

Update on the Development of a New Regional Transportation Plan

Transportation Policy Committee
September 23, 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 - HURF outdated and insufficient funding source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

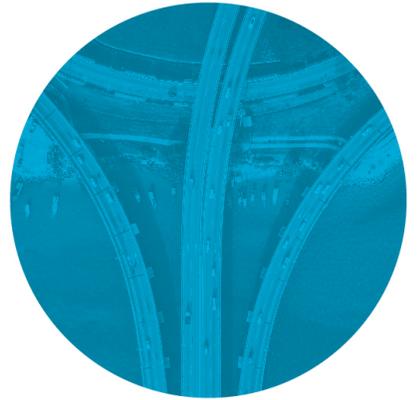
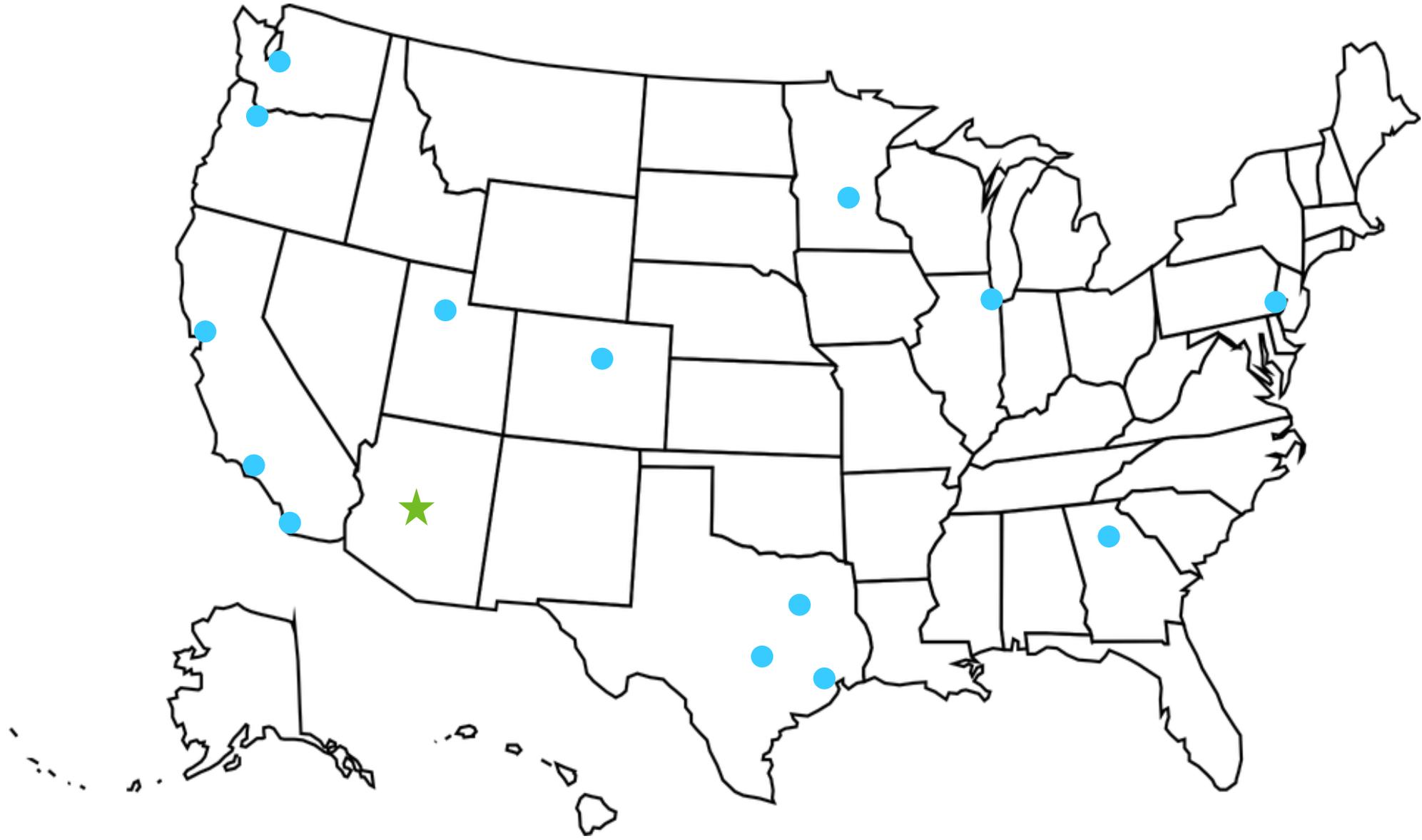


Peer Region Analysis

Peer Region Analysis

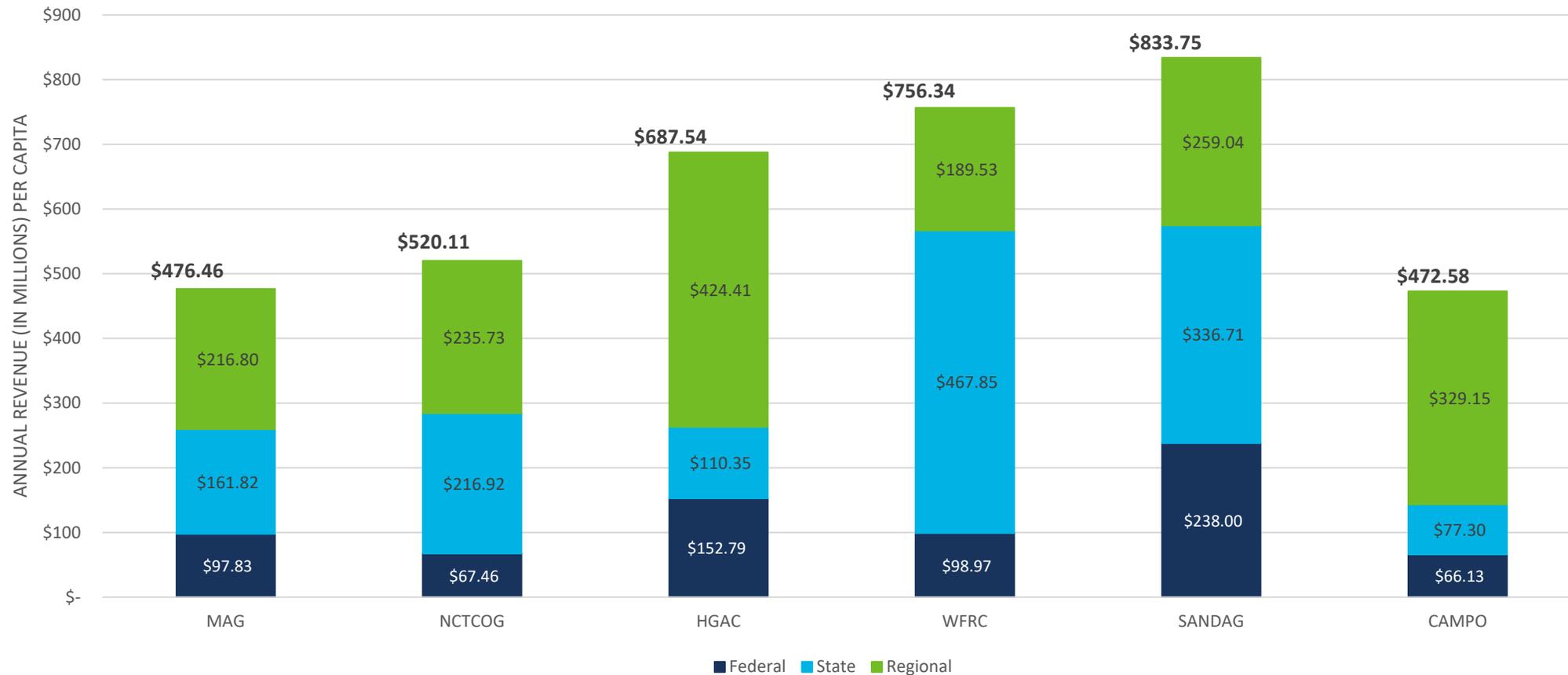
- Characteristics of RTPs, composition of regional transportation investments, best practices
- Peer funding portfolios and comparative revenue analysis
- Plan development process, including scenario and trade off analysis





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 	- 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

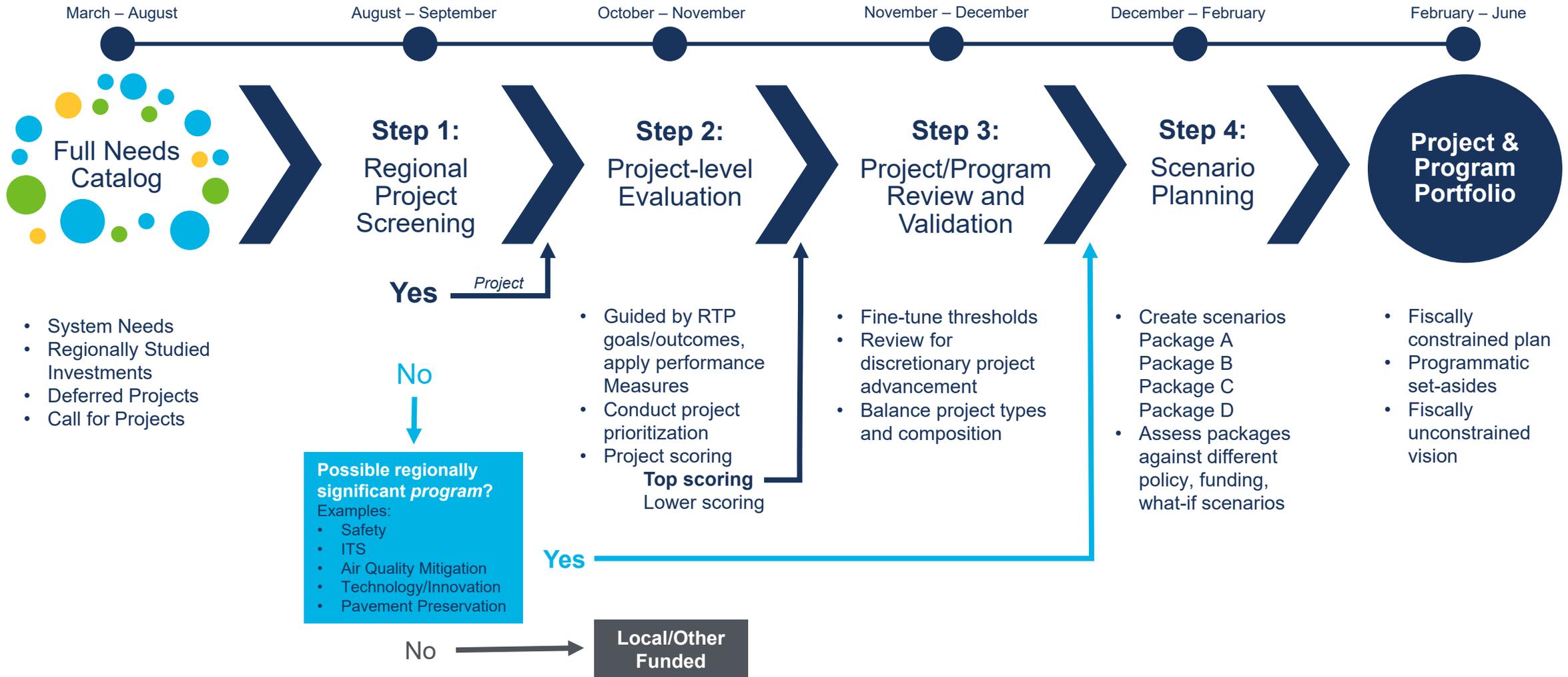
Peer Region Analysis Highlights

- 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.

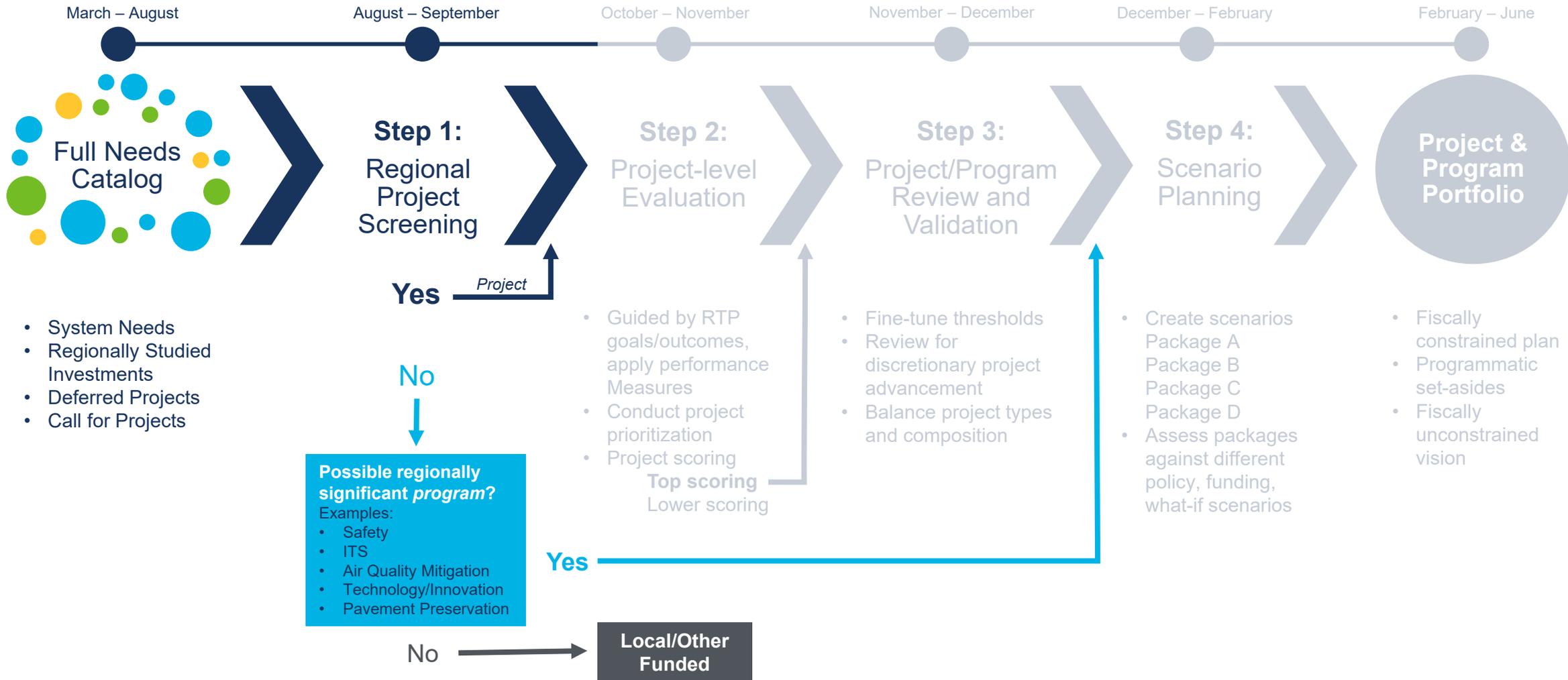


Draft Needs Catalog (Version 1)

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
<small>*denotes a current Proposition 400-era program</small>	
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.

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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
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- 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