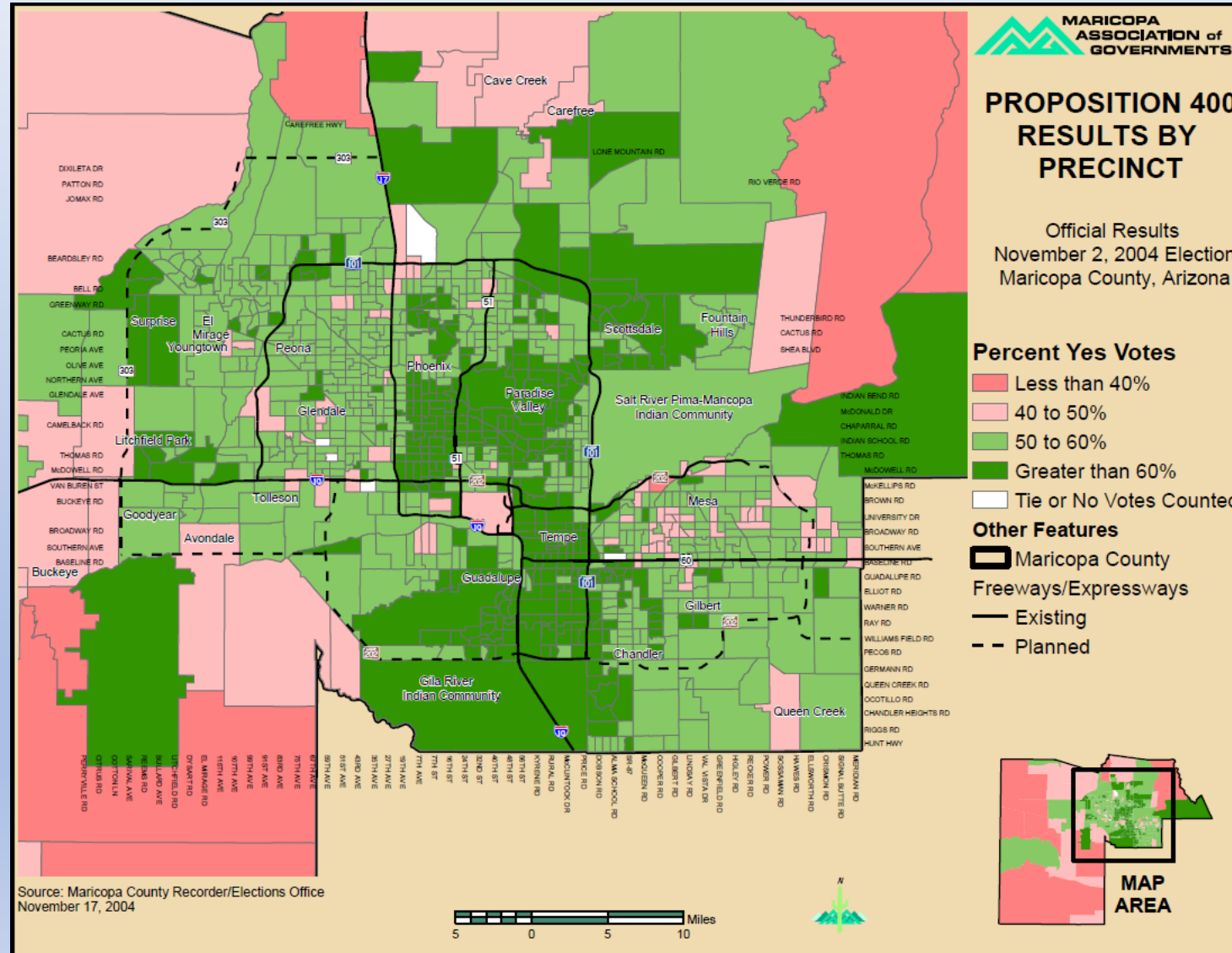

The Legacy of Proposition 400

West Valley Chambers of Commerce Alliance: Transportation Forum

January 4, 2022



West Valley Chambers of Commerce Alliance: Transportation Forum
January 4, 2022

Major Regional Investments
Include:

- New Loop 303 Freeway (Estrella Freeway).
- Improvements along Grand Avenue from the Loop 303 Freeway to the I-10.
- New South Mountain Freeway (Loop 202).
- State Route 85 improvements.
- Right-of-way purchase for SR-30 Freeway through Avondale and Goodyear.



West Valley Chambers of Commerce Alliance: Transportation Forum
January 4, 2022

Major Regional Investments
Include (Continued):

- Additional general-purpose lanes for Loop 101 in Glendale, Peoria and Phoenix.
- The creation of Northern Parkway.
- Expansion of I-10 from 43rd Ave to Verrado Way (expected completion of Summer, 2022).
- I-17 improvements from Buckeye Road to Happy Valley Road.
- Improvements to State Route 74.



How rapid growth is reshaping the Phoenix area's West Valley cities (Arizona Republic – September 18, 2021)

“The West Valley's 24% growth rate compares to Maricopa County's 16% and could signal an eventual shift in people and power from the more populous East Valley.”

“The completion of Loop 303, which runs from Interstate 10 in Goodyear to Interstate 17 in north Phoenix, opened access to the Valley's western edge, leading to more employers and residents.”

“Longtime Goodyear developer Dick Wilson said city leaders there capitalized on their 303 real estate by making "a conscious decision to attract industrial development" that in turn attracted more residents and housing.”

“As cities grow, the demand for infrastructure maintenance, transportation, city services and water grow, too.”





Proposition 400 Sales Tax Extension Presentation





Brief Summary of Proposition 400

- On November 2, 2004, the voters of Maricopa County passed Proposition 400, which authorized a 20-year continuation of an existing half-cent sales tax for multimodal transportation projects and programs in the region.
- **Final vote: 58 to 42 percent**
- Proposition 400 is set to expire on December 31, 2025.
- The implementation of Proposition 400 is managed by the Maricopa Association of Governments (MAG).
- Transition operations are managed by the Regional Public Transit Authority (RPTA) also known as **Valley Metro**.



Proposition 400 Extension Planning Summary

- September 2019 - MAG formed a City Manager Transportation Planning Work Group
- January 2020 - The region conducted a Proposition 400 financial overview
- Feb 2020 - MAG issued a call for projects to evaluate all of the regional needs in each category of freeways, arterials and transit operations
- July 2020 - MAG developed the framework for scoring member agency projects
- Sept 2020 - With the criteria set, MAG began ranking all member agency submissions.
- Feb 2021 - MAG evaluated the Proposition 400 ongoing commitments; Project and Program Cost Estimates
- March 2021 - MAG identified the eligibility framework for a multi-modal transmit system.



Proposition 400 Extension Planning Summary

- April 2021 - MAG released four twenty-year funding scenarios between a half-cent and full-cent.
- May 2021 - The Transportation Policy Committee (TPC) requested a half-cent, 25-year scenario
- June 2021 - MAG released a half-cent, 25-year scenario. Glendale was not represented in the last 5 years. The City Council agreed to a letter protesting the plan. Ultimately, the Buckeye portion of SR-30 was scaled down and Glendale is now fully represented.
- June 2021 - The MAG TPC and Regional Council voted unanimously on a plan to send to the voters.
- July 2021 - The MAG TPC and Regional Council voted unanimously on the sequencing (timeline) for freeway, arterial, and high-capacity transit projects.
- November 2021 – Legislation was introduced for the 2022 Legislative Session
- July 2022 – Governor Ducey Vetoed the legislation.



Proposition 400 Extension Planning Summary

- August 2022 – MAG went back to the drawing board and reshaped a 20-year plan.
- January 2023 – 4 bills were introduced by opposing groups looking to gut the MAG plan.



City of Glendale Freeway & Highway Projects

Freeways	Description	Cost Estimate	Minimum Local Match	Phase
SR 101L at 67th Ave	Reconstruct interchange ramps and surface streets approaches.	\$42,000,000	\$0	Phase 1
SR 101L at 59th Avenue	Reconstruct interchange ramps and surface streets approaches.	\$42,000,000	\$0	Phase 2
SR 101L at 83rd Avenue DHOV	Construct a interchange with direct high occupancy vehicle (DHOV) ramps to improve access to and from the freeway.	\$48,750,000	\$0	Phase 4
SR 101L at Bell Rd	Reconstruct interchange ramps and surface streets approaches.	\$40,000,000	\$0	Phase 3



City of Glendale Freeway & Highway Projects

Freeways	Description	Cost Estimate	Minimum Local Match	Phase
SR 101L at Glendale Ave	Reconstruct interchange ramps and surface streets approaches.	\$35,000,000	\$0	Phase 2
SR 101L: I-10 to US 60 Grand Ave	Add a general-purpose travel lane both directions on this ADOT facility.	\$192,400,000	\$0	Phase 2
SR 101L: US 60 Grand Ave to 75th Ave	Add a general-purpose travel lane both directions on this ADOT facility.	\$94,070,000	\$0	Phase 3
US 60 Grand Ave at Northern Avenue	Reconstruct the existing transportation interchange, to fully separate Grand Avenue traffic from the arterial-to-arterial intersection of Northern Avenue and 67th Avenue. Includes a new flyover ramp.	\$159,530,000	\$0	Phase 4



City of Glendale Freeway & Highway Projects

Freeways	Description	Cost Estimate	Minimum Local Match	Phase
US 60 Grand Ave: SR 303L to I-10 Corridor Optimization	Corridor improvements	\$200,000,000	\$0	Phase 2
SR 303L at Olive Ave	Freeway: TI (improve)	\$20,000,000	\$0	Phase 3
SR 303L at Northern Ave	Freeway: TI (improve)	\$20,000,000	\$0	Phase 3
SR 303L at Northern Parkway	Freeway: TI (improve)	\$137,230,000	\$0	Phase 3



City of Glendale Arterial Priorities

Arterials	Description	Cost Estimate	Minimum Local Match	Phase
59th Ave: Camelback to SR 101L	Arterial: Other	\$24,660,000	\$7,398,000	Phase 1
67th Ave: Cactus Rd to Pinnacle Peak Rd	Arterial: Widen Roadway	\$48,930,000	\$14,679,000	Phase 2
Bell Rd: 59th Ave to 83rd Ave	Arterial: Bridge (Widen)	\$18,220,000	\$5,466,000	Phase 4
Camelback Rd: 99th Ave to 51st Ave	Arterial: Widen Roadway	\$59,740,000	\$17,922,000	Phase 2



City of Glendale Arterial Priorities

Arterials	Description	Cost Estimate	Minimum Local Match	Phase
Glendale Ave: Litchfield Rd to 99th Ave	Arterial: Bridge (Widen)	\$64,890,000	\$19,467,000	Phase 3



Competitive Programs

Program Funding (Competitive)	Funding Amount Over 25 Years	Each Year
Air Quality Federal	\$200,000,000	\$8,000,000
TDM Expansion	\$312,500,000	\$12,500,000
Arterial Rehabilitation	\$625,000,000	\$25,000,000
Arterial Intersection	\$500,000,000	\$20,000,000



Competitive Programs

Program Funding (Competitive)	Funding Amount Over 25 Years	Each Year
Safety	\$250,000,000	\$10,000,000
Active Transportation	\$1,000,000,000	\$40,000,000
ITS	\$750,000,000	\$30,000,000
Emerging Technology	\$312,500,000	\$12,500,000



Proposition 400 Extension Potential Transit Programs

Capital

- Bus Replacement
- Park & Rides
- Transit Centers
- Transit Asset Management

Regional Services

- Express/Commuter Bus
- Americans with Disabilities Act (ADA) service Regional and local Services
- Fixed route services

Local Services Deemed Eligible For Regional Funding

- Circulators

Local Services Deemed Ineligible For Regional Funding

- Dial-A-Ride Services



City of Glendale Transit Funding Priorities

Bus Capital

- The Proposition 400 Extension should continue to pick up the cost of transit bus replacements.
- Capital costs and ongoing maintenance for park and rides/transit centers should be funded by the region and not from local communities as programed in Proposition 400.
- The Proposition 400 Extension should include regional funding for bus transit asset management items and project programmed through a periodic, regional planning process.

Regional Services

- The full cost to provide ADA should be taken “off the top,” but limited to the strict, federal definition of ADA service. Any trips beyond this definition should be funded through local sources.
- An allocation for regional commuter bus should be taken “off the top”. Iterative planning process should identify commuter bus routes changes and service levels, as well as new markets or changing needs.



City of Glendale Transit Funding Priorities

Bus Transit Operating Assistance

- A base (minimum) allocation should be established that will ensure existing regional commitments are funded throughout the duration of the sales tax extension.
- The formula framework should be developed in a manner to incentive productive transit service.
- The MAG Policy Committees will ultimately determine parameters for a formula-based system, including:
 - Eligible transit service types
 - **Local match requirements**
 - Implementation issues
 - Funding for coverage-based and new/emerging transit markets