

# Update on the Development of a New Regional Transportation Plan

Transportation Policy Committee

June 17, 2020



# Today's Focus

- RTP Call for Projects Update
  - Summary of submissions
  - Updated sketch estimates
- Performance-Based Evaluation Framework
  - Draft Vision, Goals
  - Draft Regionally Significant Definitions
- Next Steps



# **RTP Call for Projects Update: Summary of Submissions**

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# Recap: Existing Prop 400-era Programs

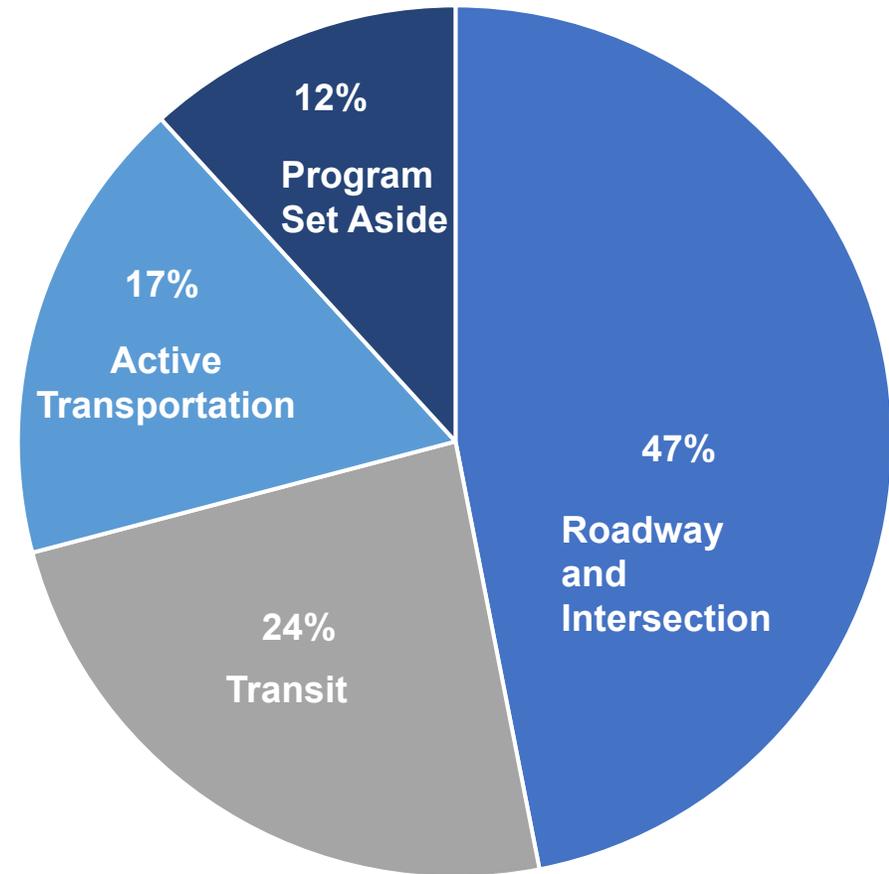
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- Freeway Life Cycle Program
- Transit Life Cycle Program
- Arterial Life Cycle Program
- Seniors and Persons with Disabilities Transportation (Enhanced Mobility, §5310)
- Active Transportation
  - Infrastructure
  - Design Assistance
- Safety
  - Safe Routes to Schools
  - Regional Roadway Safety Assessments
  - Regional Safety Program
- Systems Management & Operations
- Air Quality
  - Regional Ride Share
  - Trip Reduction Program
  - Streetsweepers
  - Paving of Unpaved Roads
- Don't Trash Arizona, litter and landscape
- Pinal County Arterial and Bridge Program

# Member Agency Call for Projects

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- Closed April 17, 2020  
(extended due to COVID-19)
- Nearly 1,300 individual  
project and program  
submissions received



# “Buckets” of Submissions

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1. Freeway, Highway and Parkway
2. Arterial Roadway
3. Arterial Intersection
4. Roadway Other
5. Pavement Preservation
6. Commuter Rail
7. High Capacity Transit
8. Regional Bus Service
9. Other Transit
10. Active Transportation
11. Safety
12. Intelligent Transportation Systems
13. Transportation Demand Management
14. Planning, Support
15. Other Infrastructure

# 1. Freeway, Highway and Parkway (capital)

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- New facilities
- Capacity improvements, system interchanges, traffic interchanges
- Reconstruction, modernization



Source: ADOT

## 2. Arterial Roadway (capital)

- New facilities
- Capacity improvements
- Reconstruction, modernization
- Freight plan implementation



# 3. Arterial Intersections (capital)

- Major arterial intersections
- Minor arterial intersections
- ITS improvements
- Safety improvements\*



## 4. Roadway Other (capital)

- Local collector
- Bridges
  - New river crossings
  - Railroad crossings
  - Reconstructions
  - Preservation
  - Maintenance
- Roundabouts
- Complete Streets
- ADOT roadway turnbacks
- Safety improvements\*



Source: MCDOT

# 5. Pavement Preservation

- Arterial, et al



Source: City of Phoenix

## 6. Commuter Rail

- Capital
- Operations



*Illustrative commuter rail*

# 7. High Capacity Transit (capital and operations)

- Light rail extensions, overlay service
- Streetcars
- Bus Rapid Transit



Source: Valley Metro

## 8. Regional Bus Service (capital and operations)

- Regional grid service
- Express/commuter bus
- Fleet/asset management
- Park and rides
- Operations and maintenance centers
- Transit centers/mobility hubs



Source: Valley Metro

## 9. Other Transit (capital and operations)

- Circulators
- Microtransit
- First/last mile solutions
- Localized transit (flexible, on-demand)
- Transit accessibility
- Transit stops
- ADA
- Seniors and Persons with Disabilities Transportation (\$5310, etc.)



# 10. Active Transportation

- Active Transportation Plan implementation
- Separated/protected bike lanes, bike boulevards
- Multiuse paths
- Bridges and connections (freeway, arterial, waterway/canal, railroad crossings)
- Trail, path, and sidewalk lighting
- Sidewalks
- ADA
- Design assistance



# 11. Safety\*

- Safe Routes to Schools
- Roadway Safety Assessments (multimodal)
- Educational programming
- Traffic calming
- Incident response, analysis, REACT
- Infrastructure improvements
  - Spot safety
  - Left turn lanes
  - Intersection improvements
  - Variable messages signs



Source: ADOT

# 12. Intelligent Transportation Systems

- Transportation systems management and operations
- Integrated Corridor Management (ICM)
- Fiber
- Traffic Management Centers (capital, operations)
- Signal infrastructure, programming, optimization (priority, transit pre-emption)
- Emerging technology
- Equipment (radios, traffic cameras, etc.)
- Emergency support, connectivity



# 13. Transportation Demand Management

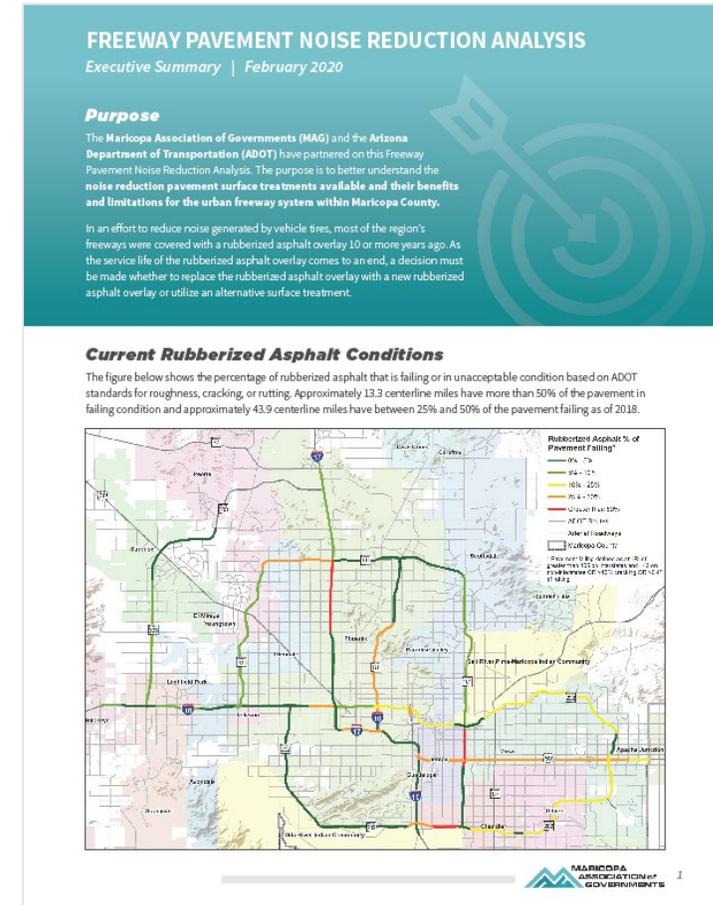
- Capital
- Operations
- Programmatic and policy support



Source: Valley Metro

# 14. Planning, Support

- Transportation studies
- Pilot programs
- Traffic counts
- Inventory, asset management
- Administration support (federal grant management)



# 15. Other infrastructure

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- Street sign replacement
- Traffic signals, replacements
- Streetlights, LED conversions
- Electric vehicle charging stations
- Utility relocations
- Public art maintenance
- Landscape, beautification, tree replacement program



# What Wasn't Submitted?

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- Air quality programs
  - Streetsweepers
  - Paving of unpaved roads\*
  - Rideshare
- Freeway management system (FMS), large-scale technology



# Updated Sketch Estimates

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# Sketch System Costs - Review

- Last fall, as part of activities related to enabling legislation, preliminary, high-level estimates (“sketch”)
- The information was intended to provide order-of-magnitude context
  - Included known and studied projects
  - Did not include several other categories (arterial, safety, technology)
  - Did not include any direct member agency submissions



# Fall 2019 Summary: Sketch System Costs, Revenues

## Sketch Costs (2026-2050)

Studied Freeway Capital	\$14.40 b
Commuter Rail	\$3.34 b
Active Transportation	\$0.50 b
System Mgmt & Operations	\$0.63 b
Arterial O&M	\$2.84 b
Freeway O&M	\$7.00 b
Bus Transit	\$13.45 b - \$17.86 b
High Capacity Transit	\$7.07 b - \$11.66 b
<b>Total</b>	<b>\$49.23 b - \$58.23 b</b>

## Sketch Revenue Estimates (2026-2050)

Sales tax (half-cent)	\$14.94 b
ADOT funds	\$8.89 b
MAG federal funds	\$3.17 b
Transit funds*	\$2.06 b
<b>Total</b>	<b>\$29.08 b</b>

*\*Transit federal discretionary funds* \$1.82 b – \$4.28 b

Total with discretionary \$30.88 b – \$33.34 b



# Sketch Estimate Updates - Methodology

- Updated the sketch estimates based on a high-level analysis of the RTP Call for Projects submissions.
- Intended to demonstrate relative amounts for project categories, not actual submission data.
  - Approximately half of submissions did not include cost estimates
  - Inconsistency across submission estimates
  - Extrapolation of submission concepts



# Updated Summary: Sketch System Costs, Revenues

## Sketch Costs (2026-2050)

Freeway Capital	\$17.00 b - \$20.00 b
Commuter Rail	\$3.34 b
Active Transportation	\$0.68 b - \$2.75 b
SM&O, <b>Technology</b>	\$1.00 b - \$2.00 b
Arterial O&M	\$4.00 b - \$8.00 b
Freeway O&M	\$7.00 b
Bus Transit*	\$13.45 b - \$17.86 b
High Capacity Transit	\$10.00 b - \$16.00 b
<b>Arterials</b>	\$6.00 b - \$12.00 b
<b>Safety</b>	\$0.50 b - \$1.75 b

**Total** **\$62.97 b - \$90.70 b**

## Sketch Revenue Estimates (2026-2050)

Sales tax (half-cent)	\$14.94 b
ADOT funds	\$8.89 b
MAG federal funds	\$3.17 b
Transit funds*	\$2.06 b

**Total** **\$29.06 b**

*\*Transit federal discretionary funds* **\$2.00 b - \$6.50 b**

Total with discretionary **\$31.06 b - \$35.56 b**



# Draft RTP Vision & Goals

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# Draft RTP Vision & Goals

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. Residents deserve a world-class transportation system that reflects the following mission-critical goals:

- **Economic Vitality** – support economic competitiveness and prosperity through strategic transportation investments.
- **Resiliency** – invest in a transportation system that expand travel choices, accommodates future growth, and is flexible to adapt to changing needs and innovations.
- **Quality of Life** – invest in a transportation system that supports health and well-being, and sustains the environment.
- **Safety** – provide for the safety and security of the traveling public.
- **System Preservation** – maintain our region’s transportation infrastructure to protect existing investments and ensure continued mobility.
- **Mobility** – develop a multimodal transportation system that provides ease of movement for people and goods throughout the region and provides equitable access to essential services and destinations.



# Alignment of MAG Draft Goals to FHWA Planning Factors

	Draft MAG Goal Areas					
FAST Act Planning Factors	Economic Vitality	Resiliency	Quality of Life	Safety	System Preservation	Mobility
1. Support Economic Vitality	Direct	Support	Support	Support	Support	Direct
2. Increase Safety	Support	Support	Direct	Direct	Support	Support
3. Increase Security	Support	Support	Direct	Direct	Support	Support
4. Increase Accessibility	Direct	Support	Direct	Support	Support	Direct
5. Protect & Enhance Environment	Support	Direct	Direct	Support	Support	Direct
6. Enhance Integration and Connectivity	Direct	Direct	Direct	Support	Support	Direct
7. Promote System Efficiency	Support	Direct	Direct	Support	Support	Direct
8. Emphasize System Preservation	Support	Direct	Direct	Support	Direct	Support
9. Resiliency and Reliability	Support	Direct	Support	Support	Direct	Direct
10. Enhance Travel & Tourism	Direct	Support	Support	Support	Support	Support

*FHWA's Metropolitan Transportation Planning Factors*



# **Draft Regional Significance Definitions**

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### Federal Guidance

- FHWA definition
- At a minimum, principal arterial highways and fixed guideway transit
- Projects need to demonstrate a **regional benefit**

### Other RTPs

- Identify regional system
- Define Rough Order of Magnitude (ROM) cost threshold
- Proportionality test

### Call for Projects

- 1,300 submissions with a wide range of project/program ideas
- Informed by agencies responses to project justification narrative
- Regional significance informed by submissions

### Historical Precedent

- Prop 300 (Freeways/Highways)
- Prop 400 (Freeways/Highways + Arterials + Transit)
- **Do projects funded under Prop 300 & 400 meet the definition? Yes!**



# Draft Regional Significance Definition

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.



**Where do we go from here?**

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# Project Assessment Activities

