



Regional Transportation Update

Proposition 400 Extension

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May 24, 2021

What to Expect



AGENDA



The future is coming fast —
and *you* have the power to shape it.

- History: Propositions 300 & 400
- Goodyear Regional Priorities
- Planning Efforts for Proposition 400 Extension
- Review Draft Scenarios
- Q & A

Quick History



PROP 300 & PROP 400

- Prop 300 passed in 1985 followed by Prop 400 in 2004.
- Countywide $\frac{1}{2}$ cent sales tax for freeway, highway, arterial street and public transportation projects.
- Prop 400 expires in 2025.

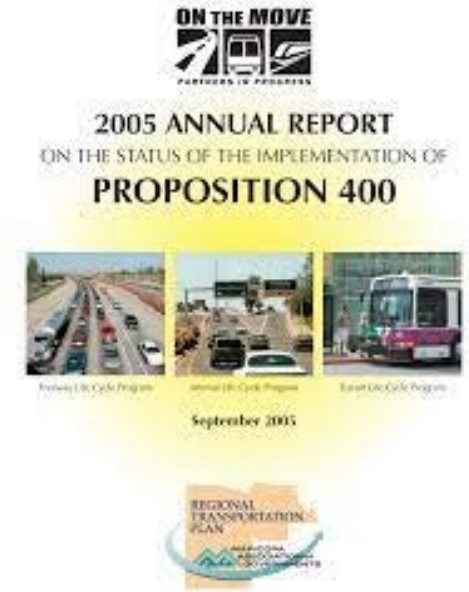


Regional Transportation Sales Tax



PROP 400

- Funds **regional** transportation and transit projects
- Funding decisions made by MAG and Valley Metro Committees
- Formalized through a Regional Transportation Plan



Goodyear Prop 400 Highlights



2005-2025

FREEWAY:

- SR30
- L-303: SR30 to Van Buren Extension Construction in FY 2027
- Bullard Ave/I-10 Interchange
- Perryville Road/I-10 interchange



TRANSIT:

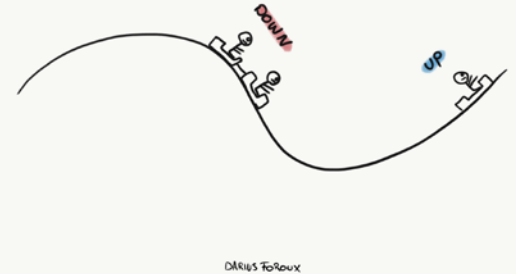
- Park and Ride
- Express Bus
- ADA paratransit service
- Supergrid local bus routes

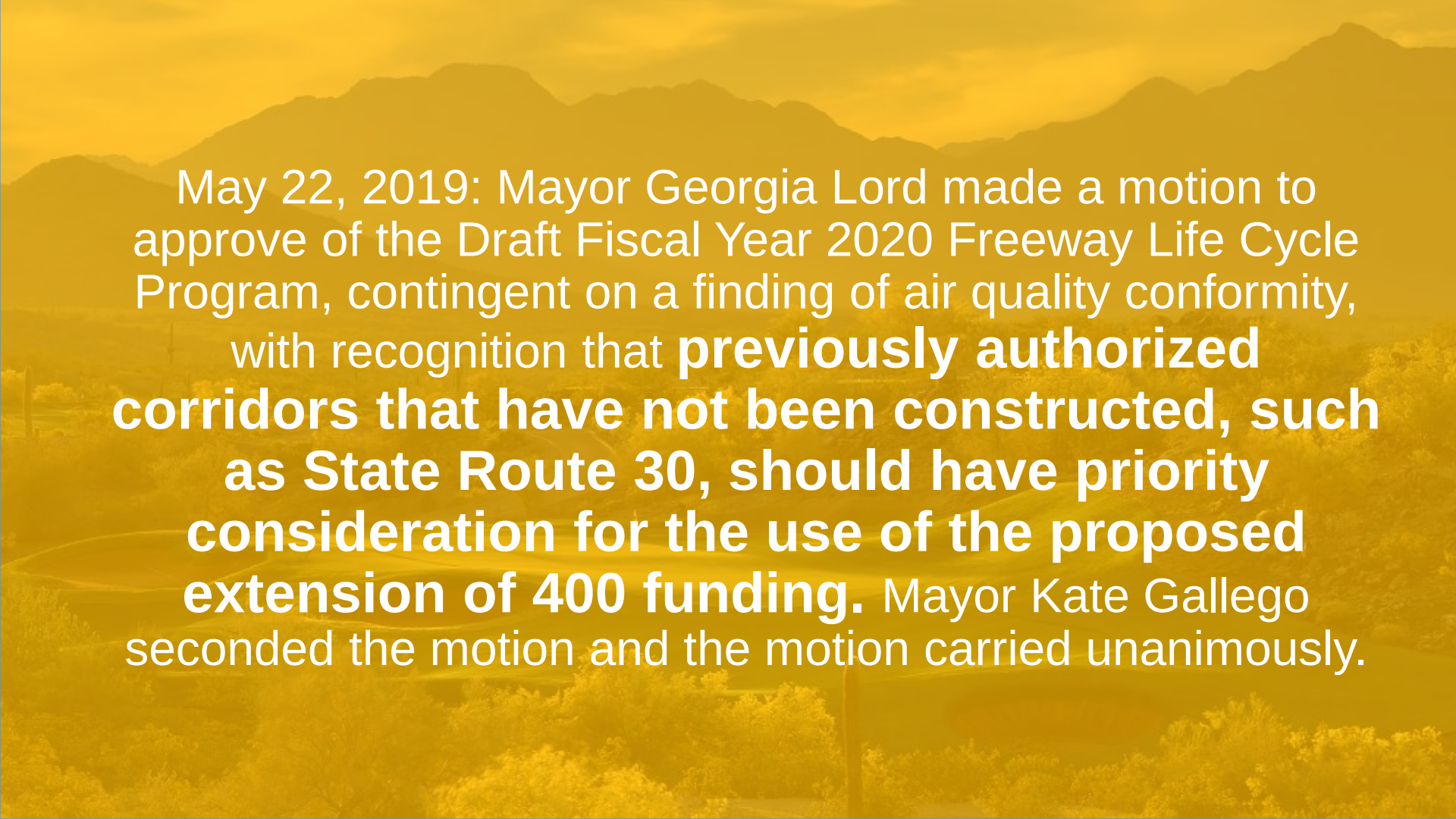


Recession & Rebalancing

HOW THE PLAN CHANGED

- The “Great Recession” (December 2007 to June 2008) caused revenue collections and forecasts to decline.
- Resulted in project reductions amounting to \$2.4B; Project deferrals beyond FY 26 totaling \$4.4B.
- 2017 and 2018 saw a surplus of projected revenues to substantiate a rebalancing.





May 22, 2019: Mayor Georgia Lord made a motion to approve of the Draft Fiscal Year 2020 Freeway Life Cycle Program, contingent on a finding of air quality conformity, with recognition that **previously authorized corridors that have not been constructed, such as State Route 30, should have priority consideration for the use of the proposed extension of 400 funding.** Mayor Kate Gallego seconded the motion and the motion carried unanimously.

MAG Analysis of the SR-30



HIGHLIGHTS

“SR 30 will improve regional connectivity among the cities of Buckeye, Goodyear, Avondale and Phoenix.”

“The Center Segment of SR 30 carries the most traffic and provides the biggest operational benefit to I-10 of the three segments.”

“...construction of SR 30 would relieve congestion on I-10 by redistributing demand within the travelshed.”



Where are we today?



PROP 400 E TIMELINE

Key Milestones	Target Date	Status
Identify Goodyear Priorities	Fall 2019	X
Submit Goodyear Projects	Summer 2020	X
Review Draft Scenarios	Spring 2021	
MAG Adopts Preferred Scenario	Summer/Fall 2021	
Legislative Approval	Spring 2022	
Board of Supervisors Approval	Spring/Summer 2022	
Voter Approval	November 2022	

Needs Catalog



GOODYEAR PRIORITIES

- MAG consolidated and scored nearly 1,500 project submittals from across the region
- Projects scored against 6 goals
- Moved forward with projects above the line

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.

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.

PROSPERITY



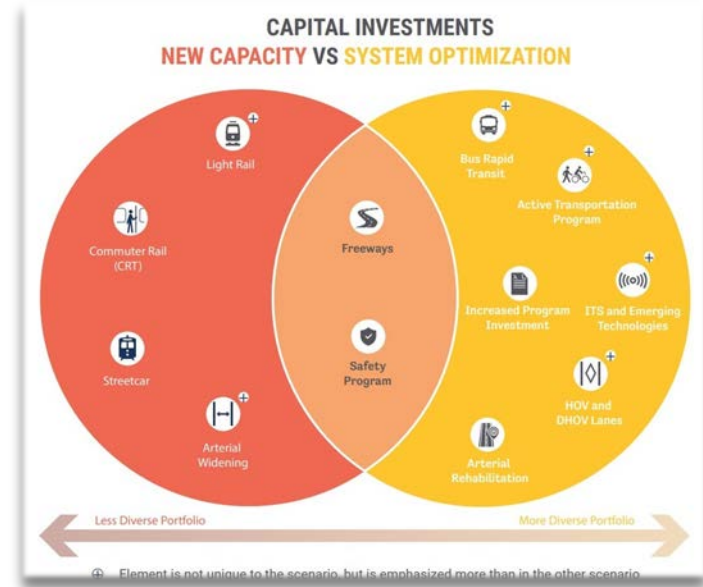
Support economic competitiveness and growth through strategic transportation investments.

Draft Scenarios



OVERVIEW

- New Capacity vs. System Optimization
- Both envisioned under a ½ cent and 1-cent funding level for 20-year terms
- Intended as a starting point for developing final Regional Transportation Plan

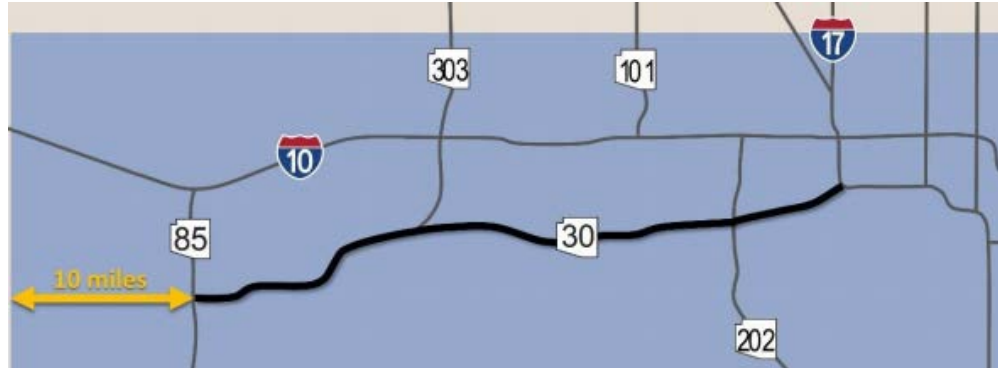


Goodyear's Regional Priorities



FREEWAYS

Project	NC $\frac{1}{2}$	NC 1	SO $\frac{1}{2}$	SO 1
SR-30: L202 – L303	X	X	X	X





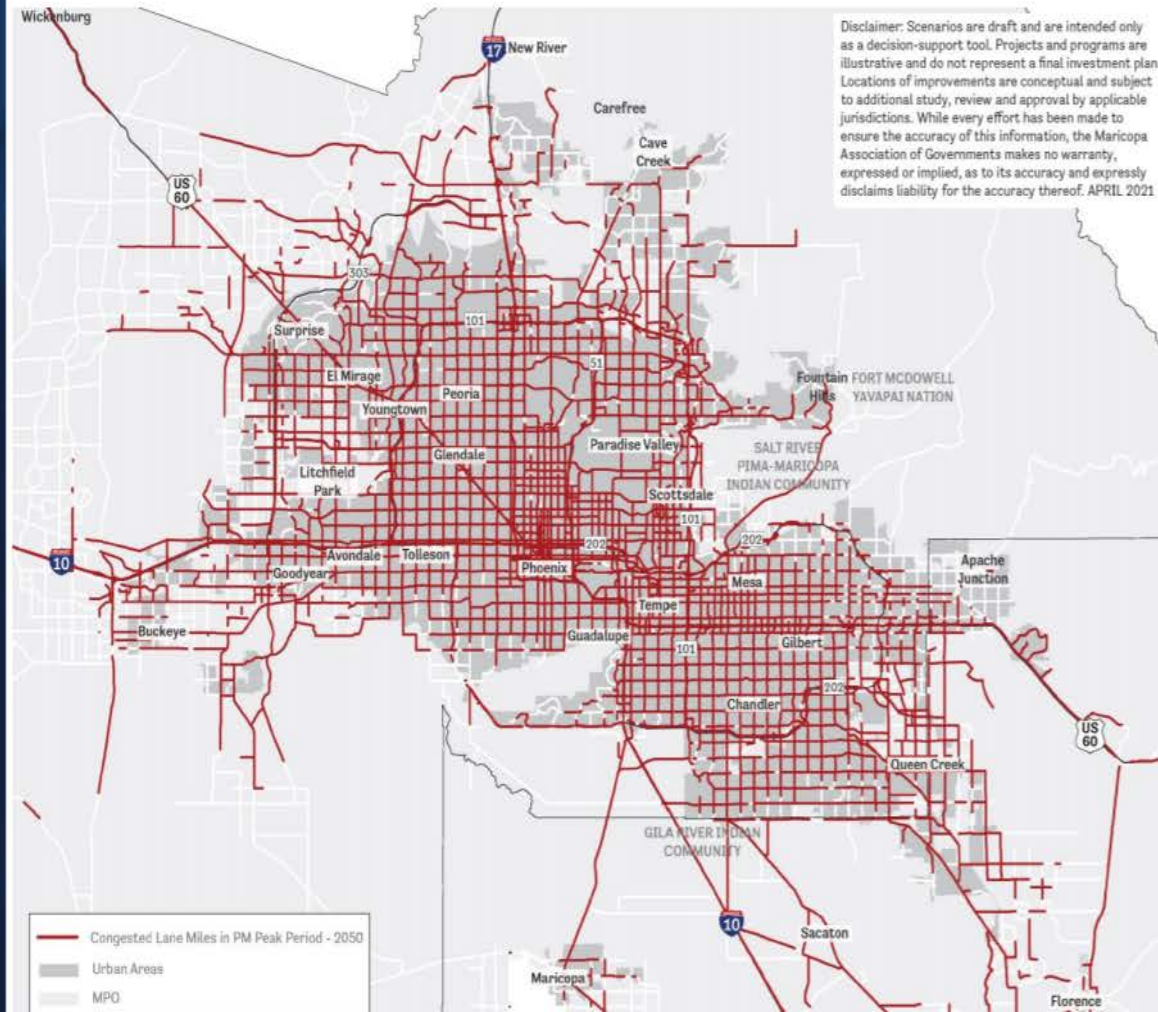
Goodyear's Regional Priorities

ARTERIALS

Project	NC ½	NC 1	SO 1/2	SO 1
Yuma Road: Estrella Parkway to Litchfield Road	X	X	X	X
Yuma Road Bridge at Bullard Wash	X	X	X	X
Elliot Road: Rainbow Valley to 186 th Avenue			X	X
Citrus Road: McDowell Road to Thomas Road			X	X
Lower Buckeye Road: Citrus Road to Sarival Road			X	X
Camelback Road: Citrus Road to Cotton Lane			X	X

2050 Congestion

Afternoon Congestion



New Capacity 1/2 Cent



Livability



Preservation



Mobility



Safety

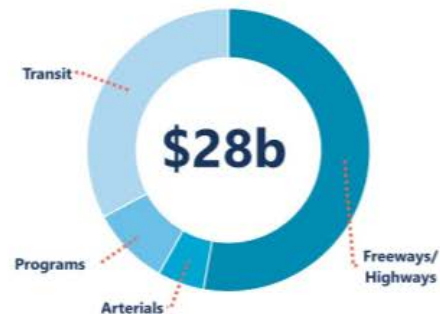
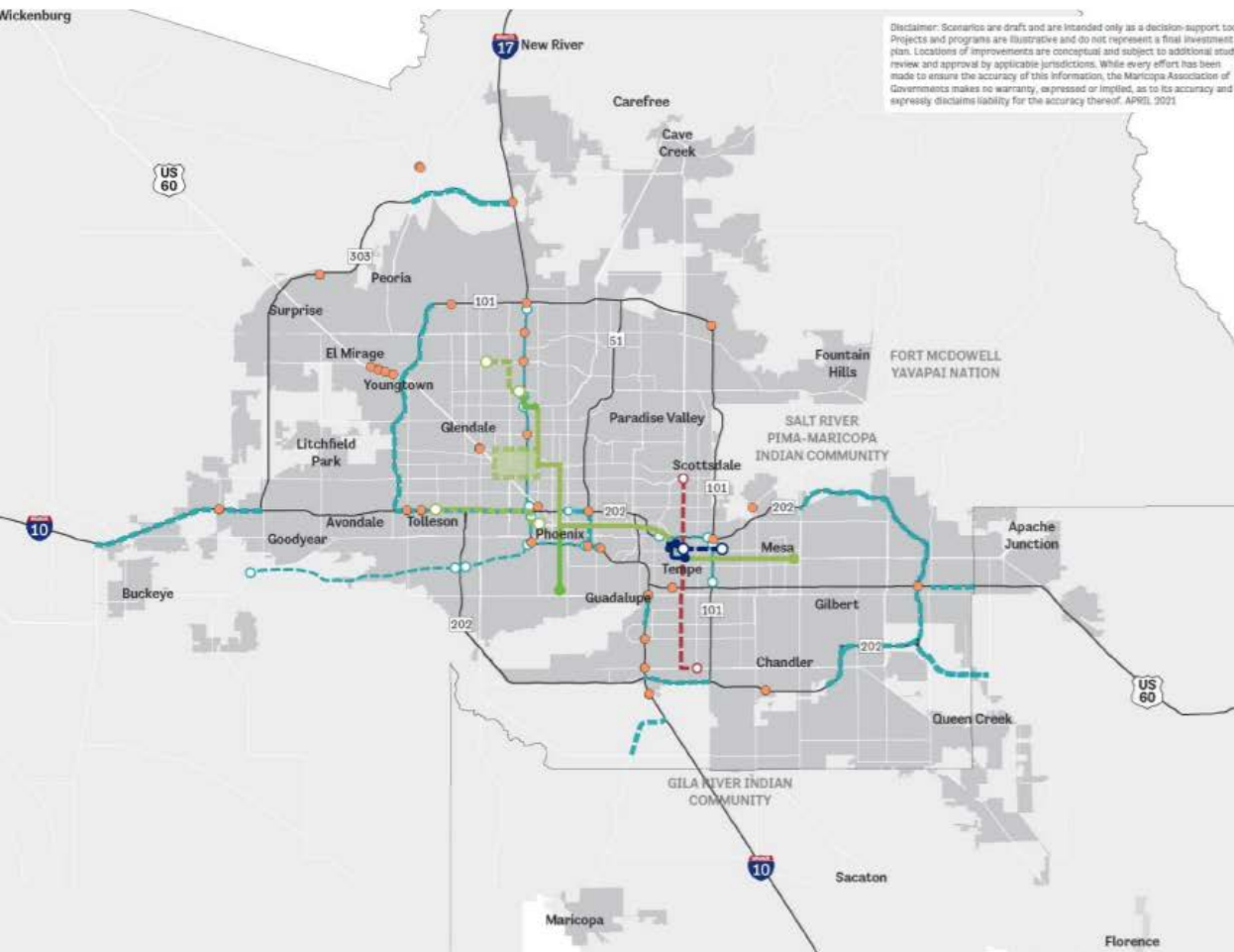


Prosperity



Responsiveness

Wickenburg



NEW FREEWAY
33.5 Miles



FREEWAY LANES WIDENED
328 Miles



HOV LANES ADDED
110 Miles



NEW STREETCAR
3.2 Miles



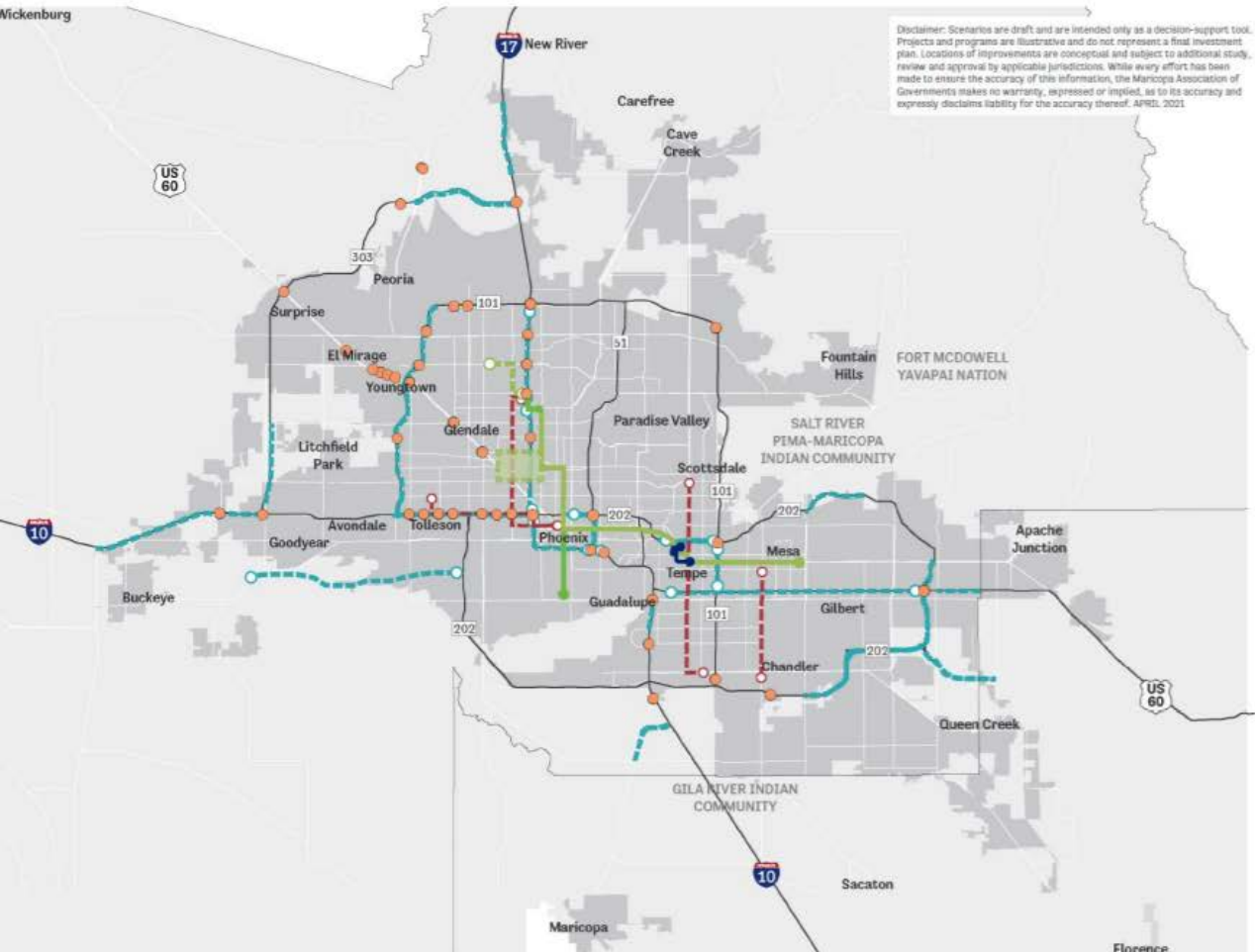
NEW LIGHT RAIL
17.3 Miles



NEW BUS RAPID TRANSIT
15.3 Miles

- Existing LRT
- Under Construction LRT
- Proposed LRT
- Existing Streetcar
- Proposed Streetcar
- Proposed BRT
- Proposed Freeway
- Proposed Interchange
- Urban Areas
- MPO

System Optimization 1/2 Cent



-  **NEW FREEWAY**
28.1 Miles
-  **FREEWAY LANES WIDENED**
291 Miles
-  **HOV LANES ADDED**
135 Miles
-  **NEW STREETCAR**
0 Miles
-  **NEW LIGHT RAIL**
8.2 Miles
-  **NEW BUS RAPID TRANSIT**
58.3 Miles

-  Existing LRT
-  Under Construction LRT
-  Proposed LRT
-  Existing Streetcar
-  Proposed BRT
-  Proposed Freeway
-  Proposed Interchange
-  Urban Areas
-  MPO

New Capacity 1 Cent



Livability



Preservation



Mobility



Safety

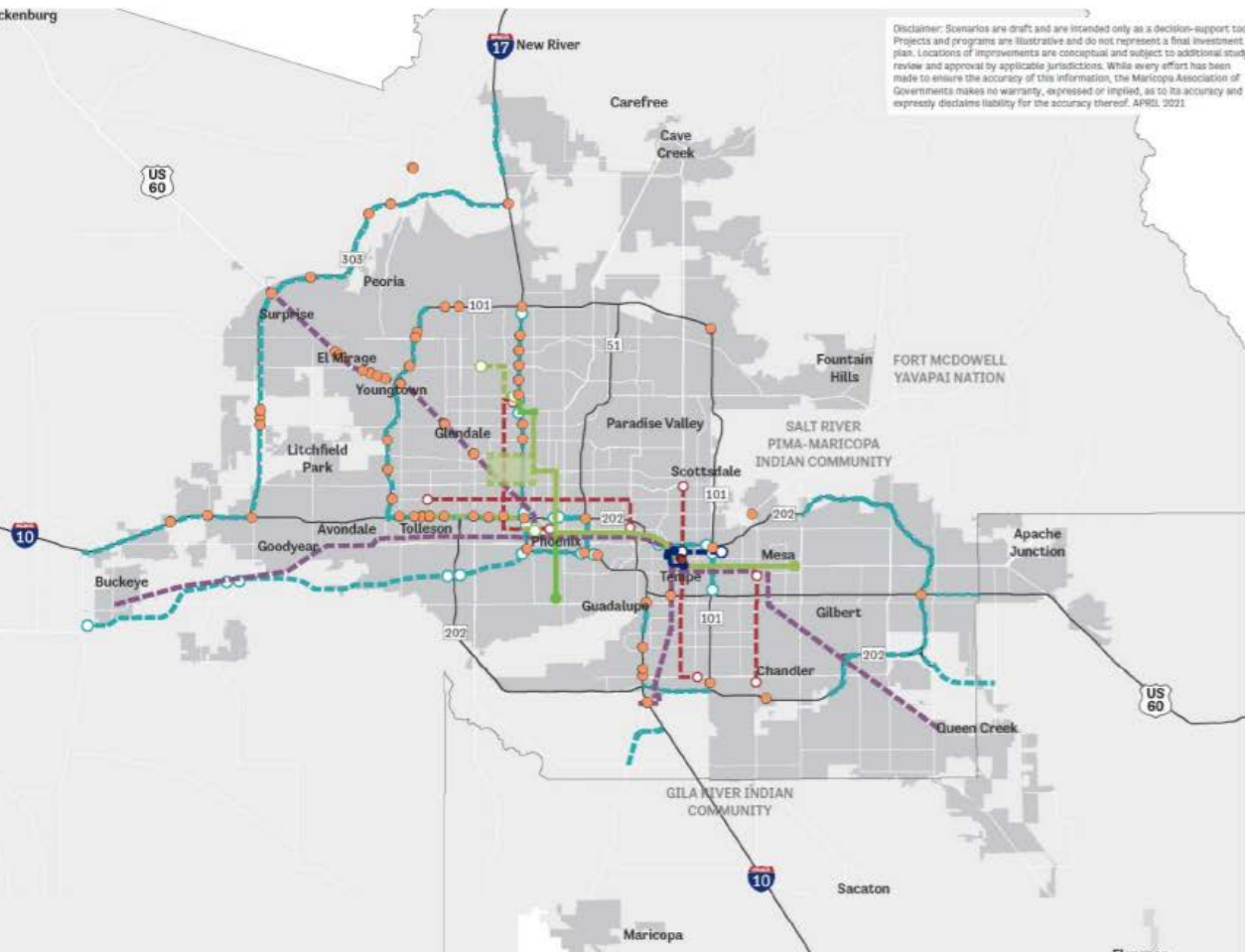


Prosperity



Responsive

ckenburg



NEW FREEWAY

44.8 Miles



FREEWAY LANES WIDENING

386 Miles



HOV LANES ADDED

231 Miles



NEW STREETCAR

3.2 Miles



NEW LIGHT RAIL

17.3 Miles



NEW BUS RAPID TRANSIT

53 Miles

- Existing LRT
- Under Construction LRT
- Proposed LRT
- Existing Streetcar
- Proposed Streetcar
- Proposed BRT
- Proposed Regional Commuter Rail
- Proposed Freeway
- Proposed Interchange
- Urban Areas
- MPO

System Optimization 1 Cent



Livability



Preservation



Mobility



Safety

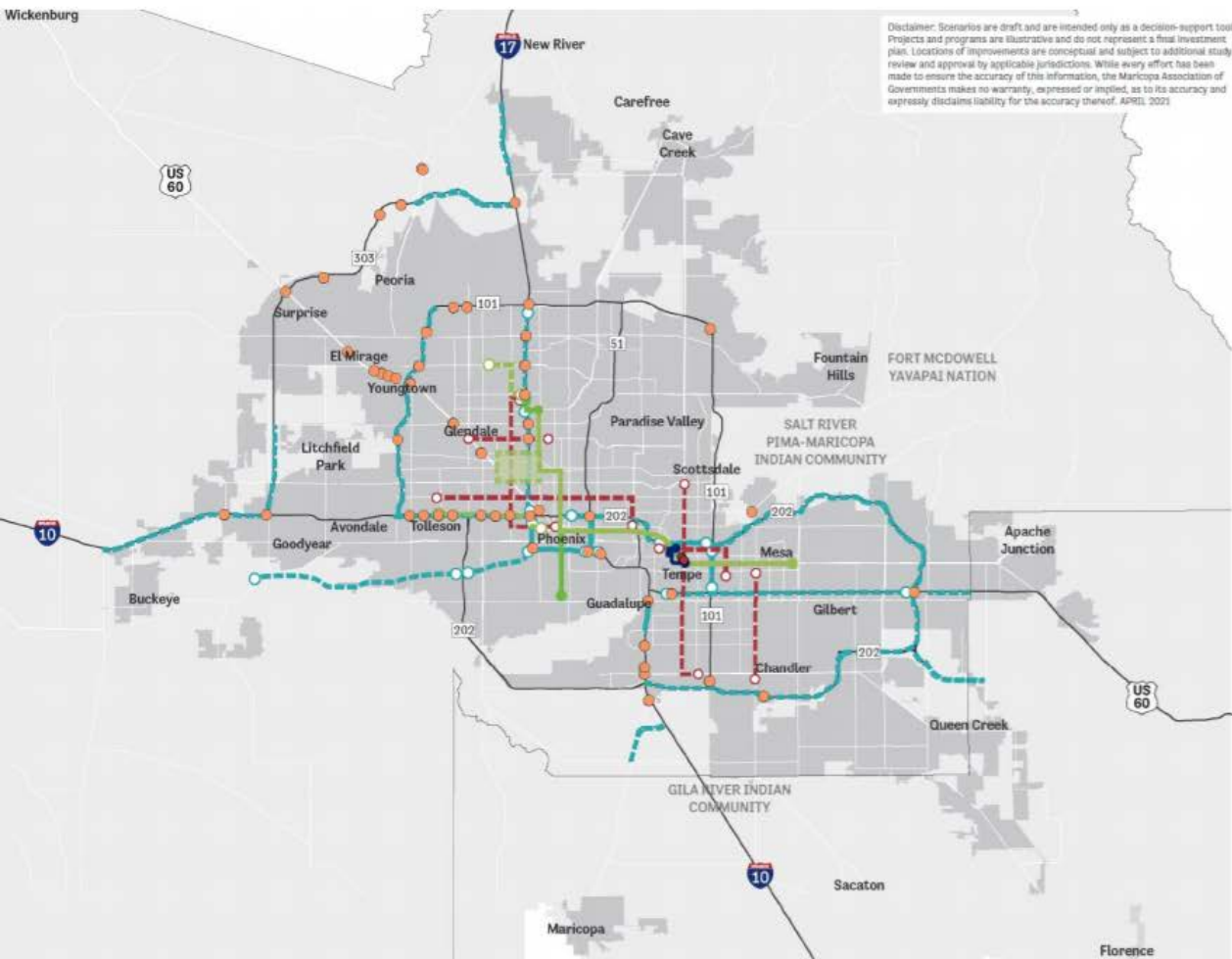


Prosperity



Responsiveness

Wickenburg



Disclaimer: Scenarios are draft and are intended only as a decision-support tool. Projects and programs are illustrative and do not represent a final investment plan. Locations of improvements are conceptual and subject to additional study, review and approval by applicable jurisdictions. While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof. APRIL 2021



 **NEW FREEWAY**
33.5 Miles

 **FREEWAY LANES WIDENED**
353 Miles

 **HOV LANES ADDED**
135 Miles

 **NEW STREETCAR**
0 Miles

 **NEW LIGHT RAIL**
17.3 Miles

 **NEW BUS RAPID TRANSIT**
66.8 Miles

- Existing LRT
- Under Construction LRT
- Proposed LRT
- Existing Streetcar
- Proposed BRT
- Proposed Freeway
- Proposed Interchange
- Urban Areas
- MPO

Staff Observations



GENERAL

- Goodyear priorities fare better in System Optimization scenario
- No substantial differences for Goodyear projects between ½ cent and full cent scenarios
- New Capacity philosophy tends to favor growing communities
- Center portion of the SR-30 funded under all 4 scenarios

Staff Observations



TRANSIT

What we know:

- Goodyear submitted priority transit projects
- Light rail maintenance funding shifts to region
- Connectors/Circulators remain ineligible for regional funding
- Regional funding for ADA benefits all cities

More to Come...

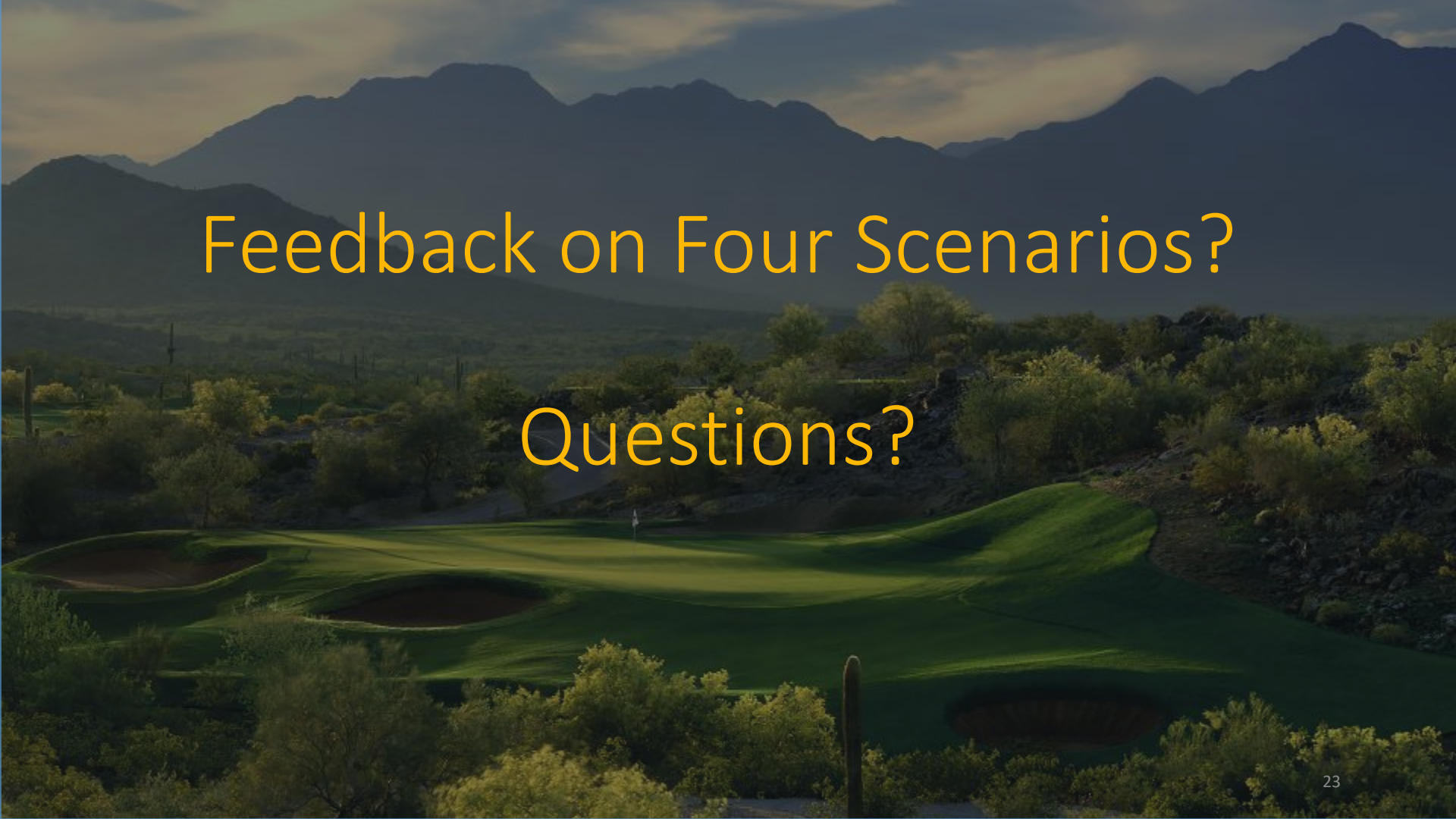
- Transit funding formula is one of the next Committee conversations

Next Steps



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Feedback on Four Scenarios?

Questions?