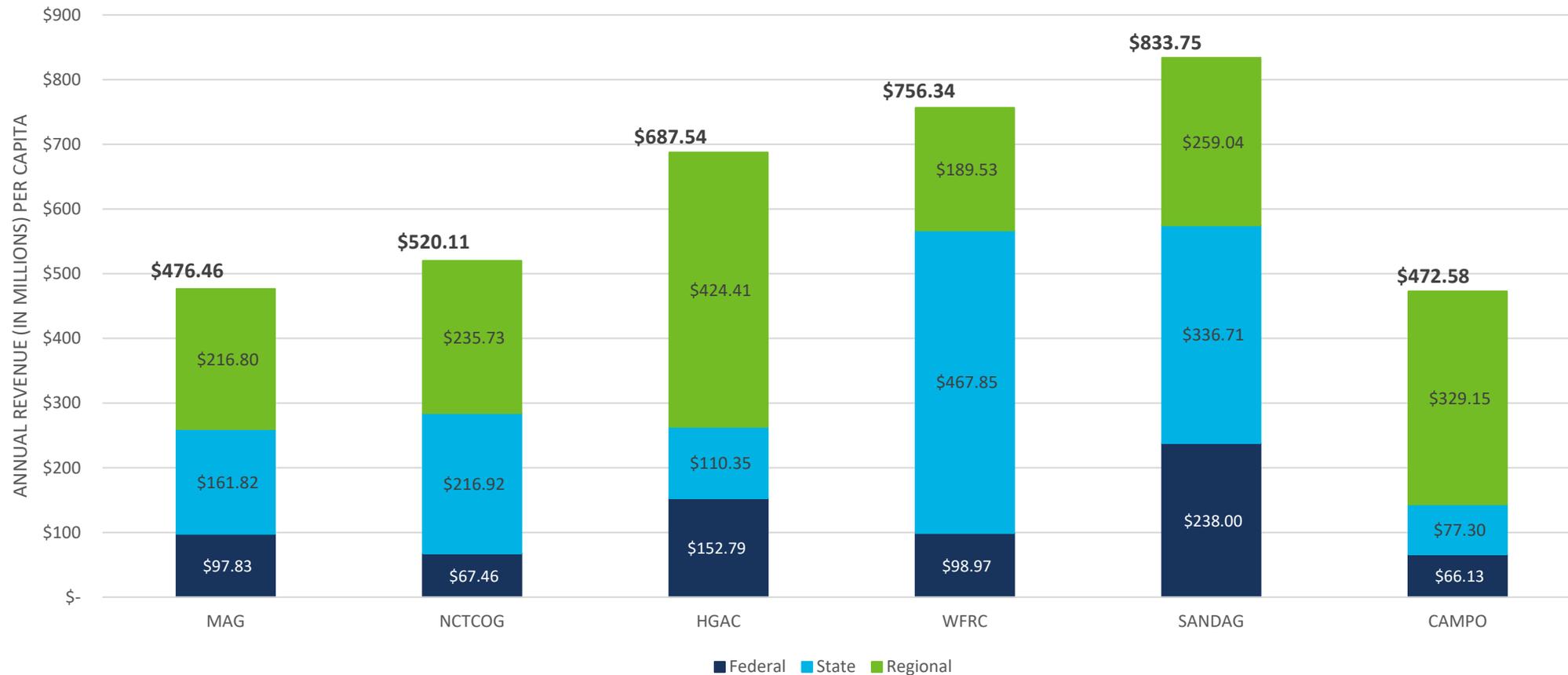
- Characteristics of RTPs, composition of regional transportation investments, best practices
- Peer funding portfolios and comparative revenue analysis
- Plan development process, including scenario and trade off analysis





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 | <ul style="list-style-type: none"> - 0.5% | <ul style="list-style-type: none"> - Four 0.5% sales taxes totaling 2% | <ul style="list-style-type: none"> - 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 | Capital Metro moving forward with November 2022 8.75% property tax | 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 |

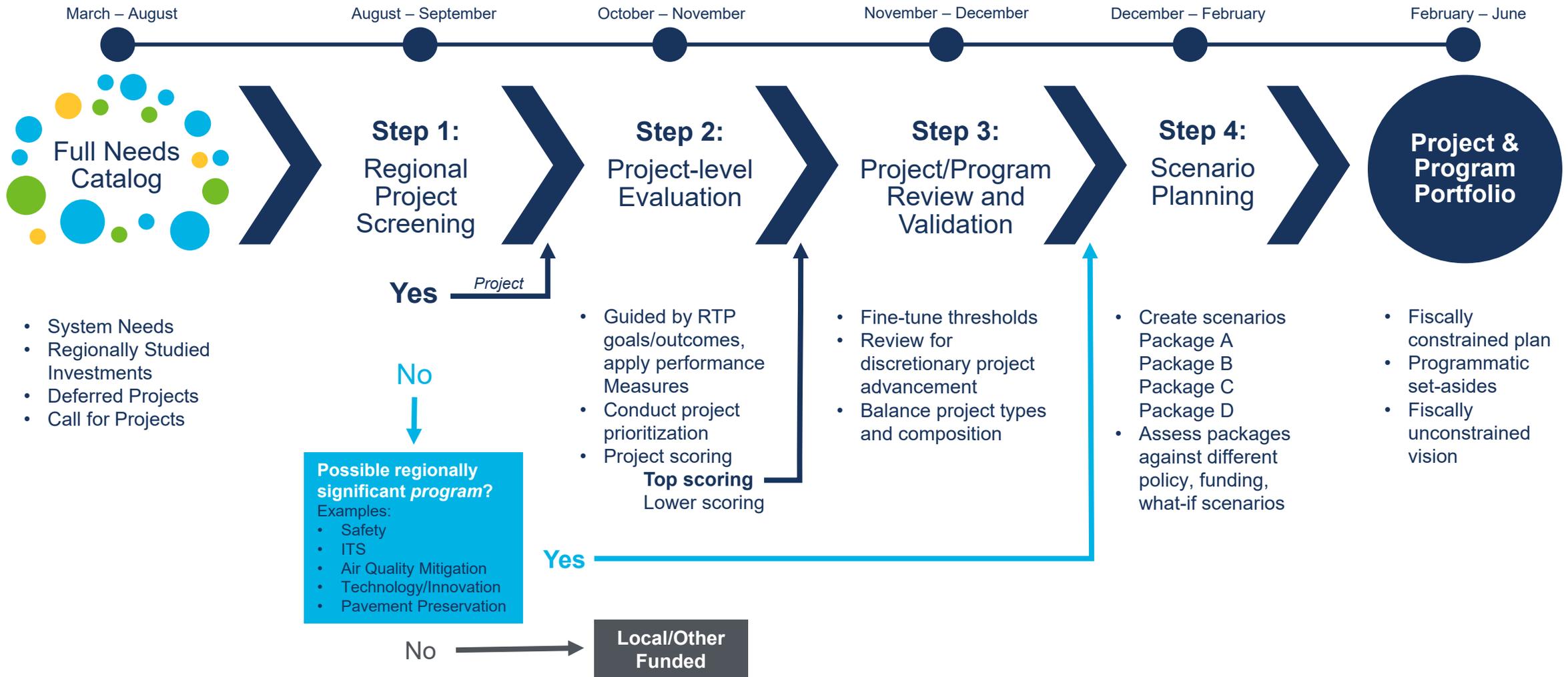
Peer Region Analysis Highlights

- 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.

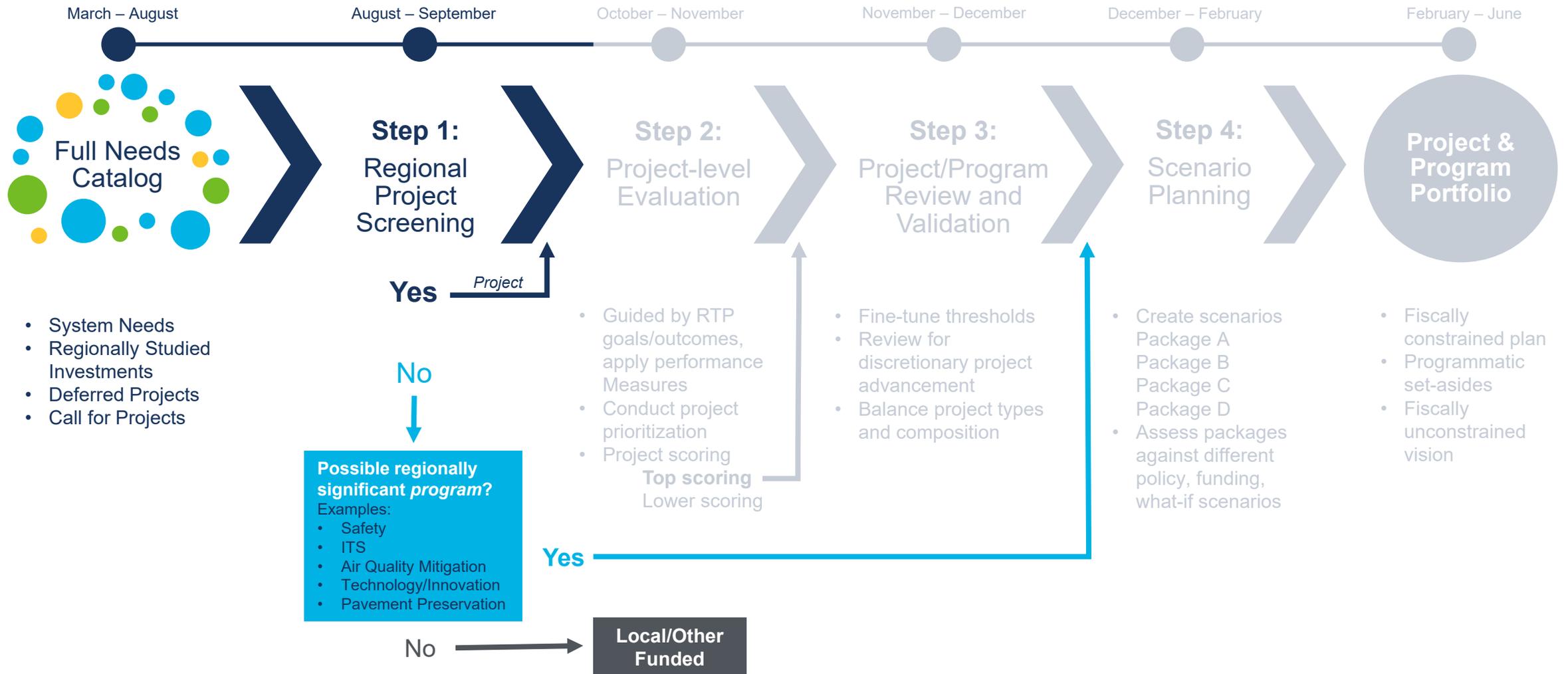


Draft Needs Catalog (Version 1)

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 Complete 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. |

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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
- **Freeway Operations and Maintenance**

*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

TODAY: September 30 Work Group
Regional Transit Policy, Funding