



Transportation Planning Committee

9 a.m., Wednesday, Oct. 16, 2019

Pima Association of Governments

1 E. Broadway Blvd., Suite 401, Tucson
Santa Rita Conference Room

Pursuant to A.R.S. 38-431.02, notice is hereby given to the public and to the Committee members that the Transportation Planning Committee of Pima Association of Governments will have a meeting at the above stated time and location. This meeting is open to the public. The following is an agenda of the matters to be considered, discussed and acted upon. The sequence of the agenda may be changed by order of the Committee.

TPC is a technical advisory committee established by PAG to make recommendations to the PAG Executive Director. TPC provides technical review and develops recommendations on studies, reports, plans, programs and submittals in support of continuous, comprehensive and cooperative multimodal regional transportation planning and programming within the PAG planning area and in full compliance with PAG policies and procedures.

AGENDA

1. Call to Order and Introductions

2. Call to the Audience

3. In-Kind Form

4. Approval of the Aug. 21, 2019, Meeting Summary

Action: Approval of Meeting Summary.

5. Regional Mobility and Accessibility Plan (RMAP) Update

PAG staff will provide a progress update, next steps and timeline on the 2045 Regional Mobility and Accessibility Plan (RMAP) Update.

Action: This is an information item only.

6. Overview of the Regional Strategic Transportation Safety Plan

PAG staff will provide an overview of the regional Strategic Transportation Safety Plan, its vision and goals for transportation safety performance, and how those relate to the federally required safety projections.

Action: This is an information item only.

7. RTA Financial Update

PAG staff will provide an RTA financial update.

Action: This is an information item only.

8. Highway User Revenue Fund (HURF) Revenues Report

PAG staff will provide a HURF update on collections and distributions for the year to date.

Action: This is an information item only.

9. Long-Range Regional Transit Plan Update

PAG staff will provide an update on the Long-Range Regional Transit Plan.

Action: This is an information item only.

10. Adjournment

TPC Packets containing material related to the Meeting are available for public review the day before and the day of the Meeting during office hours at: 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701 (520) 792-1093.

The Meeting Room is accessible to persons with handicaps. In compliance with the Americans with Disabilities Act (ADA), those requiring special assistance, such as large-type face print, sign language or other reasonable accommodations, may request those through the administrative offices at: 1 E. Broadway Blvd., Suite 401, Tucson, AZ 85701 or by calling (520) 792-1093 at least 24 hours before the meeting. Si necesita ayuda con traducción, llame por favor al 792-1093 y comuníquese con Nathan Barrett.



Transportation Planning Committee

Wednesday, August 21, 2019, Meeting Summary

Pima Association of Governments

1 E. Broadway Blvd., Suite 401, Tucson
Santa Rita Conference Room – North

Committee Members Present

Ana Olivares

Director of Transportation
Pima County

Diana Alarcon

Director of Transportation
City of Tucson

Keith Brann

Town Engineer
Town of Marana

Jose Rodriguez - Chair

Division Manager - Engineering
Town of Oro Valley

Artemio Hoyos

Planner
Pascua Yaqui Tribe

Patricia Pablo

Grant Writer Supervisor
Tohono O'odham Nation

Paul Burton

Traffic Signal Operations Mgr.
Town of Sahuarita

Mick Jensen

Planner
City of South Tucson

Scott Robidoux

Airport Planner
TAA

Jeremy Moore

Assistant District Engineer
ADOT

Ursula Nelson

Director
Pima County, DEQ

Mark Novak

Landscape Architect
UA

Ex-Officio Member:

Dave Atler
Jim DeGroot

Members/Ex-Officio Members Absent

Claire Spielberg, Sun Tran

Staff Lead

Paul Casertano

1. Call to Order

The meeting was called to order at 9:01 a.m.

2. Call to the audience

None.

3. In-kind Form

In-kind form was located at the door and passed around.

4. Approval of the April 17, 2019, Meeting Summary

Action: A motion was made by Keith Brann to recommend approval of the meeting summary, Beth Abramovitz seconded the motion and it was unanimously passed.

5. Long-Range Regional Transit Plan

James McGinnis, PAG/RTA, gave a presentation on the current status of PAG's Long-Range Regional Transit Plan. He explained that the project is approximately two-thirds completed and anticipates the LR RTP will be finalized in late 2019, with the goal to bring the final document to PAG Regional Council in December for approval. For a copy of the presentation provided by Mr. McGinnis, please contact the PAG office. This was an information item.

6. RTA Financial Update

Jim DeGrood, PAG, provided the status of the RTA financials. The financials he presented were more current than provided in the meeting packet. Mr. DeGrood reported that there continues to be favorable results in collections. Collections less than a week ago, which represent collections during the month of June, the amount of \$7.33 million was collected regionwide. This makes 32 months of favorable results year-over-year. This deposit is 7.69 percent above this time last year. Fiscal year 2019 finished strong with \$86.1 million in collections. The year prior \$81.8 million was collected which is 5.26 percent growth. We are on track to exceed the current year as well. This was an information item.

7. Highway User Revenue Fund (HURF) Revenues Report

Paul Casertano, PAG, asked the committee to refer to the agenda memo provided in the meeting packet, and Nathan Barrett, PAG, was available for questions regarding the HURF revenues. This was an information item.

8. RTA Plan Development Update

Jim DeGrood gave a short presentation with an update and status of the new RTA plan development. He informed that at the moment, we are in phase 2 where plan priorities are being established. The end point date for this phase is June 1, 2020. The Board set that date as the date they would like to see submittals of specific projects from jurisdictions. In the meantime, we will be working with the RTA Board, the CAC and the TMC to establish project priorities for the region in order to provide guidance on what they will need to be looking at. The CAC has established a draft framework and that was adopted at its July meeting and now the CAC is looking to get feedback from jurisdictions. At the Sept. 9 meeting, five jurisdictions (City of South Tucson, Town of Marana, Town of Oro Valley, Town of Sahuarita and ADOT) will be asked to come forward to present their views of the draft framework. On Tuesday, Nov. 12, there will be a follow-up meeting to include the remainder of the jurisdictions (Pascua Yaqui Tribe, Tohono O'odham Nation, City of Tucson and Pima County). The CAC will then finalize the draft framework and will then go out to the public for input. The public will have input throughout the entire process. A question was asked about

the June 1, 2020, due date as several members recalled that June 30, 2020, was the due date. Staff will look into the actual due date and let the committee know. Mr. DeGrood encouraged the TPC members to attend the upcoming CAC meetings on Sept. 9 and Nov. 12. This was an information item.

9. Adjournment

The meeting adjourned at 10:03 a.m.

SUBJECT: 2045 Regional Mobility and Accessibility Plan Update – Status Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	October 16, 2019	Information	05

REQUESTED ACTION/SUGGESTED MOTION

This is an information item to update TPC on the current status of the *2045 RMAP Update* development process.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40, Transportation Activities

SUMMARY

In January 2018, PAG began working with member agencies to update the *2045 Regional Mobility and Accessibility Plan (RMAP)*. The RMAP is the federally required long-range transportation plan for the Tucson metropolitan area. The plan is required to be updated every four years, at minimum, with the last update adopted in May 2016. When completed, the *2045 RMAP Update* will be a fiscally constrained document that outlines regional transportation investment priorities over a 25-year period (2020-2045). The *2045 RMAP Update* must be approved by PAG's Regional Council no later than May 2020.

The purpose of this status update is to provide TPC with the latest information on the RMAP development process. The presentation will cover:

1. An update on the status of the RMAP project list development process.
2. An update on the RMAP financial plan.
3. A current timeline for completion of the 2045 RMAP update.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

FINANCIAL CONSIDERATIONS

The *2045 RMAP Update* is a fiscally constrained long-range transportation plan.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

Transportation projects must be shown to be consistent with the adopted RMAP to be eligible to receive regional funding.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone	David Atler, 792-4443 Paul Casertano, 792-4475 Jeanette DeRenne, 792-1477
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SUBJECT: Overview of the Regional Strategic Transportation Safety Plan

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	Oct. 16, 2019	Information	06

REQUESTED ACTION/SUGGESTED MOTION

The Transportation Planning Committee will be provided information about the adopted PAG regional Strategic Transportation Safety Plan, its vision and goals for transportation safety performance, and how those relate to the federally required safety projections being developed by the Arizona Department of Transportation's (ADOT's) for Arizona. ADOT recently submitted the state's safety projections for 2020 in compliance with federal requirements. This item is for information only to help educate TPC members on the process.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 40 – Transportation Planning.

SUMMARY

The PAG Strategic Transportation Safety Plan (STSP) was adopted by the Regional Council in 2016. It identifies the following regional safety vision and goals:

“In accordance with the national and state vision, the safety vision for the PAG region is,
“Working Together Towards Zero Deaths, Everyone Gets Home Alive”

“Reduce the number of fatal and serious injury crashes in the PAG region by 7% to 10% during the next 5 years.”

PAG has established a robust safety analysis program and tracks transportation safety performance in direct relation to the vision and goals established in the PAG Strategic Transportation Safety Plan. Transportation safety performance for fatal incidents in the PAG region has increased by 5.8 percent since the 2009-2013 5-year average base year, while serious injuries has decreased by roughly 30 percent.

Background: PAG Strategic Transportation Safety Plan

PAG worked closely with member agencies, law enforcement, EMS and community partners to develop the 2016 Regional Strategic Transportation Safety Plan (STSP). The plan identifies a vision and goals for reducing crashes in the PAG region and ensures consistency with the Arizona Strategic Highway Safety Plan. The PAG plan includes: a regional safety system performance overview (safety trends and performance, contributing factors), data-driven safety emphasis areas (intersections, bicycles/pedestrians, road/lane departure etc.) where data shows that performance could be improved, and safety strategies that can be pursued to address safety emphasis areas.

The implementation phase of the STSP is currently underway and focuses on establishing a sustainable framework for development and implementation of safety projects and programs throughout the region. This has included a PAG-developed regional crash data analysis software platform for PAG and all agencies that allows for Highway Safety Manual analysis methodologies and includes development of a candidate safety project list complete with project

level crash diagnostics, countermeasure selection, benefit/cost calculation and project scoping.

The implementation phase has resulted in the development of over 50 examined safety projects and over \$12 million of proposed projects competing for Highway Safety Improvement Program (HSIP) funding.

Background: ADOT Statewide Safety Projections

The 2015 FAST Act requires state departments of transportation to develop and regularly update transportation safety projections of expected performance for the coming year. Metropolitan planning organizations are required to accept the state DOT projections or develop, document and support their own. All MPOs and Councils of Government (COG) in Arizona have taken action to adopt the previously established statewide transportation safety projections developed by ADOT to meet the federal requirement outlined in the FAST Act. This allows the MPOs and COGs to focus on performance associated with their safety vision and reduction goals.

In August of 2019, ADOT formally submitted the state's safety projections for 2020 to the Federal Highway Administration and the Governor's Office of Highway Safety in compliance with federal requirements. The new statewide safety projections for 2020 established by ADOT include:

- Number of Fatalities - 3% increase
- Rate of Fatalities – 2% increase
- Number of Serious Injuries – 3% decrease
- Rate of Serious Injuries – 3% decrease
- Number of Non-motorized Fatalities and Serious Injuries – 3% increase

PRIOR BOARD AND/OR COMMITTEE ACTION

PAG Regional Council adopted ADOT 2019 safety projections on Jan. 31, 2019.

FINANCIAL CONSIDERATIONS

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

None.

ATTACHED ADDITIONAL BACKUP INFORMATION

None.

Staff Contact/Phone

David Atler, 495-1443
Paul Casertano, 495-1475
Gabe Thum, 495-1476

SUBJECT: RTA Financial Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	October 16, 2019	Information	07

REQUESTED ACTION/SUGGESTED MOTION

This is an information item.

ASSOCIATED OWP WORK ELEMENT/GOAL

Work Element 1646, Regional Transportation Authority

SUMMARY

Transaction privilege tax (TPT) collections for FY 2019 ended the year with a strong June deposit, 11.37 percent above the June 2018 deposit. For the year, the RTA enjoyed 5.26 percent growth from the year prior and exceeded the RTA revenue budget for FY 2019 by 3.78 percent.

	FY 2018 Actual	FY 2019 Actual	Change	FY 2019 Budget	Change
July	\$6,651,367.96	\$7,108,012.57	6.87%	\$ 6,870,747.60	3.45%
August	\$6,480,423.42	\$6,806,762.37	5.04%	\$ 6,832,088.76	-0.37%
September	\$6,616,957.08	\$6,860,785.76	3.68%	\$ 6,703,738.07	2.34%
October	\$6,584,141.30	\$7,045,707.89	7.01%	\$ 6,858,042.60	2.74%
November	\$6,514,698.64	\$6,781,770.46	4.10%	\$ 6,610,118.72	2.60%
December	\$6,561,510.83	\$7,007,770.78	6.80%	\$ 6,661,483.73	5.20%
January	\$6,621,882.48	\$7,162,647.23	8.17%	\$ 6,746,302.55	6.17%
February	\$7,893,950.73	\$8,104,203.53	2.66%	\$ 8,070,047.34	0.42%
March	\$6,676,097.83	\$7,020,780.72	5.16%	\$ 6,594,409.51	6.47%
April	\$6,685,780.95	\$6,895,993.67	3.14%	\$ 6,831,084.83	0.95%
May	\$7,751,264.05	\$7,780,827.85	0.38%	\$ 7,365,126.08	5.64%
June	\$6,764,949.53	\$7,534,006.98	11.37%	\$ 6,826,810.20	10.36%
Total	\$81,803,024.80	\$86,109,269.81	5.26%	\$ 82,970,000.00	3.78%

Collections in FY 2019 (actuals) exceeded the RTA budget for revenue approved by the RTA Board for FY 2020.

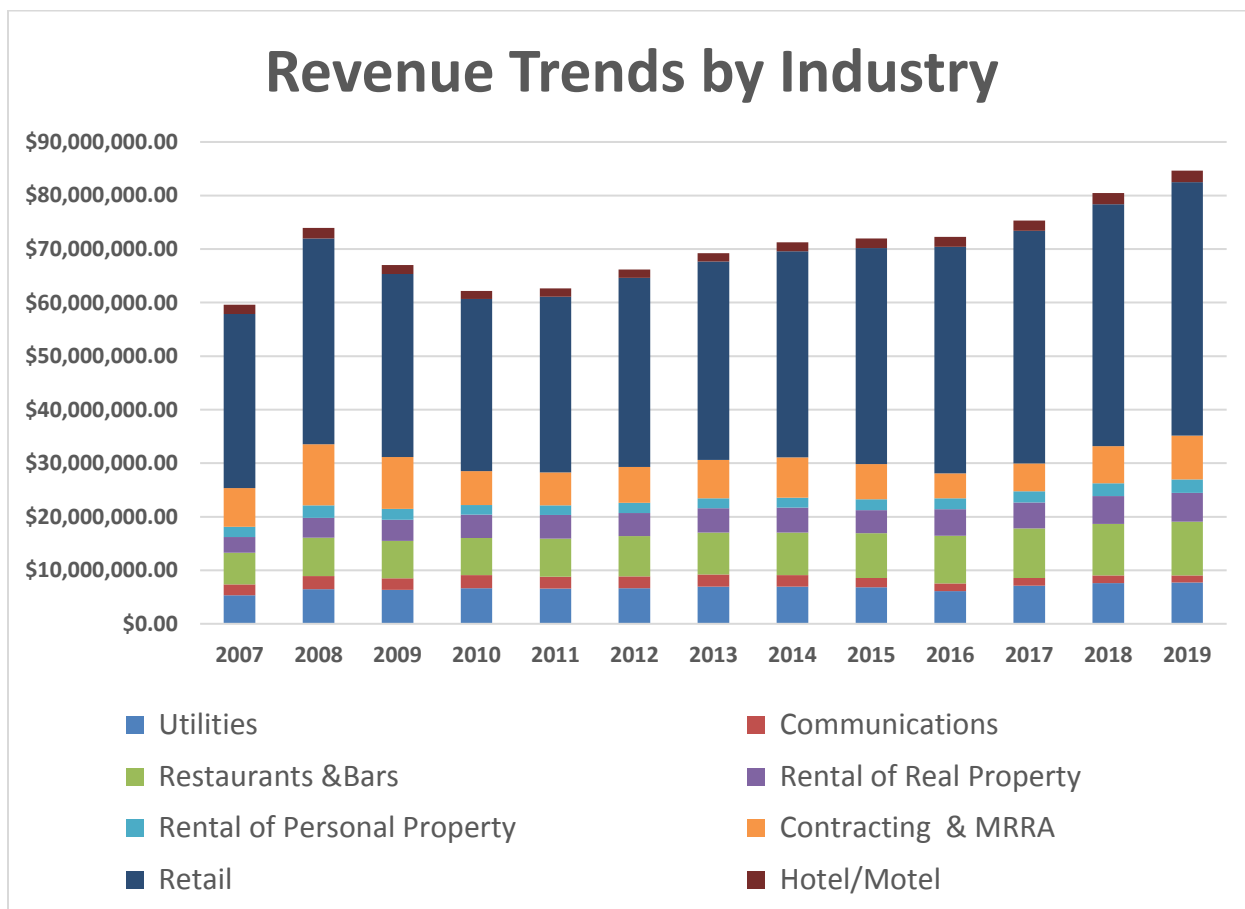
TPT collections in the new fiscal year continue to show growth, with the September deposit (for July 2019 transactions) amounting to \$7,258,669.64, 5.80 percent above the amount collected in Sept. 2018.

The RTA has now experienced 33 consecutive months of year-over-year (YOY) monthly growth.

Through the end of the first quarter of the of FY 2020, RTA has received over \$21.9 million in TPT collections, 5.48% above 2019 collections and 3.64% above the revenue budget for FY 2020.

	FY 2019	FY 2020		FY 2020	
	Actual	Actual	Change	Proposed	Change
July	\$7,108,012.57	\$7,325,083.80	3.05%	\$ 7,119,012.05	2.89%
August	\$6,806,762.37	\$7,330,414.88	7.69%	\$ 7,078,956.33	3.55%
September	\$6,860,785.76	\$7,258,669.64	5.80%	\$ 6,945,967.87	4.50%
YTD	\$20,775,560.70	\$21,914,168.32	5.48%	\$ 21,143,936.26	3.64%
October	\$7,045,707.89		-100.00%	\$ 7,105,847.97	-100.00%
November	\$6,781,770.46		-100.00%	\$ 6,848,965.72	-100.00%
December	\$7,007,770.78		-100.00%	\$ 6,902,186.73	-100.00%
January	\$7,162,647.23		-100.00%	\$ 6,990,070.36	-100.00%
February	\$8,104,203.53		-100.00%	\$ 8,361,646.74	-100.00%
March	\$7,020,780.72		-100.00%	\$ 6,832,688.89	-100.00%
April	\$6,895,993.67		-100.00%	\$ 7,077,916.12	-100.00%
May	\$7,780,827.85		-100.00%	\$ 7,631,254.18	-100.00%
June	\$7,534,006.98		-100.00%	\$ 7,073,487.04	-100.00%
Total	\$86,109,269.81			\$ 85,968,000.00	

Additionally, staff has been tracking revenue by industry. This is useful in identifying anomalies in the short-term, and long-term revenue trends.



Notable observations in the long-term trends has been the resurgence in construction revenue in FY 2019, which was up \$1.24 M (18%) from FY 2018, and the continuing long-term decline in

Communications revenue, which was \$2.4 M in FY 2008, and has declined to \$1.3 M in 2020.

PRIOR BOARD AND/OR COMMITTEE ACTION

None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

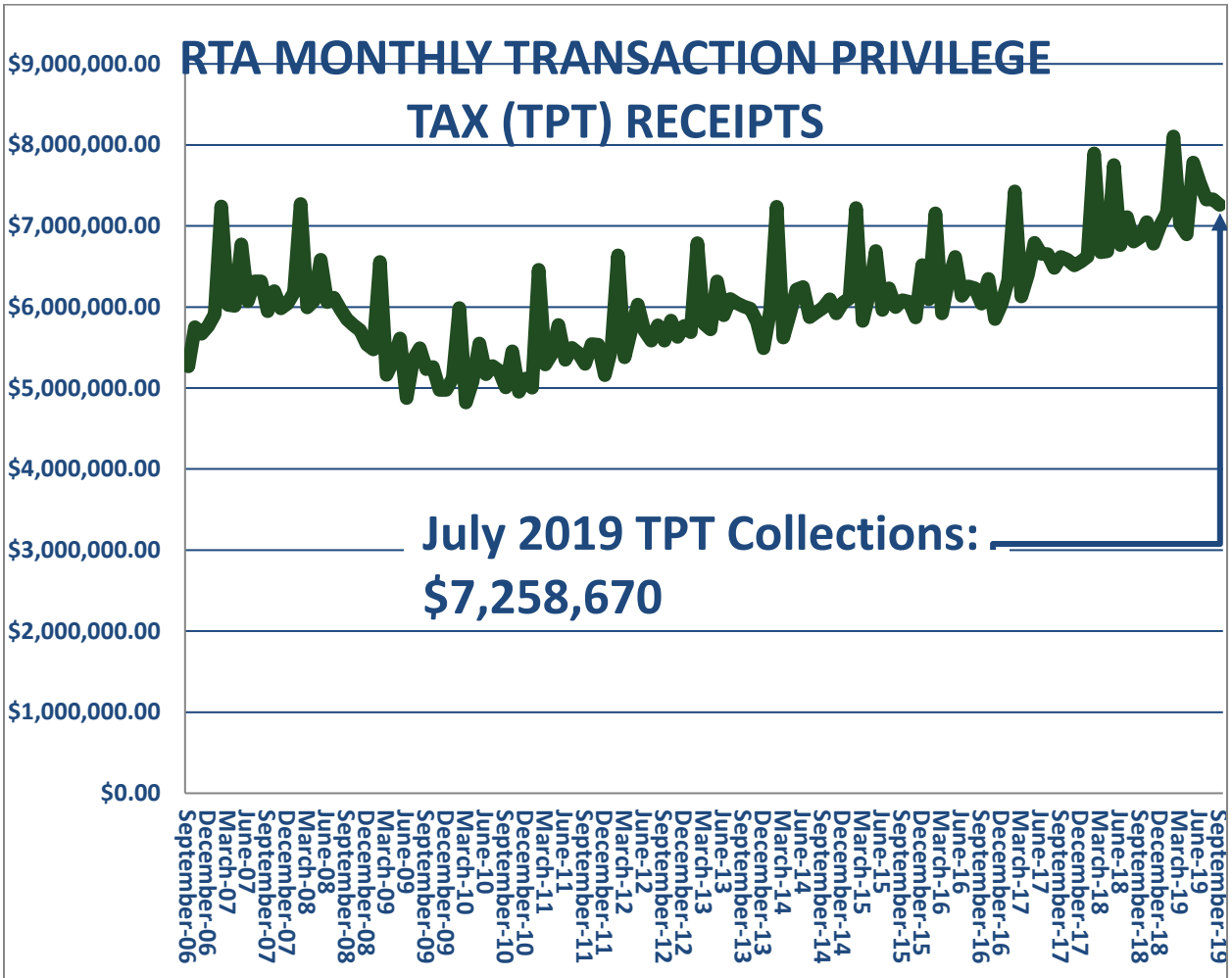
None.

ATTACHED ADDITIONAL BACKUP INFORMATION

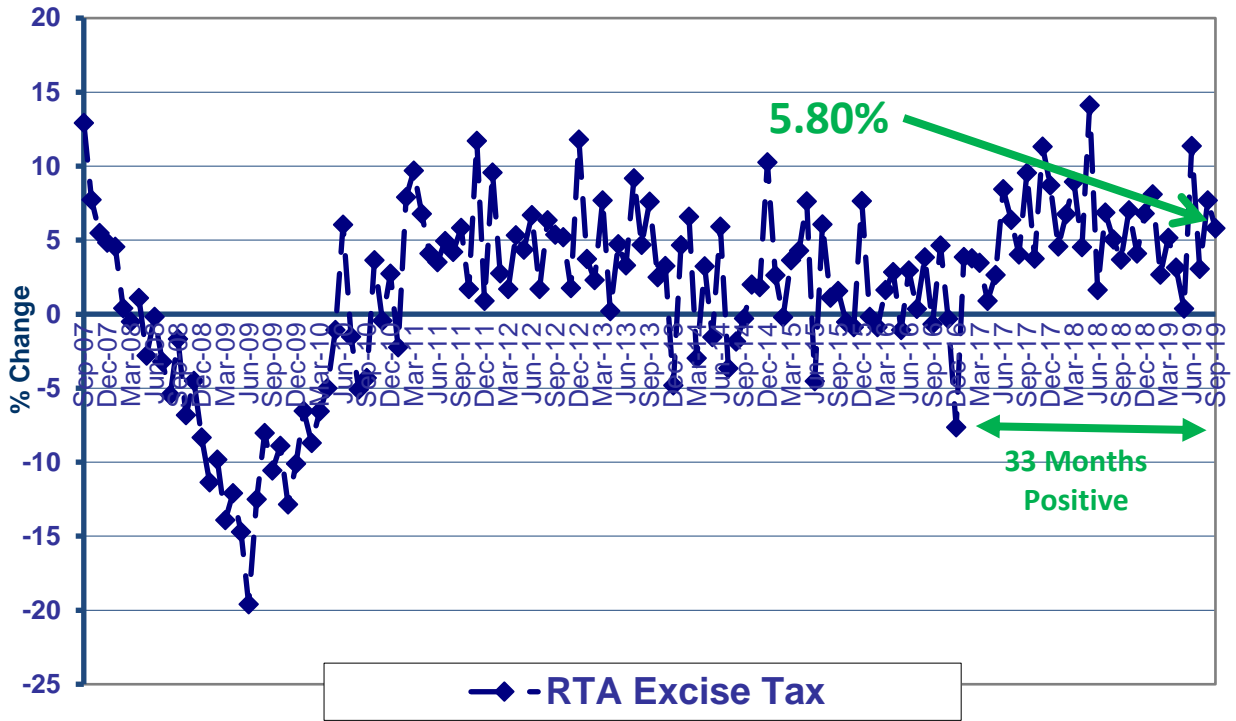
- A. RTA TPT Graph
- B. YOY Monthly Growth in RTA TPT

Staff Contact/Phone

Farhad Moghimi, 495-1420
James DeGrood, 495-1481
Corrina Gil, 495-1472



Monthly Revenue Trends (YoY)



SUBJECT: HURF Revenues Report

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	October 16, 2019	Information	08

REQUESTED ACTION/SUGGESTED MOTION

- This is an information item only.

ASSOCIATED OWP WORK ELEMENT/GOAL

- Work Element 40: Transportation Activities.

SUMMARY

- Staff will be available to report on year-to-date FY 2020 revenues from the Highway User Revenue Fund (HURF) and year-to-date gas sale volumes for FY 2020 in Pima County. The report includes information on how these metrics compare to estimates and to previous years.

PRIOR BOARD AND/OR COMMITTEE ACTION

- None.

FINANCIAL CONSIDERATIONS

- None.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- PAG tracks and reports the state gas tax revenue portion of Local HURF (sometimes called Direct HURF) and Vehicle License Tax (VLT) to member jurisdictions to compare with actual distributions.
- In addition to HURF funds, the region also receives federal funding through the Surface Transportation Block Grant Program (STBG). These funds are apportioned on an annual basis, and the amount is set by federal law (the most recent transportation authorization bill, the FAST Act).
- Arizona Department of Transportation (ADOT) funds spent in the PAG region consist of both HURF and federal funds. PAG provides oversight to program 13 percent of statewide HURF collections on projects in the PAG region.

ATTACHED ADDITIONAL BACKUP INFORMATION

- Summary of Year-to-Date FY 2020 HURF Revenues.

Staff Contact/Phone	Jamie Brown, 792-1093, ext. 4473 Carolyn Laurie, 792-1093, ext. 4485 Nathan Barrett, 792-1093, ext. 4474
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Transportation Planning Committee

October 16, 2019

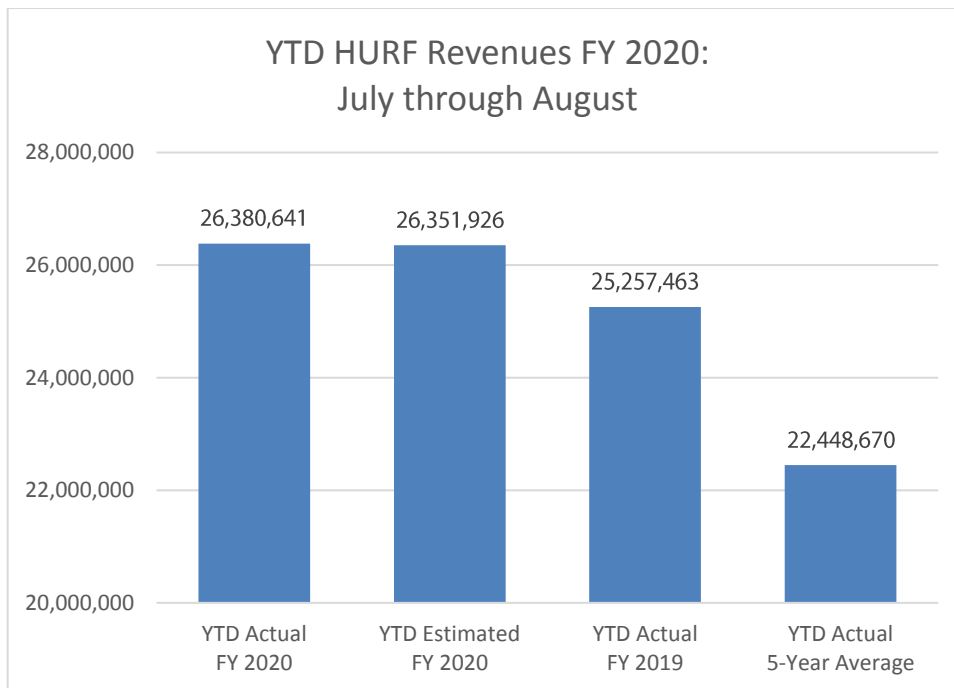
Pima Association of Governments

1 E. Broadway Blvd., Tucson
Santa Rita Conference Room

Summary of Year-to-Date (YTD) FY 2020 HURF Revenues

HURF Distributions in the PAG Region: July 2019 through August 2019

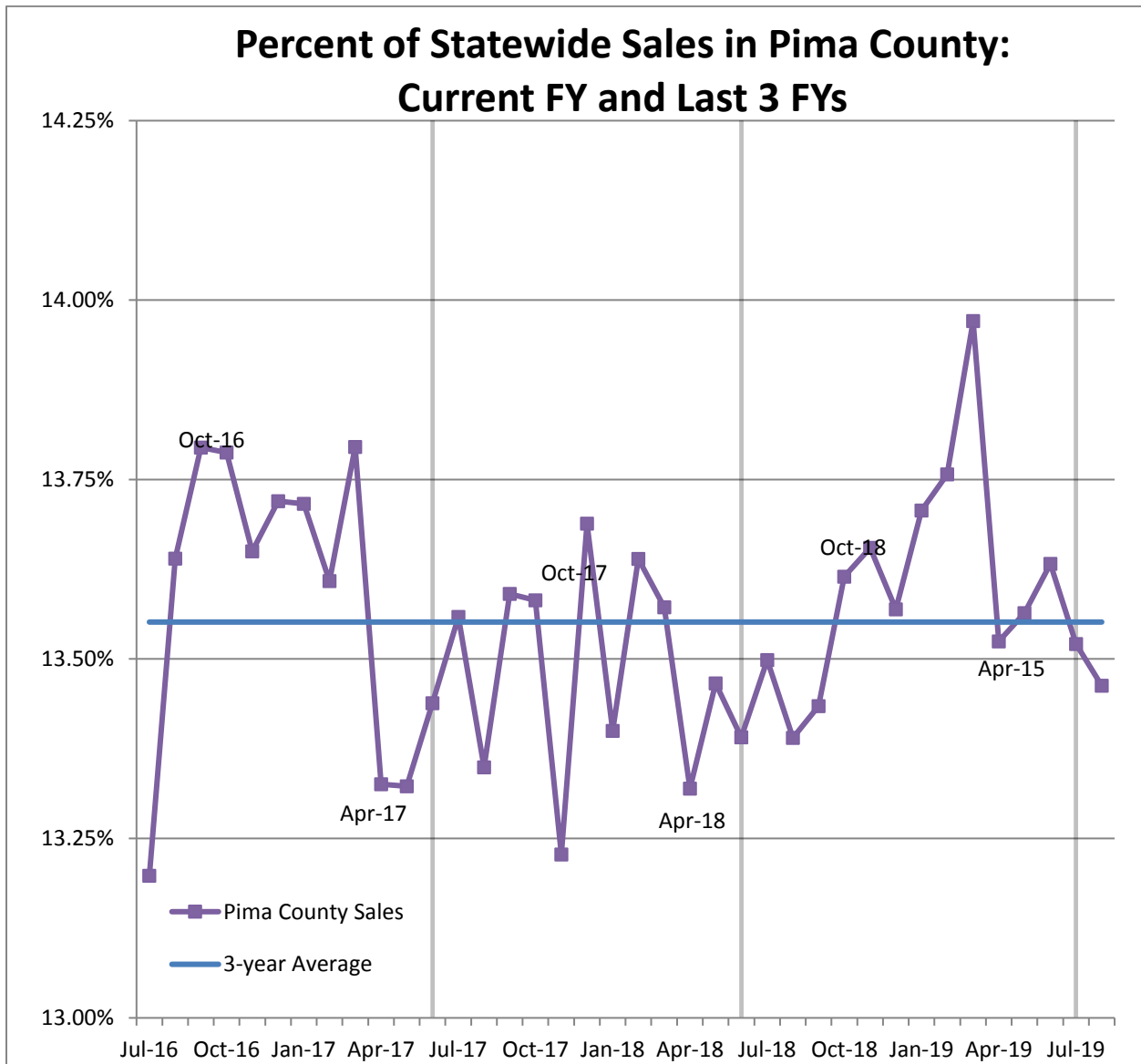
Funds	Actual FY 2020	Estimated FY 2020	% of Estimate	Compared to FY 2019	Compared to 5-year Average
Marana	\$602,176	\$602,170	+0.0%	+6.4%	+30.1%
Oro Valley	\$581,621	\$583,669	-0.4%	+3.8%	+17.5%
Sahuarita	\$387,773	\$381,112	+1.8%	+4.7%	+24.5%
South Tucson	\$72,991	\$73,430	-0.6%	+2.6%	+11.5%
Tucson	\$8,490,412	\$8,523,532	-0.4%	+3.3%	+14.4%
Pima County (HURF)	\$8,101,680	\$8,109,786	-0.1%	+3.6%	+17.3%
Pima County (VLT)	\$2,911,671	\$2,875,386	+1.3%	+3.2%	+19.9%
HURF 12.6%	\$4,321,744	\$4,312,684	+0.2%	+8.3%	+20.7%
HURF 2.6%	\$910,573	\$890,156	+2.3%	+7.7%	+17.2%
Regional Total	\$26,380,641	\$26,351,926	+0.1%	+4.4%	+17.5%

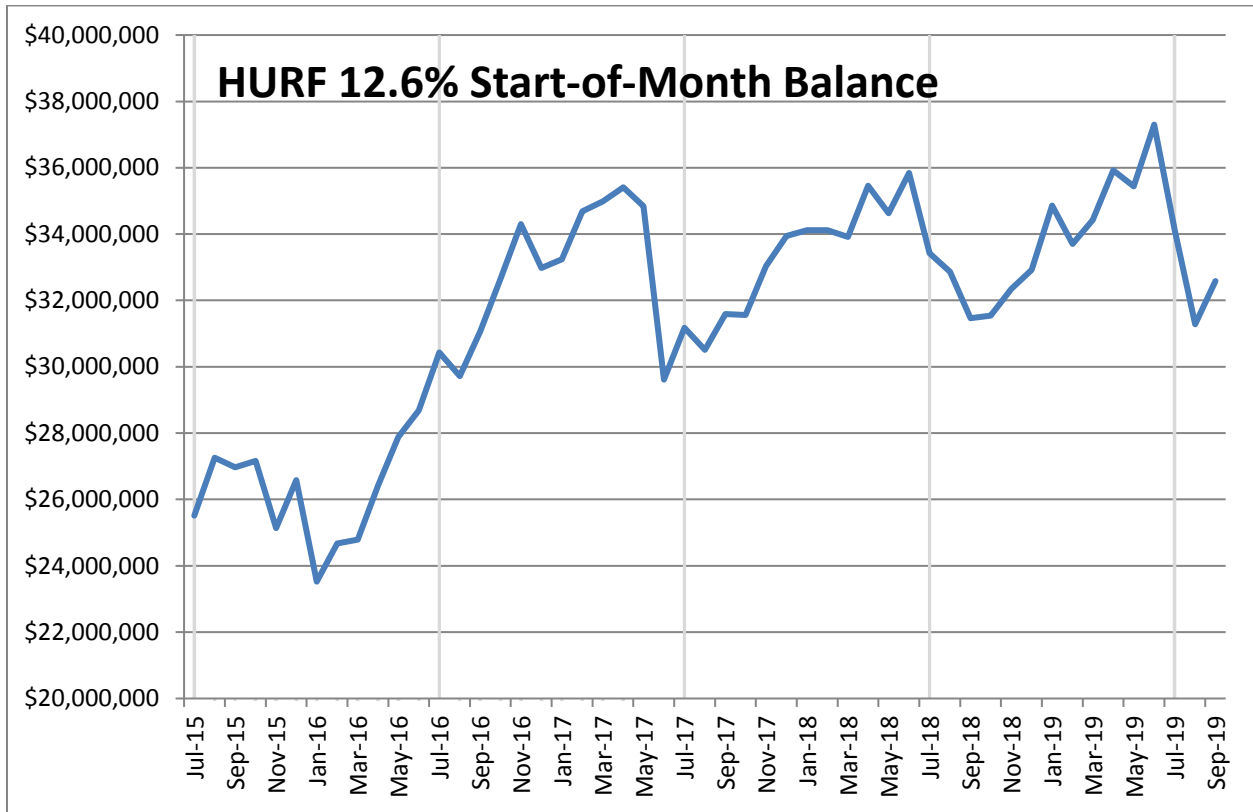




Gasoline Sales: YTD Gallons July through August

	Gallons YTD	Percent of Statewide
Pima County Sales FY 2020	67,329,151	13.5%
Pima County Sales FY 2019	65,667,637	13.4%
Pima County Sales FY 2018	65,619,223	13.5%
Pima County Sales FY 2017	64,269,087	13.4%
Pima County Sales FY 2016	63,822,842	13.9%
Pima County Sales 5-Year Average	67,329,151	13.5%





Glossary of Terms

HURF: Highway User Revenue Funds are revenues from the state gas tax and the vehicle license tax that are distributed to the State Highway Fund and directly to the cities, towns and counties in Arizona for transportation purposes.

HURF 2.6%: HURF funds that are distributed to PAG to be used for projects on state facilities.

HURF 12.6%: By policy, HURF funds that are distributed to PAG to be used on RTA projects only.

VLT: Vehicle License Tax, a tax paid to the state of Arizona upon registration of a motor vehicle. A portion of the VLT collected is deposited in the HURF, while another portion is distributed directly to individual counties for transportation uses. Other portions of the VLT are distributed to the general fund of cities, towns and counties.

Long-Range Regional Transit Plan Update

Meeting	Meeting Date	Agenda Category	Agenda Item #
TPC	October 16, 2019	Information	09

REQUESTED ACTION/SUGGESTED MOTION

- This is an information item only.

ASSOCIATED OWP WORK ELEMENT/GOAL

- 40 – Regional Transportation Planning

SUMMARY

In concert with the update to the 2045 Regional Mobility and Accessibility Plan (RMAP), Pima Association of Governments (PAG) is undertaking the development of a Long-Range Regional Transit Plan (LRRTP). The desired outcome for the LRRTP is to guide increased mobility options in the PAG region through improvements to public transportation. The LRRTP will focus on enhancing region-wide transit system productivity and customer utility in a way that uses vehicle and labor resources in an efficient manner. To do so, the LRRTP will emphasize improvements in high-performing, high-demand transit corridors while also recommending appropriate service levels for lower-performing areas. The LRRTP will focus on a “frequency first” approach consistent with the PAG 2015 Future Transit Vision and build on the existing Frequent Transit Network.

Current Project Status

PAG has completed an initial draft of the long-range plan developed in concert with consultant Jarrett Walker and Associates. The draft considers initial feedback from the public and technical work completed with regional stakeholders at a core design workshop. These materials, along with service classifications, capital prioritizations, access and coverage analysis, and maps of plan elements, are incorporated into the draft document. The plan includes four main transit service improvement elements:

1. Expansion of the Frequent Transit Network
2. Improve service spans on weekends and evenings
3. Targeted service improvements to suburban transit routes
4. Infrastructure improvements supporting speed, reliability and service quality

PAG is also conducting a survey to seek feedback on the recommended elements as expressed in the draft plan.

The draft plan and survey can be viewed at www.pagregion.com/transit.

PRIOR BOARD AND/OR COMMITTEE ACTION

- None.

FINANCIAL CONSIDERATIONS

- The LRRTP will help the region understand the associated costs of implementing a desired transit network under various future financial scenarios. No new transit funding has been identified as part of the process to develop a draft plan.

TECHNICAL, POLICY, LEGAL OR OTHER CONSIDERATIONS

- Based on JWA's technical analysis and the community's input, the plan will provide a roadmap for the development of regional transit policy over a 10 to 20 year planning horizon.

ATTACHED ADDITIONAL BACKUP INFORMATION

- None.

Staff Contact/Phone

James McGinnis, 495-1483
Katharine Mitchell, 495-1415