



MAG Regional Transportation Plan
Queen Creek Town Council
May 19, 2021

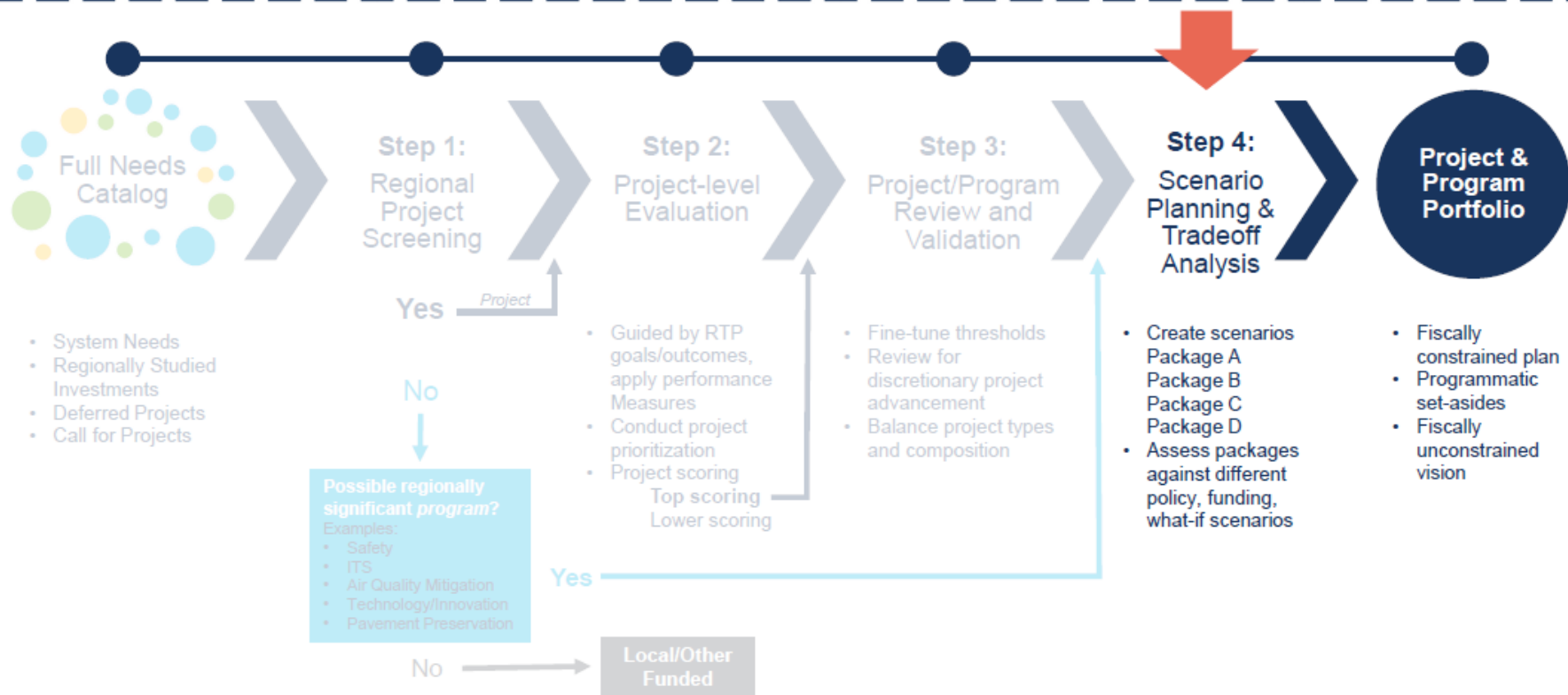
Heather Wilkey
Intergovernmental Relations Manager

Refresher on Proposition 400




- In 2004, Maricopa County voters approved Proposition 400, a half cent sales tax dedicated to transportation needs in the Valley.
- MAG, as the Regional Planning agency, is responsible for the implementation and execution of the regional transportation plan associated with Proposition 400.
- Proposition 400 is set to expire in 2025 and was a 20-year initiative.

Performance-Based Evaluation Process



Revenue Projections: Summary



	<u>20-year horizon</u>	<u>25-year horizon</u>
Transportation sales tax	\$14.9 billion	\$19.5 billion
ADOT HURF	\$2.0 billion	\$2.5 billion
MAG FHWA Funds	\$2.9 billion	\$3.7 billion
MAG FTA Funds	\$2.3 billion	\$3.1 billion
ADOT FHWA Funds	\$6.1 billion	\$7.9 billion
Total	\$28.2 billion	\$36.7 billion

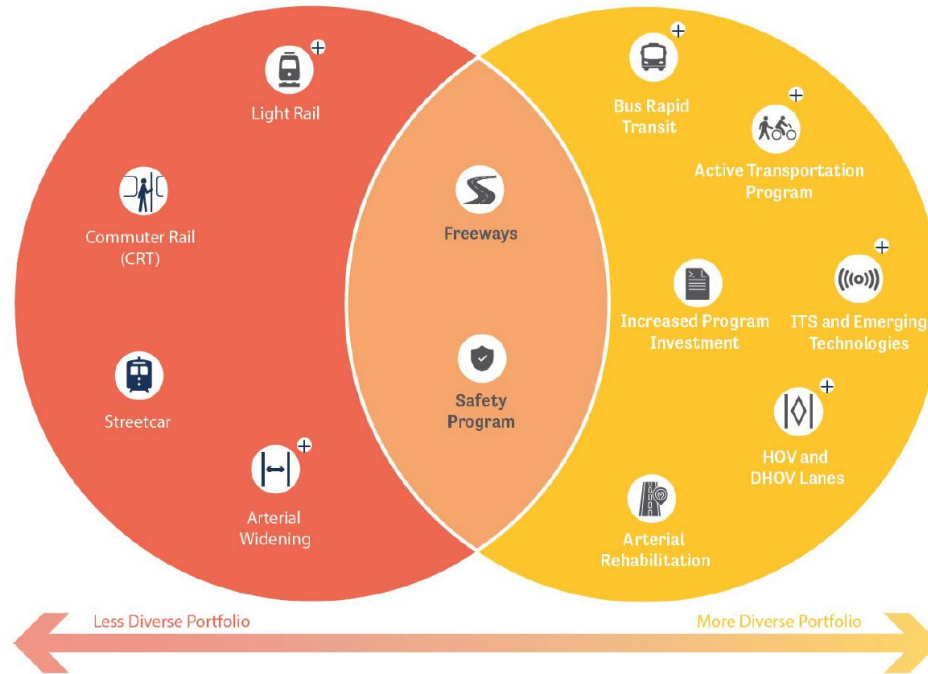
Ongoing Commitments

Funding Source (20-year estimates)	Projected Revenue	Ongoing Commitment	Remaining Amount
Sales Tax (Half Cent)	\$14.95 b	\$3.26	\$11.69
ADOT HURF	\$1.99 b	-	\$1.99
MAG FHWA Formula Funds	\$2.88 b	\$0.26	\$2.62
MAG FTA Formula Funds	\$2.34 b	\$2.16	\$0.19
ADOT FHWA Formula Funds	\$6.06 b	-	\$6.06
Total	\$28.22 b	\$5.67 b	\$22.54 b

Scenario Concepts



CAPITAL INVESTMENTS NEW CAPACITY VS SYSTEM OPTIMIZATION



⊕ Element is not unique to the scenario, but is emphasized more than in the other scenario

New Capacity 1/2 Cent



Livability



Preservation



Mobility



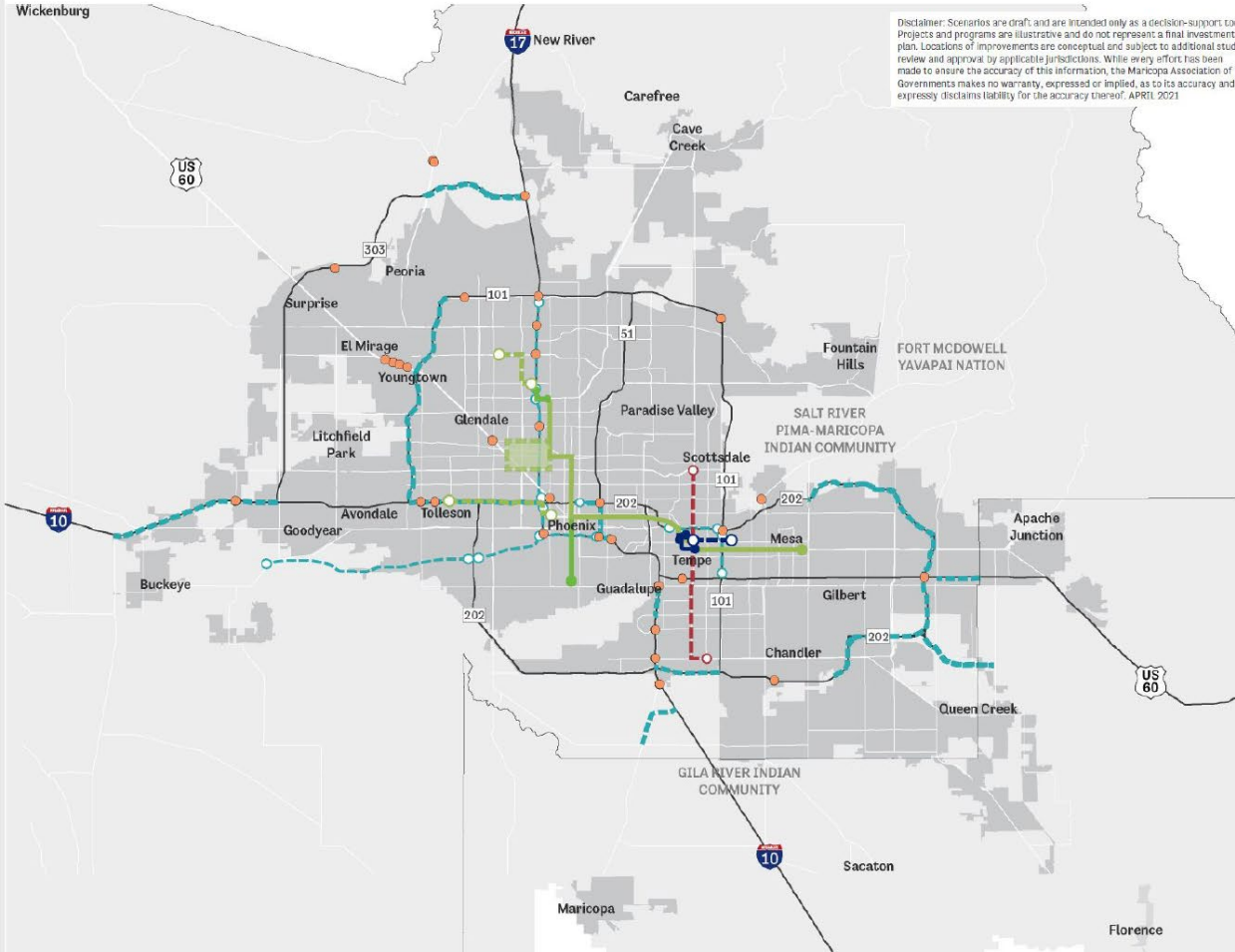
Safety



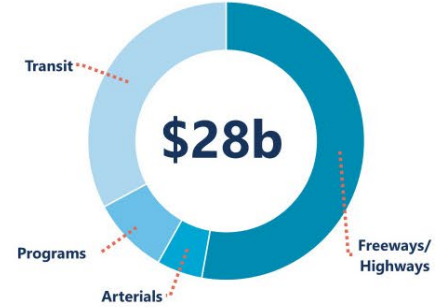
Prosperity



Responsiveness



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

FREWAY 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



Livability



Preservation



Mobility



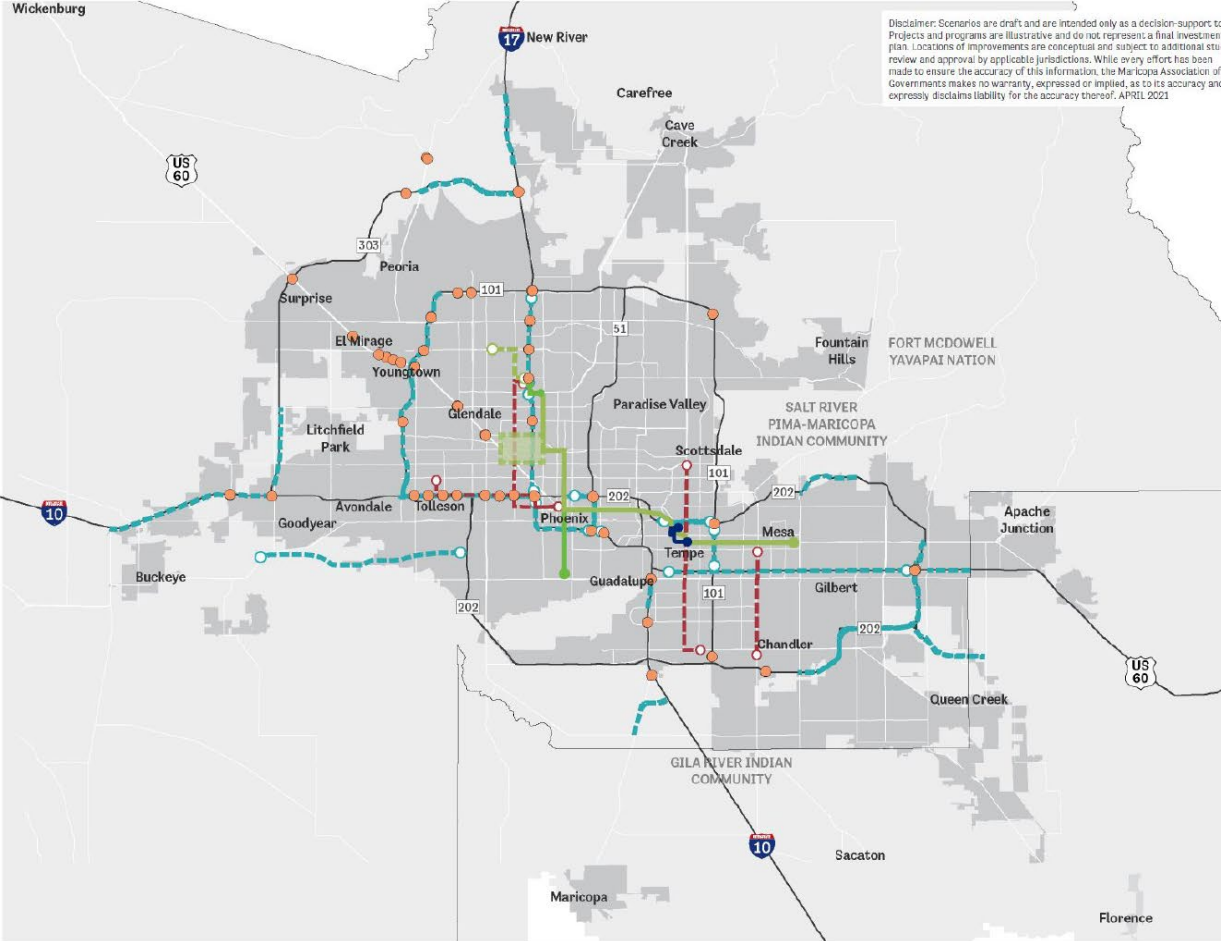
Safety



Prosperity



Responsiveness



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

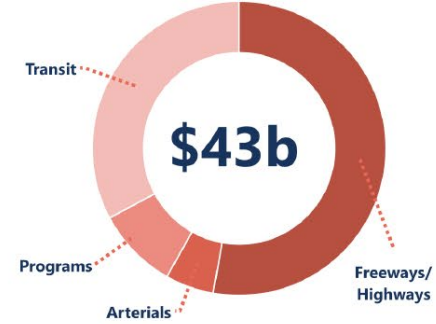
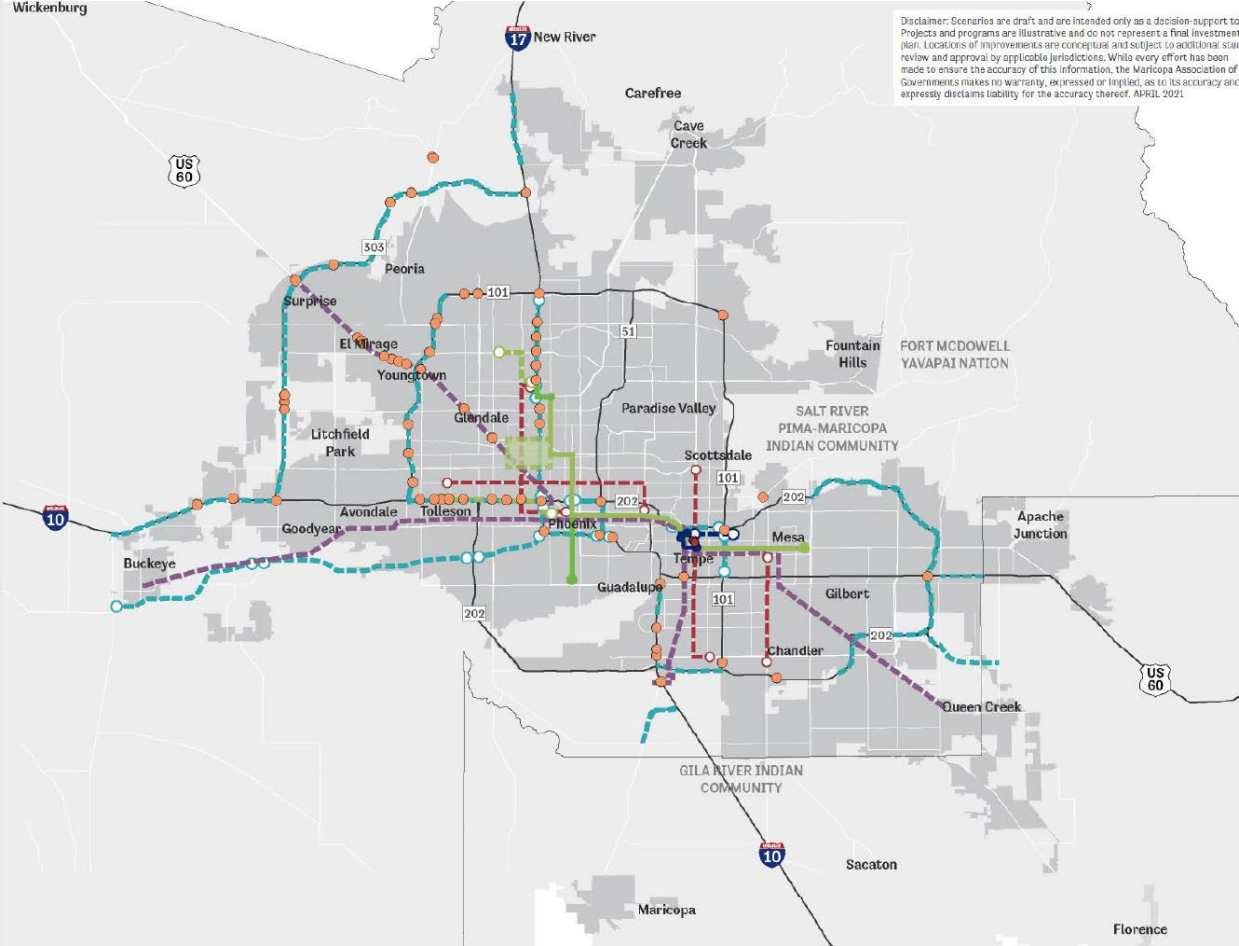


Prosperity








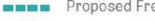





Responsiveness

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-  **NEW FREEWAY**
44.8 Miles
-  **FREEWAY LANES WIDENED**
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



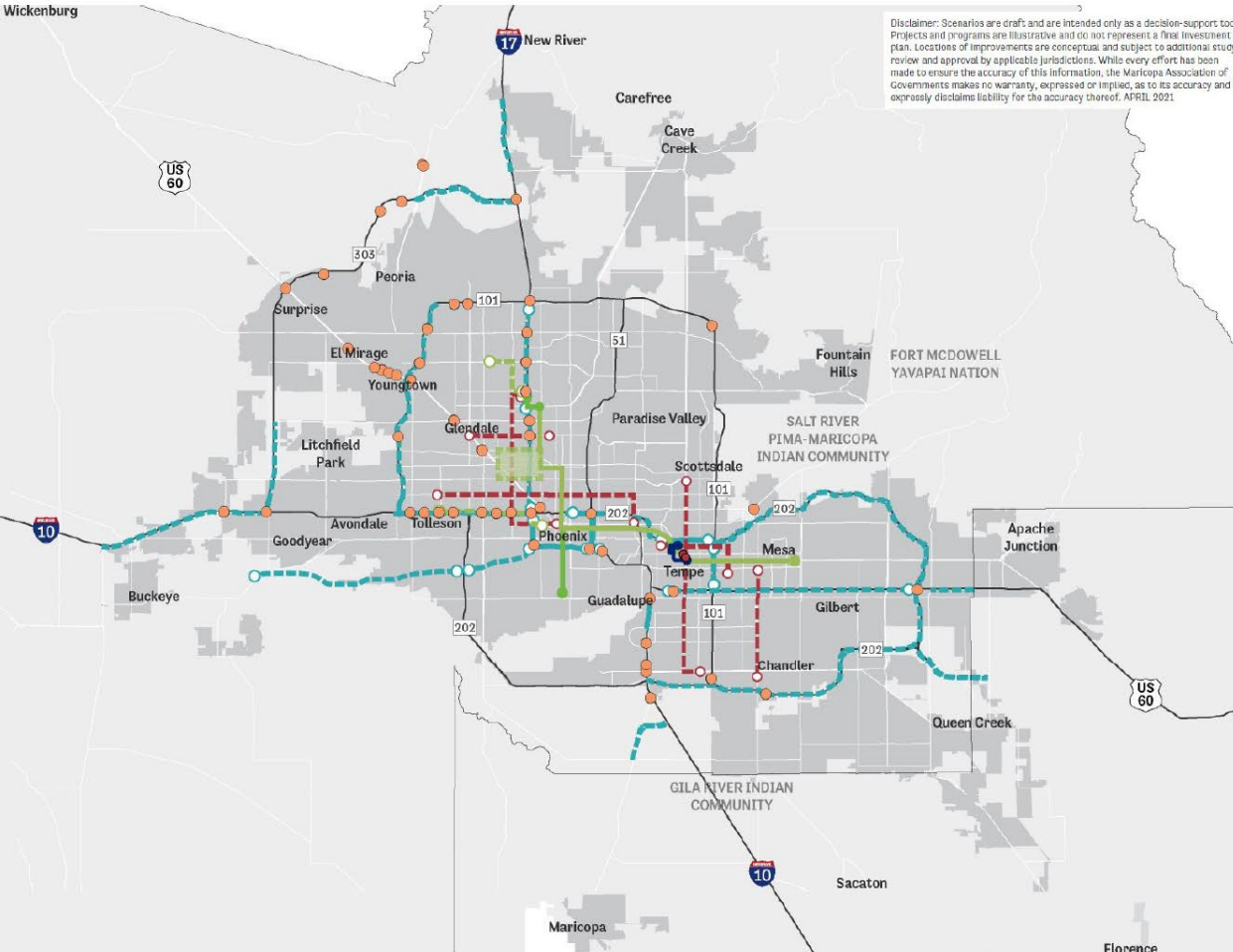
Safety



Prosperity



Responsiveness



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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

What does this mean for Queen Creek?

- Freeway needs met: **SR-24 full construction to Ironwood** is included in all scenarios for a total of \$105 million
 - Full interchanges at **Signal Butte, Meridian & Ironwood**
- Minimum of 9 guaranteed QC arterial projects:
 - Totaling: **\$119 million**
 - Regional Funding: **\$83.6 million**
- Out of 33 regionally-significant arterial projects, here's how they would fall under each scenario (in regional dollars):

New Capacity ½ Cent	System Optimization ½ cent*	New Capacity 1 cent	System Optimization 1 cent
11 projects (+\$26 million)	9 projects (\$83.6 million- baseline)	25 projects + commuter rail (+\$183.8 million)	11 projects (+\$7.3 million)

*TPC directed starting scenario



Forward Outlook

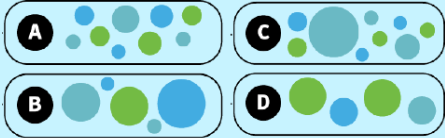
2021

Jan Feb March April May June July Aug Sept Oct Nov Dec

Step 2: Roadway Project Scoring

Step 3: High Performing Project Validation

Step 4: Scenarios & Tradeoff Analysis



Draft Investment Plan

(major projects and funded programs locked)



Air Quality Conformity Process
New RTP & Transportation Improvement Program

Regional Council Adoption



Questions/Discussion/Feedback