



Pinal Regional Transportation Authority
Thursday, July 7, 2016 – 11:00 pm
CAG Conference Room
1075 S. Idaho Road – Suite 300
Apache Junction, Arizona
Call in # 888-537-7715 Participant Passcode 28020256#

AGENDA

- I. **CALL TO ORDER** – *Chairman Tom Rankin*
- II. **PLEDGE OF ALLEGIANCE**
- III. **ROLL CALL & INTRODUCTION OF GUESTS**
- IV. **CALL TO THE PUBLIC**
- V. **EXECUTIVE SESSION**
Pursuant to ARS §38-431.03 (A), (3) and (4). P – F – T

Obtain legal advice and give direction to counsel regarding amended and restated Resolution 2016-01.
- VI. **RECONVENE**
- VII. **ADOPTION OF AMENDED AND RESTATED RESOLUTION 2016-01** – *Kenneth Hall* P – F – T
- VIII. **ADJOURNMENT**

Approved

| | | | |
|----------------------|------------------------------|-----------------------------|---------------------------------------|
| CONSENT AGENDA ITEM: | YES <input type="checkbox"/> | NO <input type="checkbox"/> | X <input checked="" type="checkbox"/> |
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**PINAL REGIONAL TRANSPORTATION AUTHORITY
Request for Pinal RTA Board Action**

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| <p><u>Date Submitted:</u> July 5, 2016</p> <p><u>Date Action Requested:</u> July 7, 2016</p> | <p><u>Type of Action(s) Requested:</u></p> <p>___ Formal Action/Motion <u>X</u> Information Only ___ Resolution ___ Other</p> | <p><u>Subject:</u></p> <p align="center">Executive Session to Provide Legal Advice to the RTA Board</p> |
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TO: CHAIRMAN AND REGIONAL COUNCIL MEMBERS

FROM: Kenneth Hall, Executive Director

STAFF RECOMMENDATION: RTA Attorney Bill Sims will provide legal information and oversight on matters pertaining to Amended and Restated Resolution No. 2016-01 and the adoption of the Final RTA Regional Transportation Plan.

DISCUSSION: Certain tax payers have requested that sales generated by such tax payers would have a \$10,000 cap on the amount of gross income subject to the Transportation Excise Taxes in connection with the sale of a single item. Amended and Restated Resolution No. 2016-01 provides for such cap.

The establishment of this cap results in reduced tax proceeds, resulting in an impact on the Regional Transportation Plan. The impact reduces the contingency by \$15,947,706. Amended and Restated Resolution No. 2016-01 approves an amended, Final RTA Transportation Plan that reflects the reduced contingency.

FISCAL IMPACT:

ALTERNATIVES: N/A

PREPARED BY: Kenneth Hall

REVIEWED BY: *Kenneth Hall*

CONCURRENCE: _____

Action Taken: P - F - T - None



| | | | | |
|----------------------|-----|--------------------------|----|-------------------------------------|
| CONSENT AGENDA ITEM: | YES | <input type="checkbox"/> | NO | <input checked="" type="checkbox"/> |
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TO: CHAIRMAN AND REGIONAL COUNCIL MEMBERS

FROM: Kenneth Hall, Executive Director

STAFF RECOMMENDATION: Request approval of Amended and Restated Resolution Number 2016-01 by the Board of the Pinal County (Pinal) Regional Transportation Authority (RTA).

DISCUSSION: By approving Pinal RTA Amended and Restated Resolution 2016-01, the Pinal RTA requests that Pinal County schedule and conduct a countywide consolidated election, to be held on November 8, 2016, pursuant to A.R.S 16-204 (B) (2), 48-5304 (2) (a) & (b) and 48-5314, on the Final Plan and on the issue of levying a transportation excise tax pursuant to A.R.S. 42-6102 needed to fund the Final Plan.

The electronic link to the Final Plan can be found at: http://www.cagaz.org/RTA/documents/PinalRegionalTransportationPlan_July2016.pdf

A copy of the Final Plan and related materials will be provided at the meeting.

FISCAL IMPACT: The possible collection of \$624,052,294 in sales tax revenues for Pinal County roadway and public transportation improvements.

ALTERNATIVES: N/A

PREPARED BY: Kenneth Hall

REVIEWED BY: *Kenneth Hall*

CONCURRENCE: _____

Action Taken: P - F - T - None

**AMENDED AND RESTATED RESOLUTION NO. 2016-01
PINAL REGIONAL TRANSPORTATION AUTHORITY**

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE PINAL COUNTY (PINAL) REGIONAL TRANSPORTATION AUTHORITY ADOPTING A TWENTY-YEAR COMPREHENSIVE MULTIMODAL REGIONAL TRANSPORTATION PLAN AND A SCHEDULE INDICATING THE DATES THAT CONSTRUCTION WILL BEGIN FOR PROJECTS CONTAINED IN THE PLAN; AND REQUESTING THAT WITHIN SIX MONTHS THE PINAL COUNTY BOARD OF SUPERVISORS CALL AN ELECTION OF THE QUALIFIED ELECTORS AT A COUNTYWIDE ELECTION ON THE PLAN AND THE ISSUE OF LEVYING A HALF-CENT TRANSPORTATION EXCISE TAX, PURSUANT TO A.R.S. 42-6106, NEEDED TO FUND THE PLAN.

WHEREAS, the Pinal Regional Transportation Authority (the "Pinal RTA") is an Arizona special taxing district, duly formed and existing, pursuant to A.R.S. 48-5302, et seq., for the purposes of coordinating multi-jurisdictional cooperation in transportation planning, improvements and fund-raising as a municipal corporation through taxation and bonding, with the public's input and voter approval; and

WHEREAS, the membership of the Pinal RTA at the adoption of this resolution consists of the municipalities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Kearny, Mammoth, Maricopa, Superior and Queen Creek, Pinal County, the Ak-Chin Indian Community, the Gila River Indian Community, and all other members of the Central Arizona Governments ("CAG"); and

WHEREAS, the government of the Pinal RTA is vested in its Board of Directors (the "Board") which is composed of the membership of CAG, with one vote each; and

WHEREAS, Pinal County is a body politic and corporate of the State of Arizona, and has a comprehensive voting system, equipment and certified elections officials; and

WHEREAS, pursuant to A.R.S. 48-5309 (A), the Pinal RTA has the responsibility of preparing a twenty-year, comprehensive, multimodal regional transportation plan (the "Plan") that is primarily funded by a transportation excise tax, described in A.R.S. 42-6106 (the "Tax"), subject to the approval of the qualified electors of the County; and

WHEREAS, the Pinal RTA has been working diligently to identify regional transportation corridors, and regional transportation problems, needs and goals; and

WHEREAS, the Pinal RTA has examined regional multimodal transportation operations and improvements, including public transportation needs and goals; and

WHEREAS, pursuant to A.R.S. 48-5304 (11), upon passage of the Plan and Tax, the Pinal RTA shall appoint an Advisory Committee composed of regional representatives and technical experts, and a Citizen's Oversight Committee comprised of other citizen volunteers to assist the Pinal RTA in developing all elements of the Plan; and

WHEREAS, pursuant to A.R.S. 48-5304 (10), the Pinal RTA staff developed a community outreach program to provide numerous opportunities for involvement in all aspects of the planning process by all Pinal County residents and other interested parties; and

WHEREAS, the Board hereby finds that the Final Plan adopted hereby, including the schedule indicating the dates that construction will begin for projects within the Final Plan, are in the best interests of the residents of Pinal County and its stakeholders.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Pinal RTA that the twenty-year, comprehensive, multimodal regional transportation Final Plan, is hereby approved and adopted in the form presented to the Board at this meeting and replaces the Plan that was approved on May 11, 2016.

BE IT FURTHER RESOLVED that the Pinal RTA requests that Pinal County schedule and conduct a countywide consolidated election, to be held on November 8, 2016, pursuant to A.R.S. 16-204 (B) (2), 48-5304 (2) (a) & (b) and 48-5314, on the Final Plan and on the issue of levying a half-cent transportation excise tax, pursuant to 42-6106, needed to fund the Final Plan, to be levied and collected at the following variable rates: (i) At a rate of ten per cent of the transaction privilege tax rate prescribed by A.R.S. 42-5010 (A) in effect on January 1, 1990 to each person engaging or continuing in the County in a business taxed under A.R.S. Title 42, Chapter 5, Article 1, (ii) At a rate of ten per cent of the rate prescribed by A.R.S. 42-5352 (A), and (iii) At a rate equal to the transaction privilege tax under (i) above on the use or consumption of electricity or natural gas by retail electric or natural gas customers in the County who are subject to use tax under A.R.S. 42-5155, applying to persons engaging or continuing in the County in the utilities transaction privilege tax classification; provided, however, that with respect to application of such tax to the business classification described in A.R.S. 42-5010 (A)(1)(I), such transportation excise tax shall be levied and collected at a rate equal to the transaction privilege tax under (i) above when the gross income from the sale of a single item of tangible personal property is less than or equal to \$10,000 and at a rate of zero for the amount of gross income in excess of \$10,000.00.

BE IT FURTHER RESOLVED that the Pinal RTA will provide to Pinal County's Board of Supervisors all information necessary for the election ballot, including without limitation; a description of each element of the Final Plan, a separate percentage share and dollar share of the Tax revenues allocated to each element and a map of proposed routes and transportation corridors.

BE IT FURTHER RESOLVED that the Executive Director of the Pinal RTA will promptly provide a certified copy of this Resolution to Pinal County's Board of Supervisors.

BE IT FURTHER RESOLVED that the Executive Director of the Pinal RTA is hereby authorized and directed to take all steps necessary and proper to cooperate with Pinal County to facilitate the Election, including the negotiation, for subsequent Board action, of appropriate agreements with Pinal County and the Pinal County Recorder, for the conduct of the Election.

PASSED AND ADOPTED by the Board of Directors of the Pinal Regional Transportation Authority this 7th day of July, 2016.

Pinal Regional Transportation Authority
Board Chair

Certification:

Kenneth Hall, the Executive Director of the Pinal RTA, hereby certifies and attests that he has access to the official records of the Board of the Pinal RTA, and that the foregoing Resolution was duly adopted by the Board of the Pinal RTA on July 7th, 2016, at a duly noticed and public meeting, and that this Resolution has not been altered or amended and remains in full force and effect on the date stated below.

Executive Director

Date: _____

Approved as to form:

Pinal Regional Transportation Authority
Attorney



Pinal Regional Transportation Plan

July 7, 2016

INTRODUCTION

The Regional Transportation Plan for Pinal County, overseen by the Pinal Regional Transportation Authority, sets forth a comprehensive, multimodal plan which includes a list of key roadway and public transportation projects to be developed over a period between 2017 and 2036. The Pinal Regional Transportation Authority's Regional Transportation Plan has been developed as a viable solution to meet the transportation needs of a rapidly growing region, and seeks to meet the ongoing mobility needs of Pinal County residents. This Regional Transportation Plan has been prepared to carry forward necessary multimodal projects to the voters of Pinal County, who will be asked to consider this Plan's approval, along with the passage of a half-cent sales tax at the November 2016 General Election. A successful vote of the Plan and half-cent transportation excise tax will set aside approximately \$624,052,294 in transportation funding over the next 20 years to establish a transportation network within Pinal County that will enhance countywide mobility, and effectively transport a growing number of people and goods at a regional level. The RTA Board may authorize the issuance of bonds payable from the transportation excise tax as permitted by Arizona Revised Statute §48-5341.

PINAL REGIONAL TRANSPORTATION AUTHORITY

On August 5, 2015, the Pinal County Board of Supervisors formed the Pinal Regional Transportation Authority (RTA). In accordance with Arizona Revised Statute §48-5302, the Pinal RTA is a public, political, tax levying improvement subdivision of the state. The Regional Council of Governments for Pinal County, which is currently the Central Arizona Governments, will provide leadership and oversee the activities of the Pinal RTA. The membership consists of each member government within Pinal County. The Pinal RTA was established to provide funding, and to focus on creating a balanced regional transportation system for the residents of Pinal County. The Plan will provide a mechanism for the County, its cities, towns, and Indian Communities to collaborate in developing a seamless countywide 20-year Regional Transportation Plan, which is subject to voter approval.

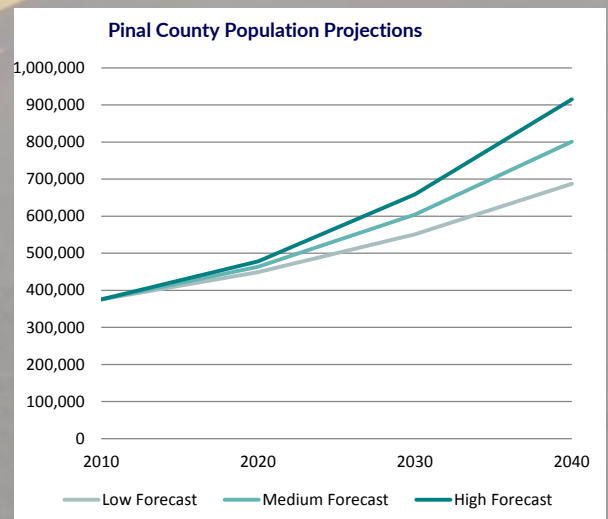
PINAL RTA GOVERNANCE STRUCTURE

The governing authority of the Pinal RTA is vested in a Board of Directors, comprised of each member of the Regional Council of the Central Arizona Governments. Each member shall have one vote each when determining transportation policy as representatives of the Pinal RTA. According to Arizona Revised Statute §48-5304, the RTA Board may decide to appoint advisory committees as it deems necessary. After the November 2016 Election within Pinal County, upon the passage of the ballot measures for the approval of the Pinal RTA Regional Transportation Plan, and the approval of the half-cent transportation excise tax, the RTA Board will appoint a RTA Advisory Committee, which reports to the Board, and will also appoint a regional Citizen's Oversight Committee.

THE NEED FOR A REGIONAL TRANSPORTATION PLAN

Since 1990, Pinal County has experienced a tremendous amount of growth. Between 1990 and 2014, the population of Pinal County has increased from 116,867 to approximately 396,237 people, which represents an increase of 239 percent. Since the economic downturn of 2008, the municipalities of Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Maricopa, and the unincorporated community of San Tan Valley have experienced significant increases in economic development activities and new housing construction which have collectively brought more people into Pinal County. Such a rapid level of growth has also brought transportation concerns such as congestion and safety, and the need for quality transportation routes to efficiently move people and goods. These unprecedented levels of growth are anticipated to continue into the future, and the residents of Pinal County are faced with continuing transportation challenges.

There are inadequate connections from I-10 to local routes and businesses, and there is a need for additional roadway connectivity to Metropolitan Phoenix. Pinal County's existing north-south and east-west roadways need to be improved, and in many cases, lack sufficient capacity. Also, there has been a significant increase in fatal and serious traffic crashes due to the overall rise in vehicular travel. At present, Federal and State funding is very limited and unable to accommodate needed roadway construction throughout the County, and the County's municipalities are also lacking sufficient funding for roadway improvements.



Projections produced by the State of Arizona indicate that Pinal County will continue to see significant increases in population over the next several decades. Population projections over the next 20 years indicate that Pinal County will continue to grow in population to a level between 750,000 and 913,000 people.

STAKEHOLDER AND PUBLIC OUTREACH EFFORTS

Throughout the process of developing this Regional Transportation Plan, the Pinal RTA reached out to each of the member communities, elected officials and residents of Pinal County. Previous plans that identified project needs, project scenarios and priorities were shared with member governments, and stakeholders. The public information and outreach process included an array of public meetings, presentations before City and Town Councils, and presentations to community boards and committees. Extensive outreach was also provided through meetings and discussions with City and Town managers, and County staff members. The Pinal RTA also conducted a series of public open houses at strategic locations throughout the County in an effort to solicit public input and comments.

A website was developed at www.cagaz.org to provide ongoing updates and to distribute information for public review. The Pinal RTA website provided important public meeting dates, distributed the most current project lists and maps, and provided presentations and reports for review. The Pinal RTA also generated public press releases, participated in media interviews, regularly engaged with members of the public, and informed the Pinal County Board of Supervisors on the overall process.

PREVIOUS TRANSPORTATION PLANNING EFFORTS

Over the past 10 years, multiple planning efforts within Pinal County have addressed critical transportation needs at the local, regional and county levels. Fourteen transportation studies documenting 2,000 pages of recommendations and findings were reviewed and provided the framework of the Regional Transportation Plan for the Pinal RTA. A table of each of these studies and their completion dates are included below.

| | |
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| City of Maricopa Area Transportation Plan | November 2015 |
| Southern Pinal County Regional Corridor Study | July 2015 |
| East West Corridor Design Concept Study | September 2015 |
| Central Arizona Governments Regional Transportation Plan | March 2015 |
| I-11 and Intermountain West Corridor Study | November 2014 |
| North South Corridor Study | Ongoing |
| City of Coolidge Comprehensive Transportation Feasibility Study | June 2012 |
| Apache Junction Transit Feasibility Study | June 2012 |
| Apache Junction Comprehensive Transportation Study | May 2012 |
| Pinal County Transit Feasibility Study | April 2011 |
| City of Eloy Small Area Transportation Plan | March 2010 |
| I-8 and I-10 / Hidden Valley Framework Study | August 2009 |
| Pinal County Regionally Significant Routes for Safety and Mobility | December 2008 |
| Coolidge-Florence Regional Transportation Study | February 2008 |
| City of Casa Grande Small Area Transportation Study | July 2007 |
| Pinal County Small Area Transportation Study | August 2006 |

MOVING FORWARD - THE PINAL REGIONAL TRANSPORTATION PLAN

The Pinal Regional Transportation Plan will place a direct emphasis on roadway development. If the vote passes, the Regional Transportation Plan will produce the following projects and enhancements for the residents and communities of Pinal County:

- A 36 mile North-South Parkway Corridor between the US 60 in Apache Junction, and the Kortsen-Kleck roadway alignment in the City of Coolidge.
- A 5 mile East-West Parkway near San Tan Valley that connects State Route 24 at the Maricopa-Pinal County Line to the future alignment of the North-South Parkway Corridor.
- The development of 164 new Parkway lane miles throughout Pinal County.
- The construction of a Traffic Interchange at Interstate 10 and Kortsen Road.
- Approximately 50 miles of regional roadway improvements for connectivity and economic development.
- The addition of 100 new travel lane miles throughout the Pinal Region for arterial and local roadways.
- The preservation of right of way for a 28 mile West Pinal Freeway corridor between the Pinal-Maricopa County line and Interstate 8, for the construction of a future high capacity corridor.
- The preservation of the remaining 15 mile segment of needed right of way for the construction of the North-South Parkway Corridor between the City of Coolidge and Interstate 10.
- Needed access and capacity to the Region's emerging job centers.
- The preservation of annual project funding for less populated municipalities in the Region, to be used for local road projects.
- The construction of Park and Ride facilities located throughout Pinal County.
- The provision of annual funding for Dial-a-Ride services to assist people with disabilities, seniors, and members of the general public; and the provision of annual operational funding for existing transit systems.

PROPOSED PINAL COUNTY HALF CENT SALES TAX

According to Arizona Revised Statute §48-5314, the Pinal RTA Board will adopt a 20-year Regional Transportation Plan, and request by resolution certified by the Pinal RTA governing board to the Pinal County Board of Supervisors, that the issue of levying a half-cent sales tax be submitted to Pinal County voters at a countywide General Election. Effectively carrying out each of the projects as identified within this Regional Transportation Plan is solely dependent upon the proposed half-cent sales tax being passed by the voters of Pinal County in November of 2016.

ANTICIPATED REVENUES OVER 20 YEARS

During December of 2015, a detailed Revenue Forecast for a proposed half-cent sales tax was produced for the Pinal RTA. The purpose of the study was to prepare a forecast for a proposed 20-year half-cent sales tax that would be levied in Pinal County for the improvement of regional transportation facilities and public transportation. As part of the methodology, the report addressed population growth, inflation and Per Capita Personal Income and prepared three forecast scenarios of low, medium and high. A medium scenario was recommended by the study for the collection of a half-cent sales tax. Based upon the Medium Revenue Forecast, it was determined that between the Fiscal Years of 2017 and 2036, a Pinal County excise tax would result in a total collection of approximately \$624,052,294. The Pinal RTA has used this figure in an effort to prioritize and estimate the transportation needs as highlighted in this Plan.

PINAL RTA REGIONAL TRANSPORTATION PLAN ELEMENTS

Based upon an analysis conducted by the Pinal RTA during 2015, it was estimated that there was a total transportation need throughout the County of approximately \$1.2 Billion dollars. Also, based upon the Pinal RTA revenue analysis indicating a total future collection of \$624,052,294 over a 20-year period, it was determined that only 52 percent of all needs could realistically be met. Working from this premise, the Pinal RTA sought to identify the most critical needs, and determined that the majority of improvements would be in the form of roadways, with a smaller component being addressed through public transportation.

Although the funding focus of the Pinal RTA Regional Transportation Plan is solely on Roadway and Public Transportation elements, with the primary emphasis on roadways, the Pinal RTA will continue to work toward planning a number of other modes throughout the County. Such planning would be accomplished with Federal and State funding, yet to be identified, other than those dollars which are anticipated to be collected from the half-cent sales tax after a public vote in November of 2016. Such multimodal planning proposes to include studies and potential projects associated with the following elements: Safety, Intelligent Transportation Systems (ITS), Bicycle and Pedestrian, Freight, Access Management and Aviation. The primary focus on other modes will involve future State and Federal money for planning and project development. These non-funded elements “will not” rely upon funding from the proposed half-cent sales tax, and will only be provided if other sources of funding are identified.

ELEMENTS TO BE FUNDED BY THE HALF-CENT SALES TAX

Roadway Element

The Roadway Element will focus on delivering regional roadway improvements, such as the development of regional parkways and arterial connectors, in an effort to accommodate future growth and development. Other projects will include the development of several local roadways of economic significance, and the construction of a Traffic Interchange along Interstate 10 in central Pinal County, in the City of Casa Grande. Also, this element calls for the preservation of future right of way for high capacity corridors, to include the North-South Parkway Corridor and the West Pinal Freeway Corridor. When considering the proposed funding for project development, an estimated 95.5 percent (\$595,852,294) will be dedicated to the Roadway Element. This element will be funded by the proposed Pinal County half-cent sales tax, to be voted upon by the electorate of Pinal County in November of 2016. The estimated costs for the projects that constitute the Roadway Element are shown in Table One on page number nine. This total also includes contingency and administrative costs.

Public Transportation Element

The Public Transportation Element for the Pinal RTA will focus on funding provided for the development of strategically located Park and Ride lots located throughout the County. Additional funding will be focused on the provision of Dial-a-Ride services for people with disabilities, senior citizens and members of the general public. Funding will also be provided for transit operations within the County. Priority will be given to providing matching funds for existing transit systems. When considering the proposed funding for project development, an estimated 4.5 percent (\$28,200,000) will be dedicated to the Public Transportation Element. This element will be funded by the proposed Pinal County half-cent sales tax, to be voted upon by the electorate of Pinal County in November of 2016. The estimated costs for projects that constitute the Public Transportation Element are shown in Table One on page number nine.



NON-TAX FUNDED ELEMENTS

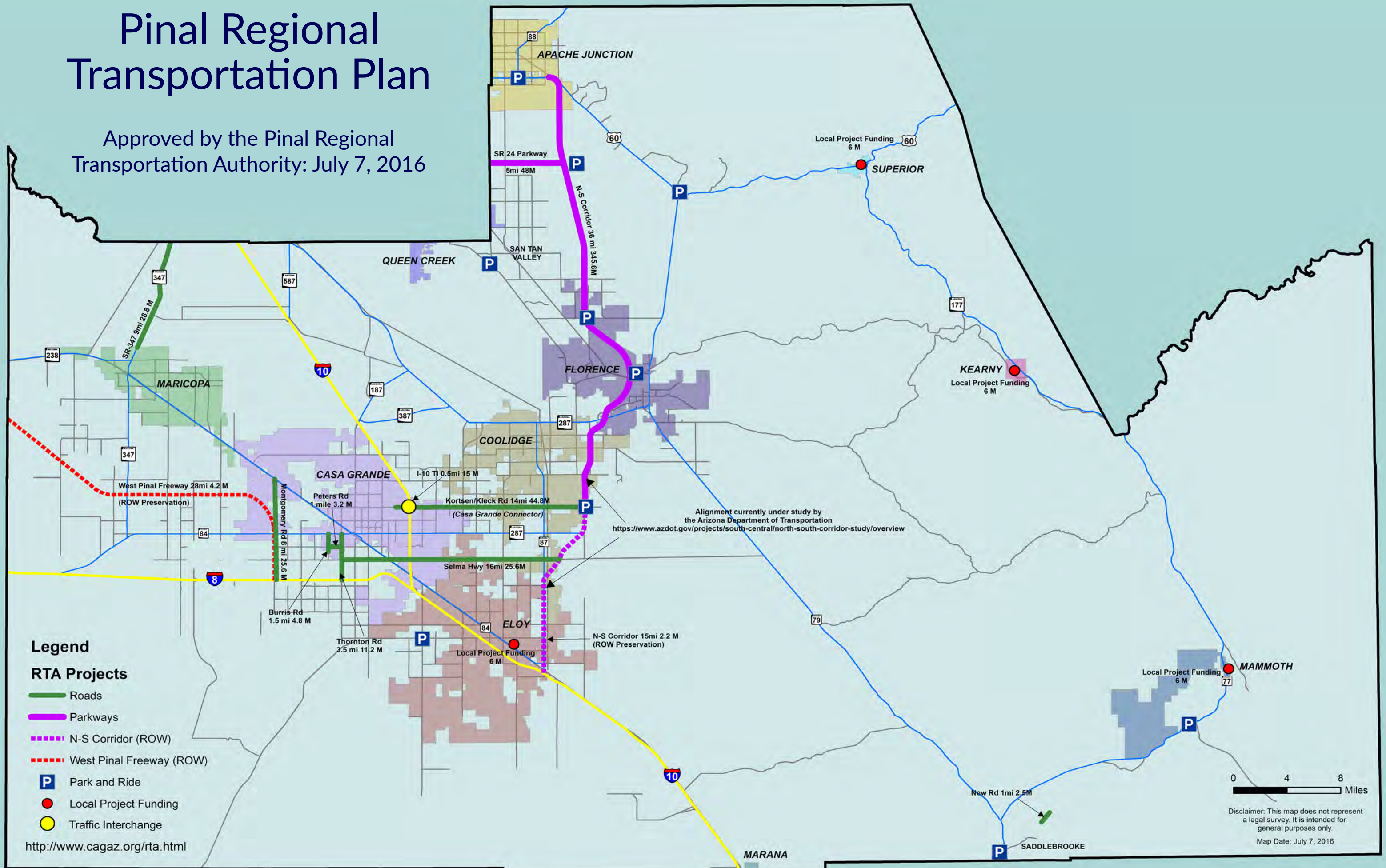
The following elements will seek alternative sources other than the proposed Pinal RTA half-cent sales tax for planning and potential future project development purposes. Work on these elements is contingent upon identifying and securing transportation funding not related to the Pinal RTA half-cent sales tax.

Safety Element

The Safety Element will work toward the overall development of appropriate safety goals and objectives for the future, and establishing a regional vision. A number of issues will be considered that are intended to lower the overall number of crashes associated with impaired driving, speeding, red-light running, illegal passing, aggressive driving and other factors. The safety element will identify key infrastructure and project needs throughout the region that are intended to enhance safety, address driver training and public awareness, and promote safer, multimodal access to the county’s transportation network for all modes of travel.

Pinal Regional Transportation Plan

Approved by the Pinal Regional Transportation Authority: July 7, 2016

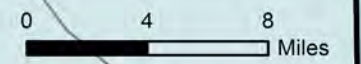


Legend

RTA Projects

- Roads
- Parkways
- - - N-S Corridor (ROW)
- - - West Pinal Freeway (ROW)
- P Park and Ride
- Local Project Funding
- Traffic Interchange

<http://www.cagaz.org/rta.html>



Disclaimer: This map does not represent a legal survey. It is intended for general purposes only.
Map Date: July 7, 2016

Intelligent Transportation Systems Element

The Intelligent Transportation System (ITS) element involves the use of technologies in an effort to enhance overall vehicle travel, and to reduce traffic delays throughout the region. This is accomplished through an interconnected network of transportation management centers for incident control, and typically involves computers, video based detection and traffic loops, signalization, sensors, cameras, and message boards in an effort to monitor traffic conditions and crashes on the system. The purpose of a functioning ITS System is to provide “real time” information on traffic conditions, and to provide information on traffic congestion delays.

Bicycle and Pedestrian Element

The Bicycle and Pedestrian Element will consider all aspects of the County’s transportation system related to bicyclists and pedestrians. The element will specifically address items such as Complete Streets, pedestrian facilities and enhancements, trails, and bicycle facilities at the local, countywide and regional levels. This element will consider existing and necessary infrastructure for bicyclists and pedestrians, conduct local and regional inventories, establish goals and objectives and a regional vision, and identify necessary project needs.

Freight Element

The Pinal RTA Freight element will assess the existing freight sector within the county by mode, which is inclusive of trucking, aviation, rail and pipeline. The element will also assess Pinal County’s existing freight infrastructure related to arterial and highway networks, railroads, intermodal facilities, pipelines, airports, freight terminals and warehouses. The element will also include an analysis of regional freight generators through the identification of major county employers, wholesalers, and the identification of commercial and industrial land uses. It will also assess inbound and outbound freight, commodity flows and values, trade with Mexico, establish goals and objectives, and provide transportation recommendations for this valuable sector of the economy.

Access Management Element

An Access Management Element will establish a desired level of access control on roadways throughout the County in an effort to help retain the capacity of roadways, while maintaining public safety and ensuring access to public lands. Goals and objectives, and recommendations will be established to effectively manage and plan for the implementation of transportation and land use strategies intended to improve roadway safety and functionality at the Countywide level. The element will define a variety of methods for access control, utilize best practices, and establish guidelines for effective access management.

Aviation Element

The Aviation element will assess the existing and future aviation and air transportation needs of the County. As a component of the Aviation Element, the Pinal RTA will work toward the development of a Regional Aviation System Plan in an effort to provide an analysis of future aviation trends in the County. Collectively, the Aviation Element will examine the county’s aviation system, evaluate airport infrastructure, assess transportation access to airports, consider airport trade potential and needs, and also assess future and exiting airport operations.

THE PINAL REGIONAL TRANSPORTATION PLAN PROJECTS FOR CONSIDERATION

As displayed on the Map, and on Table One, the following Pinal RTA projects will be forwarded to the voters of Pinal County in November of 2016 for approval. Table Two displays when each project is scheduled for development.

PINAL COUNTY PROJECTS

State Route 24 Parkway

This project involves the new construction of a five mile, east-west, limited access four lane parkway facility with a median between State Route 24 at Meridian Road to the West, and the future alignment of the North-South Corridor to the East. The project scope involves the purchase of land to establish a 300-foot wide right of way corridor, to include design and construction. The estimated cost of this roadway is approximately \$48.0 million.

North-South Corridor

This project involves the new construction of a 36 mile, north-south, limited access four lane parkway facility with a median between U.S. Highway 60 in the City of Apache Junction to the north, and the Kortszen Road/Kleck Road alignment located to the south, in the City of Coolidge. The project scope involves the purchase of land to establish a 300-foot wide right of way corridor, and the design and construction of the parkway. The estimated cost of this roadway is approximately \$345.6 million.

State Route 347

This project calls for the addition of two lanes along State Route 347 between the Pinal-Maricopa County line to the North, and the municipal boundary of the City of Maricopa to the south. This represents a linear distance of approximately nine miles. The new construction of a north traveling lane and a south traveling lane along State Route 347 represents a total of 18 additional lane miles of construction. The project scope involves design and construction. The estimated cost of this roadway project is approximately \$28.8 million.

Casa Grande Connector

Referred to as the Kortszen Road/Kleck Road alignment, the “Casa Grande Connector” project involves the widening of this facility from two lanes to four lanes from Henness Road to the West, located in the City of Casa Grande, to the future alignment of the North-South Corridor Parkway to the East, located in the City of Coolidge. The widening of the Casa Grande Connector will involve a 14 mile corridor, and represents a total of 28 additional lane miles of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$44.8 million.

I-10 Traffic Interchange

This project allows for the purchase of right of way, and the design and construction of a Traffic Interchange at Interstate 10, in the City of Casa Grande. This particular project involves the construction of a bridge across Interstate 10, as well as on and off-ramps to Kleck and Kortszen Roads. This project will allow for the continuation of a crucial east-west corridor in central Pinal County. The estimated cost of this project is approximately \$15.0 million.

Selma Highway

The Selma Highway project calls for improvements to an existing two-lane roadway from Thornton Road to the West, located in the City of Casa Grande, to the future North-South Corridor alignment to the East, located near the City of Coolidge. The project scope involves design and construction, and the purchase of right of way for various segments of the corridor. It also includes approximately four miles of new construction over graded non-paved roadway segments, and a crossing over a drainage canal and railroad tracks at State Route 84. The estimated cost of this roadway project is approximately \$25.6 million.

Thornton Road

This project involves the widening of Thornton Road from two lanes to four lanes from State Route 84 to the North, to Interstate 8 to the south. The widening of Thornton Road will involve a 3.5 mile linear corridor, and represents a total of seven additional lane miles of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$11.2 million.

Burris Road

Burris Road is an important “regional” economic development project in a high job growth area, and involves widening the roadway from two lanes to four lanes from State Route 84 to the North, to Alamo Road to the South, located in the City of Casa Grande. The widening of Burris Road will involve a 1.5 mile corridor, and represents a total of three miles of additional lane miles of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$4.8 million.

Montgomery Road

This project involves improvements to the Montgomery Road Corridor from the Maricopa-Casa Grande Highway to the North, located in the City of Casa Grande, to Interstate 8 to the South. The project corridor is eight miles in length, and will call for the construction of approximately four miles of new roadway. The intent is to develop a connective, north-south, two-lane roadway facility that is fully improved. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$25.6 million.

New Road in Saddlebrooke

The new road, located in the southern Pinal County community of Saddlebrooke, is a one-mile long, north-south, two lane minor arterial roadway facility. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$2.5 million.

Peters Road

Peters Road represents another important “regional” economic development project in a future high job growth area, and involves widening the roadway from two lanes to four lanes from Burris Road to the West, to Thornton Road to the East, located in the City of Casa Grande. The widening of Peters Road will involve a one mile linear corridor, and represents a total of two miles of additional lanes of roadway construction. The project scope involves the purchase of necessary right of way, design and construction. The estimated cost of this roadway project is approximately \$3.2 million.

TABLE ONE - THE PROJECTS FOR CONSIDERATION

| Corridor / Funding | From | To | Current Lanes | Proposed Lanes | Description | Owner | Length (Miles) | Cost |
|--------------------------|-----------------------------|-----------------------------|---------------|----------------|------------------------------|---------|----------------|----------------------|
| SR 24 Parkway | Meridian Road | N-S Corridor | 0 | 4 | New Parkway | PC | 5 | \$48,000,000 |
| N-S Corridor | US 60 | Kortsen Road/ Kleck Road | 0 | 4 | New Parkway | PC | 36 | \$345,600,000 |
| N-S Corridor (ROW) | Kortsen Road/ Kleck Road | I-10 | 0 | 0 | Right of Way | PC | 15 | \$2,200,000 |
| West Pinal Freeway (ROW) | County Line | I-8 | 0 | 0 | Right of Way | PC | 28 | \$4,200,000 |
| SR 347 | City of Maricopa | County Line | 4 | 6 | Widen Roadway | ADOT | 9 | \$28,800,000 |
| Casa Grande Connector | Henness | N-S Corridor | 2 | 4 | Widen Roadway | CG | 14 | \$44,800,000 |
| I-10 TI | I-10 TI | I-10 TI | 2 | 4 | Widen Roadway | CG | 0.5 | \$15,000,000 |
| Selma Highway | Thornton Road | N-S Corridor | 0-2 | 2 | New/Widen Roadway | CG | 16 | \$25,600,000 |
| Thornton Road | SR 84 | I-8 | 2 | 4 | New/Widen Roadway | CG | 3.5 | \$11,200,000 |
| Burriss Road | SR 84 | Alamo Road | 2 | 4 | Widen Roadway | CG | 1.5 | \$4,800,000 |
| Montgomery Road | Maricopa-Casa Grande Hwy | I-8 | 0-2 | 2 | New/Widen Roadway | CG | 8 | \$25,600,000 |
| Saddlebrooke - New Road | | | 2 | 2 | New Roadway | PC | 1 | \$2,500,000 |
| Peters Road | Burriss Road | Thornton Road | 2 | 4 | Widen Roadway | CG | 1 | \$3,200,000 |
| Public Transportation | NA | NA | NA | NA | Public Transportation | Various | NA | \$28,200,000 |
| Municipal Local Projects | NA | NA | NA | NA | \$300K/yr (4 Municipalities) | Various | NA | \$24,000,000 |
| Administrative Cost | NA | NA | NA | NA | \$300K per year | Various | NA | \$6,000,000 |
| Contingency † | NA | NA | NA | NA | NA | NA | NA | \$4,352,294 |
| Bond Issuance Costs* | | | | | | | | |
| Total: | | | | | | | | \$624,052,294 |

Notes: † Available to cover additional costs and to enhance currently programmed projects when it is determined that additional safety and/or capacity improvements are warranted; * To be determined as part of the total estimated costs to implement the plan.



Right of Way Preservation

Right of way will be acquired as part of the Regional Transportation Plan to allow for the preservation of future high capacity transportation corridors. Right of way will be preserved for the remainder of the North-South Parkway Corridor from the Casa Grande Connector (Kortsen-Kleck roadway alignment) to the North, and Interstate 10 to the South. Also, right of way will be preserved for the West Pinal Freeway corridor, from the Pinal-Maricopa County line to the West, and Interstate 8 to the South. The total estimated cost of right of way acquisition is approximately \$6.4 million.

Local Roadway Funding

The intent of this Plan is to forward to voters a geographic, equitably balanced transportation plan that is responsive to future growth, and meets the regional needs of the County. However, in creating this Plan, it is acknowledged that not all of the communities within Pinal County directly benefit from proposed project development. Therefore, the City of Eloy, and the towns of Kearny, Mammoth and Superior, located in the Copper Basin of eastern Pinal County, will each receive an amount of \$300,000 per year of available taxes to be utilized on local roadway development. This is in accordance with Arizona Revised Statute §48-5308.

Public Transportation Projects

The Public Transportation Element of the Pinal RTA sets aside a \$28,200,000 line item over a 20-year period for the construction of Park and Ride lots, and the provision of funding for countywide Dial-a-Ride services and transit operations. Priority will be given to providing matching funds for existing transit systems.

THE PROPOSED PINAL REGIONAL TRANSPORTATION PLAN DEVELOPMENT SCHEDULE

The identified projects within this plan have also been included in Table Two, which sets forth a prioritized development schedule of when projects are positioned for construction or implementation. The development schedule is divided into four stages, which represent distinctive five-year increments over the 20-year life of the tax. All Plan projects are divided into Phases I (FY 2017-FY 2021), II (FY 2022-FY 2026), III (FY 2027-FY 2031) and IV (FY 2032-FY 2036). Each of the four “Phases” identifies a list of projects to be developed during that particular five-year period of time, including “overlapping” projects that are to be programmed over multiple phases as necessary. The project priorities as identified in Table Two are dependent on available excise taxes.

TABLE TWO - PROJECT DEVELOPMENT SCHEDULE

| Corridor / Funding | Start | End | PHASE I | PHASE II | PHASE III | PHASE IV |
|--------------------------|--------------------------|-----------------------------|---------|----------|-----------|----------|
| SR 24 Parkway | Meridian Road | N-S Corridor | | X | | |
| N-S Corridor | US 60 | Kortsen Road/ Kleck Road | | X | | |
| N-S Corridor (ROW) | Kortsen Road/Kleck Road | I-10 | X | | | |
| West Pinal Freeway (ROW) | County Line | I-8 | | X | | |
| SR 347 | City of Maricopa | County Line | X | | | |
| Casa Grande Connector | Henness | N-S Corridor | | X | | |
| I-10 TI | I-10 TI | I-10 TI | | X | | |
| Selma Highway | Thornton Road | N-S Corridor | | | | X |
| Thornton Road | SR 84 | I-8 | X | | | |
| Burris Road | SR 84 | Alamo Road | X | | | |
| Montgomery Road | Maricopa-Casa Grande Hwy | I-8 | | | X | |
| Saddlebrooke - New Road | | | X | | | |
| Peters Road | Burris Road | Thornton Road | X | | | |
| Local Roadway Funding* | | | X | X | X | X |
| Public Transportation* | | | X | X | X | X |

NOTES: * - Ongoing throughout the 20 year plan; X - Scheduled project construction or project implementation



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Elliott D. Pollack & Company

MEMORANDUM

**To: Greg Stanley, Pinal County Manager
Kenneth Hall, Executive Director, CAG**

From: Richard Merritt

Date: July 6, 2016

**Re: Revised Revenue Forecast for Proposed ½ Cent Sales Tax – Pinal
County RTA**

In December 2015, Elliott D. Pollack & Company prepared a revenue forecast for the proposed ½ cent sales tax to provide funding for the Pinal County Regional Transportation Authority. We have been advised that CAG is considering a modification to the proposed sales tax that would involve a variable tax rate for any single purchase in excess of \$10,000. This variable rate would apply to items such as autos, farm equipment, construction equipment and any other big-ticket purchases whereby the tax would not be imposed on the value of the sale in excess of \$10,000. The proposed variable rate could impact the tax revenue that is expected to be collected by the RTA over the next 20 years.

Detailed information on the sale of big-ticket items in Pinal County is not readily available from public sources. The Arizona Department of Revenue indicates that approximately 5% of the County's sales are related to autos and other equipment. The number of sales that are above the \$10,000 threshold, however, is not available. An educated estimate is that about one-half or 2.5% of total revenues is likely related to sales above \$10,000. Based on this estimate, the revenue forecast for the RTA was revised.

The following tables outline the impact of the reduction of sales tax revenue by 2.5% annually over the next 20 years. This estimate has its limitation since sales of big-ticket items could grow in the future as Pinal County's population increases and the demand for auto dealerships and other equipment dealers grows as well. However, based on the knowledge we have today, the 2.5% reduction in expected revenue is reasonable.

The reduction in tax revenue for the RTA results in an overall decline of \$16 million over the next 20 years. Table 1 compares the original recommended forecast with a forecast showing the reduction for the variable tax rate. Programmable funds for improvements also decline by approximately \$14 million (from \$544 million to \$530 million as shown on Table 2).

Elliott D. Pollack & company

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Table 1

**RTA Sales Tax Revenue Forecast
Impact of Sales Tax Rate Adjustment for Variable Rate
Medium Forecast Scenario
FY 2017 - FY 2036**

| Recommended Forecast | | | Forecast With Reduction for Variable Rate | | | Change in Revenue |
|----------------------|----------------------|----------|---|----------------------|----------|-----------------------|
| Fiscal Year | Revenue | % Change | Fiscal Year | Revenue | % Change | |
| FY16 | \$15,304,073 | | FY16 | \$15,304,073 | | |
| FY17 | \$16,334,810 | 6.7% | FY17 | \$15,926,439 | 4.1% | (\$408,370) |
| FY18 | \$17,477,073 | 7.0% | FY18 | \$17,040,146 | 7.0% | (\$436,927) |
| FY19 | \$18,699,999 | 7.0% | FY19 | \$18,232,499 | 7.0% | (\$467,500) |
| FY20 | \$19,954,591 | 6.7% | FY20 | \$19,455,726 | 6.7% | (\$498,865) |
| FY21 | \$21,194,670 | 6.2% | FY21 | \$20,664,803 | 6.2% | (\$529,867) |
| FY22 | \$22,506,128 | 6.2% | FY22 | \$21,943,475 | 6.2% | (\$562,653) |
| FY23 | \$23,906,618 | 6.2% | FY23 | \$23,308,953 | 6.2% | (\$597,665) |
| FY24 | \$25,430,797 | 6.4% | FY24 | \$24,795,027 | 6.4% | (\$635,770) |
| FY25 | \$27,086,136 | 6.5% | FY25 | \$26,408,983 | 6.5% | (\$677,153) |
| FY26 | \$28,842,586 | 6.5% | FY26 | \$28,121,521 | 6.5% | (\$721,065) |
| FY27 | \$30,776,582 | 6.7% | FY27 | \$30,007,168 | 6.7% | (\$769,415) |
| FY28 | \$32,820,630 | 6.6% | FY28 | \$32,000,114 | 6.6% | (\$820,516) |
| FY29 | \$34,990,099 | 6.6% | FY29 | \$34,115,346 | 6.6% | (\$874,752) |
| FY30 | \$37,329,372 | 6.7% | FY30 | \$36,396,137 | 6.7% | (\$933,234) |
| FY31 | \$39,812,068 | 6.7% | FY31 | \$38,816,767 | 6.7% | (\$995,302) |
| FY32 | \$42,476,075 | 6.7% | FY32 | \$41,414,174 | 6.7% | (\$1,061,902) |
| FY33 | \$45,326,534 | 6.7% | FY33 | \$44,193,371 | 6.7% | (\$1,133,163) |
| FY34 | \$48,364,182 | 6.7% | FY34 | \$47,155,078 | 6.7% | (\$1,209,105) |
| FY35 | \$51,625,845 | 6.7% | FY35 | \$50,335,199 | 6.7% | (\$1,290,646) |
| FY36 | \$55,098,840 | 6.7% | FY36 | \$53,721,369 | 6.7% | (\$1,377,471) |
| FY17-FY36 | \$640,053,635 | | FY17-FY36 | \$624,052,294 | | (\$16,001,341) |

Sources: AZ Dept. of Administration, U.S. BEA, Univ. of Arizona, Elliott D. Pollack & Co.

Table 2

| Pinal County RTA Programmable Revenue Projection Impact of Sales Tax Rate Adjustment for Variable Rate By 5-year Phases With Contingency | | | | | |
|---|-------------------------------|------------------------------|----------------------|--------------|---|
| Fiscal Year | Revenue Projection | Contingency (15%) | Programmable | Phase | Funding Per Phase for Projects |
| FY17 | \$15,926,439 | \$2,388,966 | \$13,537,473 | 1 | \$77,621,671 |
| FY18 | \$17,040,146 | \$2,556,022 | \$14,484,124 | | |
| FY19 | \$18,232,499 | \$2,734,875 | \$15,497,624 | | |
| FY20 | \$19,455,726 | \$2,918,359 | \$16,537,367 | | |
| FY21 | \$20,664,803 | \$3,099,720 | \$17,565,082 | | |
| FY22 | \$21,943,475 | \$3,291,521 | \$18,651,954 | 2 | \$105,891,265 |
| FY23 | \$23,308,953 | \$3,496,343 | \$19,812,610 | | |
| FY24 | \$24,795,027 | \$3,719,254 | \$21,075,773 | | |
| FY25 | \$26,408,983 | \$3,961,347 | \$22,447,635 | | |
| FY26 | \$28,121,521 | \$4,218,228 | \$23,903,293 | | |
| FY27 | \$30,007,168 | \$4,501,075 | \$25,506,092 | 3 | \$145,635,202 |
| FY28 | \$32,000,114 | \$4,800,017 | \$27,200,097 | | |
| FY29 | \$34,115,346 | \$5,117,302 | \$28,998,044 | | |
| FY30 | \$36,396,137 | \$5,459,421 | \$30,936,717 | | |
| FY31 | \$38,816,767 | \$5,822,515 | \$32,994,252 | | |
| FY32 | \$41,414,174 | \$6,212,126 | \$35,202,048 | 4 | \$201,296,311 |
| FY33 | \$44,193,371 | \$6,629,006 | \$37,564,365 | | |
| FY34 | \$47,155,078 | \$7,073,262 | \$40,081,816 | | |
| FY35 | \$50,335,199 | \$7,550,280 | \$42,784,919 | | |
| FY36 | \$53,721,369 | \$8,058,205 | \$45,663,164 | | |
| FY17-FY36 | \$624,052,294 | \$93,607,844 | \$530,444,450 | | \$530,444,450 |

Sources: AZ Dept. of Administration, U.S. BEA, Univ. of Arizona, Elliott D. Pollack & Co.