




Amended June 2, 2017 at 11:00 a.m.
Pinal Regional Transportation Authority Board Meeting
Monday, June 5, 2017 – 11:00 am
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 Councilmember Waldron*
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL & INTRODUCTION OF GUESTS**
- IV. CALL TO THE PUBLIC**
- V. NEW BUSINESS**
 - A. Review, Discussion and Decision on the adoption of the Pinal RTA Plan - **P – F – T**
Andrea Robles
 - B. Review, Discussion and Decision of the Pinal RTA Resolution No. 2017-01 Adopting a Twenty-Year Regional Transportation Plan and Requesting the Pinal County Board of Supervisors to Call a Countywide Election for the Levying of a Sales Tax needed to Fund the Plan – **P – F – T**
Andrea Robles
- VI. ADJOURNMENT** **P – F – T**


 Approved



CONSENT AGENDA ITEM:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
----------------------	-----	--------------------------	----	-------------------------------------

**PINAL REGIONAL TRANSPORTATION AUTHORITY
Request for Pinal RTA Board Action**

<p><u>Date Submitted:</u></p> <p>May 31, 2017</p> <p><u>Date Action Requested:</u></p> <p>June 5, 2017</p>	<p><u>Type of Action(s) Requested:</u></p> <p><input checked="" type="checkbox"/> Formal Action/Motion</p> <p><input type="checkbox"/> Information Only</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Other</p>	<p><u>Subject:</u></p> <p>Adoption of the Pinal RTA Plan</p>
--	--	--

TO: CHAIRMAN AND REGIONAL COUNCIL MEMBERS

FROM: Andrea Robles, Interim Executive Director

STAFF RECOMMENDATION: Adoption of the Pinal RTA Plan.

DISCUSSION: An update will be provided on the recent activities of the Pinal RTA. Also, discussion will take place regarding the Regional Transportation Plan, and the overall transportation planning process.

FISCAL IMPACT: Ongoing operation of the Pinal RTA.

ALTERNATIVES: N/A

PREPARED BY: Andrea Robles

REVIEWED BY: Andrea Robles

CONCURRENCE: _____

Action Taken: P - F - T - None



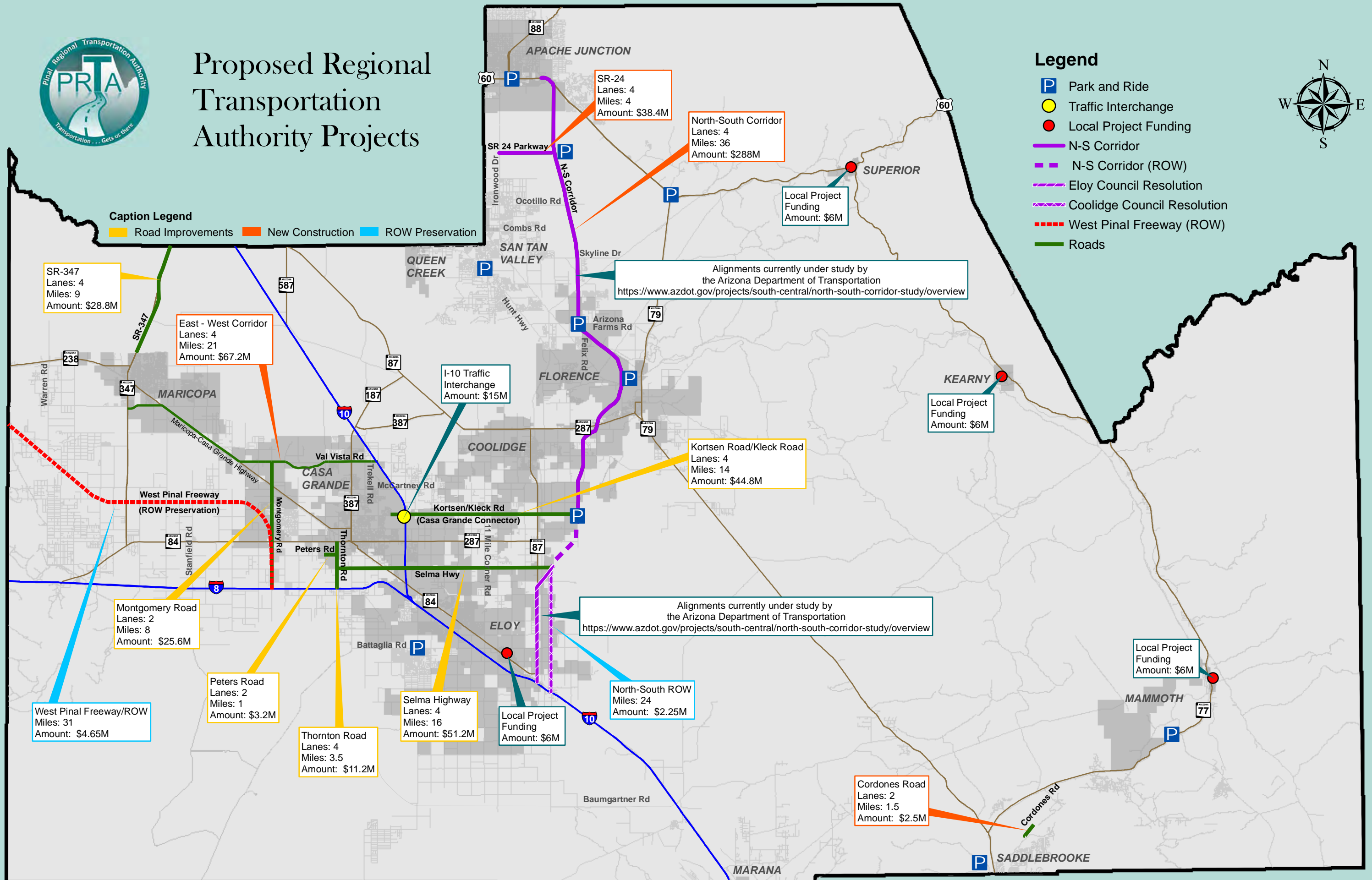
Proposed Regional Transportation Authority Projects

Caption Legend

- Road Improvements
- New Construction
- ROW Preservation

Legend

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



SR-347
Lanes: 4
Miles: 9
Amount: \$28.8M

East - West Corridor
Lanes: 4
Miles: 21
Amount: \$67.2M

SR-24
Lanes: 4
Miles: 4
Amount: \$38.4M

North-South Corridor
Lanes: 4
Miles: 36
Amount: \$288M

I-10 Traffic Interchange
Amount: \$15M

Kortsen Road/Kleck Road
Lanes: 4
Miles: 14
Amount: \$44.8M

Montgomery Road
Lanes: 2
Miles: 8
Amount: \$25.6M

Peters Road
Lanes: 2
Miles: 1
Amount: \$3.2M

Thornton Road
Lanes: 4
Miles: 3.5
Amount: \$11.2M

Selma Highway
Lanes: 4
Miles: 16
Amount: \$51.2M

North-South ROW
Miles: 24
Amount: \$2.25M

Cordones Road
Lanes: 2
Miles: 1.5
Amount: \$2.5M

West Pinal Freeway/ROW
Miles: 31
Amount: \$4.65M

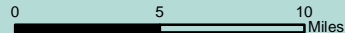
Alignments currently under study by the Arizona Department of Transportation
<https://www.azdot.gov/projects/south-central/north-south-corridor-study/overview>

Alignments currently under study by the Arizona Department of Transportation
<https://www.azdot.gov/projects/south-central/north-south-corridor-study/overview>

Local Project Funding
Amount: \$6M

Local Project Funding
Amount: \$6M

Local Project Funding
Amount: \$6M



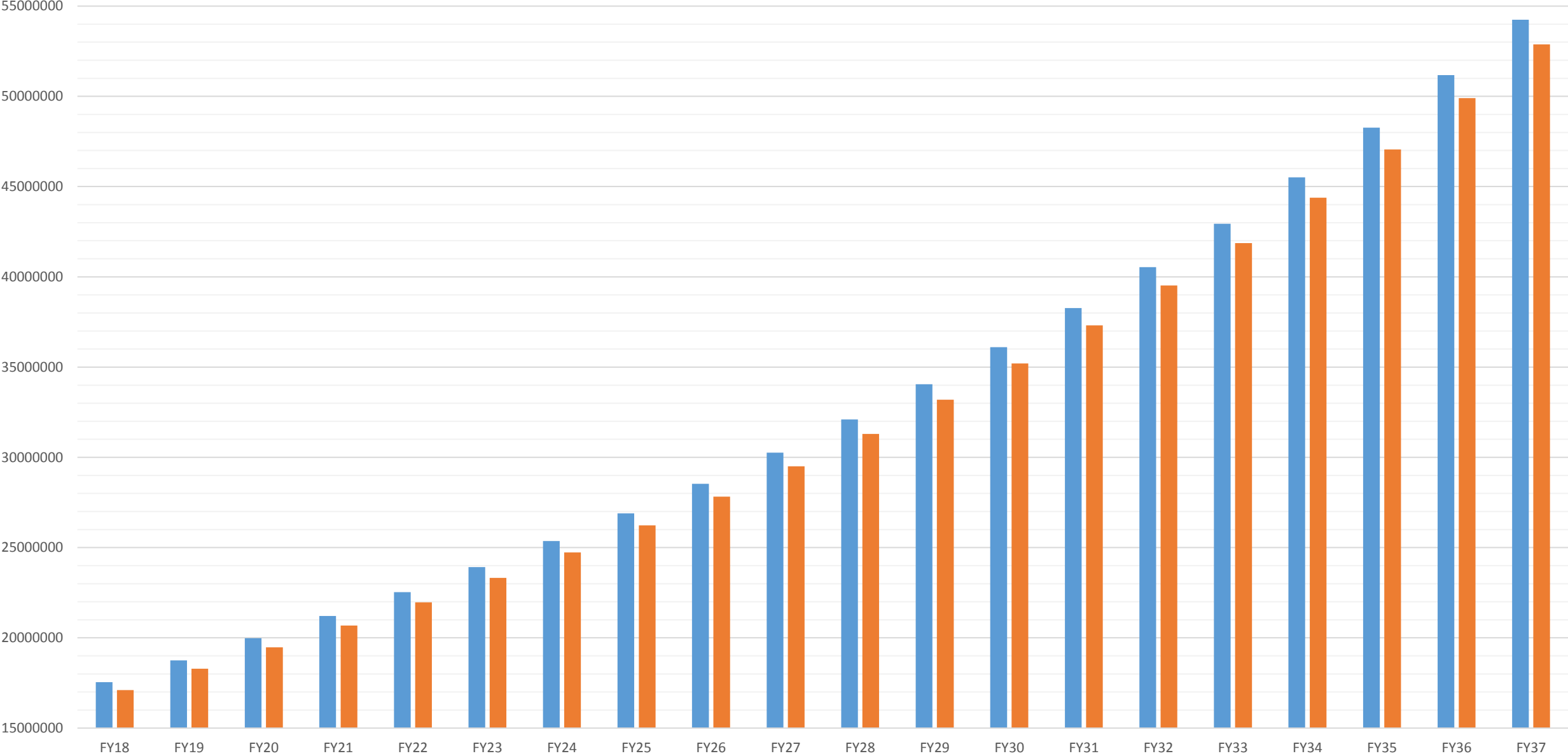
For additional information please visit http://bit.ly/pinalcountyPRTA_info or <http://www.cagaz.org/rta.html>

Disclaimer: This map does not represent a legal survey. It is intended for general purposes only. Map Date: May 17, 2017

FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27
\$17,543,666	\$18,756,480	\$19,978,902	\$21,213,835	\$22,534,651	\$23,918,382	\$25,362,678	\$26,903,145	\$28,535,269	\$30,258,762
\$17,543,666	\$36,300,146	\$56,279,048	\$77,492,883	\$100,027,534	\$123,945,916	\$149,308,594	\$176,211,739	\$204,747,008	\$235,005,770
\$100,027,534					\$134,978,236				
\$17,105,074	\$18,287,568	\$19,479,429	\$20,683,489	\$21,971,285	\$23,320,422	\$24,728,611	\$26,230,566	\$27,821,887	\$29,502,293
\$17,105,074	\$35,392,642	\$54,872,071	\$75,555,560	\$97,526,845	\$120,847,267	\$145,575,878	\$171,806,444	\$199,628,331	\$229,130,624
\$97,526,845					\$131,603,779				
(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)
(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)
\$16,043,666	\$17,256,480	\$18,478,902	\$19,713,835	\$21,034,651	\$22,418,382	\$23,862,678	\$25,403,145	\$27,035,269	\$28,758,762
\$92,527,534					\$127,478,236				
\$15,605,074	\$16,787,568	\$17,979,429	\$19,183,489	\$20,471,285	\$21,820,422	\$23,228,611	\$24,730,566	\$26,321,887	\$28,002,293
\$90,026,845					\$124,103,779				

FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	Totals
\$32,102,976	\$34,050,129	\$36,109,751	\$38,264,759	\$40,535,843	\$42,941,669	\$45,517,786	\$48,264,531	\$51,177,233	\$54,240,281	\$235,005,770
\$267,108,746	\$301,158,875	\$337,268,626	\$375,533,385	\$416,069,228	\$459,010,897	\$504,528,683	\$552,793,214	\$603,970,447	\$658,210,728	\$658,210,728
\$181,063,458					\$242,141,500					\$658,210,728
\$31,300,402	\$33,198,876	\$35,207,007	\$37,308,140	\$39,522,447	\$41,868,127	\$44,379,841	\$47,057,918	\$49,897,802	\$52,884,274	\$229,130,624
\$260,431,026	\$293,629,902	\$328,836,909	\$366,145,049	\$405,667,496	\$447,535,623	\$491,915,464	\$538,973,382	\$588,871,184	\$641,755,458	\$641,755,458
\$176,536,872					\$236,087,962					\$641,755,458
(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$300,000)	(\$3,000,000)
(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$1,200,000)	(\$12,000,000)
\$30,602,976	\$32,550,129	\$34,609,751	\$36,764,759	\$39,035,843	\$41,441,669	\$44,017,786	\$46,764,531	\$49,677,233	\$52,740,281	\$220,005,770
\$173,563,458					\$234,641,500					\$628,210,728
\$29,800,402	\$31,698,876	\$33,707,007	\$35,808,140	\$38,022,447	\$40,368,127	\$42,879,841	\$45,557,918	\$48,397,802	\$51,384,274	\$214,130,624
\$169,036,872					\$228,587,962					\$611,755,458

PINAL RTA PROJECTED REVENUE





CONSENT AGENDA ITEM:	YES	<input type="checkbox"/>	NO	<input checked="" type="checkbox"/>
----------------------	-----	--------------------------	----	-------------------------------------

**PINAL REGIONAL TRANSPORTATION AUTHORITY
Request for Pinal RTA Board Action**

<p><u>Date Submitted:</u></p> <p>May 31, 2017</p> <p><u>Date Action Requested:</u></p> <p>June 5, 2017</p>	<p><u>Type of Action(s) Requested:</u></p> <p><input checked="" type="checkbox"/> Formal Action/Motion</p> <p><input type="checkbox"/> Information Only</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Other</p>	<p><u>Subject:</u></p> <p>Approval of Pinal RTA Resolution No. 2017-01 Adopting a Twenty-Year Regional Transportation Plan and Requesting the Pinal County Board of Supervisors to Call a Countywide Election for the Levying of a Sales Tax needed to Fund the Plan</p>
--	--	--

TO: CHAIRMAN AND REGIONAL COUNCIL MEMBERS

FROM: Andrea Robles, Interim Executive Director

STAFF RECOMMENDATION: Request approval of Pinal RTA Resolution Number 2017-01, which is a resolution of the Board of Directors of the Pinal Regional Transportation Authority adopting a twenty-year comprehensive multimodal Regional Transportation Plan and 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 transportation excise tax, pursuant to A.R.S. 42-6106, needed to fund the plan.

DISCUSSION: By approving Pinal RTA Resolution 2017-01, the Pinal RTA requests that Pinal County schedule and conduct a countywide consolidated election, to be held on November 7, 2017, pursuant to A.R.S. 16-204 (B) (2), 48-5304 (2) (a) & (b) and 48-5314, on the Plan and on the issue of levying a transportation excise tax, pursuant to 42-6106, needed to fund the Plan.

FISCAL IMPACT: The possible collection of \$640,000,000 in sales tax revenues for Pinal County roadway and public transportation improvements.

ALTERNATIVES: N/A

PREPARED BY: Andrea Robles

REVIEWED BY: Andrea Robles

CONCURRENCE: _____

Action Taken: P - F - T - None

RESOLUTION NO. 2017-01
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 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

WHEREAS, the government of the Pinal RTA is vested in its Board of Directors (the "Board") which is composed of the membership 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

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 at a variable or modified rate, 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 Plan, including the schedule indicating the dates that construction will begin for projects within the 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 Plan is hereby approved and adopted in the form presented to the Board at this meeting.

BE IT FURTHER RESOLVED that the Pinal RTA requests that Pinal County schedule and conduct a countywide special election, to be held on November 7, 2017 (the "Election"), pursuant to A.R.S. 16-204 (B) (2), 48-5304 (2) (a) & (b) and 48-5314, on the Plan and on the issue of levying a transportation excise tax at a rate equal to one-half percent (0.005%) of the gross income from the business activity upon every person engaging or continuing in the business of selling tangible personal property at retail; provided that such rate shall become a variable or modified rate such that when applied in any case when the gross income from the sale of a single item of tangible personal property exceeds ten thousand dollars (\$10,000), the one-half percent (0.005%) tax rate shall apply to the first ten thousand dollars (\$10,000), and above ten thousand dollars (\$10,000), the measure of tax shall be a rate of zero percent (0%), pursuant to 42-6106, needed to fund the Plan.

BE IT FURTHER RESOLVED that the Pinal RTA will provide to Pinal County's Board of Supervisors all information necessary for the election ballot and related materials, including without limitation; a description of each element of the 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 5th day of June, 2017.

Pinal Regional Transportation Authority
Board Chair

Certification:

Andrea Robles, the Interim Executive Director of the Pinal RTA, hereby certifies and attests that she 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 June 5th, 2017, 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.

Interim Executive Director

Date: _____

Approved as to form:

Pinal Regional Transportation Authority
Attorney



REGIONAL TRANSPORTATION AUTHORITY FINAL REPORT

April 2017



Table of Contents

	<u>Page</u>
1) Introduction.....	1-1
2) Fact Sheet.....	2-1
3) Public Outreach Plan.....	3-1
4) Revenue Projections	4-1
5) Projects	5-1
6) Transition Plan.....	6-1
 Appendix	
A) Population of Cities and Towns.....	A1
B) Pinal County Districts and Population Densities.....	B1
C) Review of Previous Studies.....	C1
D) Draft Language for Ballot.....	D1
E) Summary of Meetings.....	E1
F) Current Excise Tax Rates by City and Town.....	F1
G) Summary of Open Houses.....	G1
H) Schedule of Tasks.....	H1

1) Introduction

Pinal County covers approximately 5,400 square miles, and includes four Indian Nations and 10 incorporated communities. Centrally located between Maricopa County and Pima County, Pinal County is the third most populated county in the state with over 400,000 residents. The demand to maintain and improve aging transportation infrastructure increases as more people move into the region and as transporting of goods increases across the County. Regional corridor improvements are critical to provide connectivity throughout the County, including multimodal elements such as transit, bicycles and pedestrians.

There is a significant shortfall between the current funding available and the regional infrastructure improvement needs within Pinal County. To address that gap, the Pinal County Board of Supervisors voted and approved the formation of the Pinal Regional Transportation Authority (RTA), which was established pursuant to A.R.S. § 48-5302A on August 5, 2015. The Pinal RTA was formed to provide a balanced regional transportation system, manage the Regional Transportation Fund, provide a 20 year regional transportation plan, and authorize funding for all modes of transportation projects. Membership of the RTA consists of Pinal County, the Cities of Apache Junction, Casa Grande, Coolidge, Eloy, Maricopa, the Towns of Florence, Kearny, Mammoth, Queen Creek, Superior, and the Central Arizona Governments (CAG).

The Pinal RTA intends to go to the public for a vote on a new one-half cent transportation sales tax increase at a special election in 2016. If successful, the sales tax will serve as an essential funding source to provide infrastructure to accommodate the anticipated growth within the region and provide regional routes to efficiently move people and goods. Implementation of the Pinal RTA plan will also generate local jobs and stimulate commercial and residential development.

CAG entered into an intergovernmental agreement (IGA) with Pinal County to facilitate a new contract with an engineering consulting firm to provide assistance and support of the Pinal RTA. CAG contracted with Dibble Engineering in September 2015 for assistance and support of the Pinal RTA. The scope of work for the contract included, providing a public outreach strategy, assistance with the ballot narrative, research of previously completed studies in the region,

determining revenue projections over the 20 year transportation plan, and identifying future infrastructure projects with corresponding construction cost estimates that will be included in the Regional Transportation Plan.

This report includes the following information:

- A fact sheet
- Public outreach plan
- Revenue projections
- List of projects
- Cost estimates
- Project map
- Proposed schedule for the projects
- Transition plan
- Summary of previous studies within the region

2) Fact Sheet

As part of the study, Dibble Engineering has put together a fact sheet. The fact sheet includes information on some of the problems faced by the county, their solutions, the next steps, as well as frequently asked questions, and some of the key issues to consider.

What is the problem?

1) **Growth in Pinal County**

- Population has grown from 180,000 in 2000 to 400,000 in 2015. Population has more than doubled in 15 years.

2) **Transportation challenges**

- Travel from Phoenix to Tucson has increased.
- There is a need for a high capacity route to get from the north to the south portions of the County.
- I-10 is the main route from Phoenix to Tucson. There is not a good alternative. Thirty miles of I-10 is still 2 lanes in each direction. This needs to be widened to 3 lanes in each direction.
- There are inadequate connections to I-10 from local routes and businesses.
- The east-west routes are primarily two lane roads or dirt roads. There is not a good way to travel east-west through Pinal County.
- SR347 from Maricopa to Phoenix is heavily congested on a daily basis.
- The San Tan Valley has limited options for transportation.

3) **Transportation Safety and Mobility**

- In the last 10 years there have been 323 fatal crashes within Pinal County. There have been 878 serious injury accidents and a total of 19,159 accidents. The annual number of fatal and serious accidents continues to rise.
- The travel demand model that was completed in March 2015 indicated that if nothing is done, 47% of all vehicle hours traveled will be in a congested condition by 2040. By implementing regional improvements, this number is predicted to be 20%.

4) **Economic Development**

- Maricopa, Casa Grande, Florence and San Tan Valley as well as others were undergoing significant growth until the downturn in the economy around 2008. The economy is slowly returning, but job creation and economic development are still a key issue.
- Developers considering sites look at transportation infrastructure as a key component.

5) **Lack of State and Federal Funding**

- Federal funding is flat with very little opportunity for increased spending. Because of declining proceeds from federal fuel taxes, the Highway Trust Fund has been falling short since 2005, and has depended on transfers from the General Fund of the Treasury to stay afloat.

- Arizona’s excise taxes on gas and diesel fuels have not been increased since 1991.
- In order to balance the State budget, the legislature has swept transportation funds. Since 2001, approximately \$1.948 billion has been diverted from the State Highway User Revenue Fund (HURF) to pay for other governmental programs.
- State transportation funds are used primarily for preservation, modernization and maintenance of State highways. There is very little funding available for new facilities.

6) Significant number of studies have been completed, but limited funding to further the design or construction of projects

- In the past 10 years there has been over 16 different transportation studies completed within Pinal County. There are over 2,000 pages worth of studies. There has been a significant amount of effort put forth towards studying the County from a transportation perspective.
- There have been regional studies completed to look at the North-South Corridor, the East-West Corridor, the I-11 and Intermountain West Corridor and the Hidden Valley Area. In addition CAG has completed a Regional Transportation Plan.
- Pinal County has completed a Planning Assistance for Rural Areas (PARA) study for Southern Pinal County, a Small Area Transportation Study for the entire County and a Regionally Significant Routes for Safety and Mobility Study for the entire County.
- A number of cities and towns have also completed studies (i.e., Coolidge, Eloy, Florence, Casa Grande, Maricopa and Apache Junction)

What is the solution?

1) **The solution is regional**

- Given the lack of federal and state funding, it is imperative that the County develop a regional solution to address the transportation issues within Pinal County.
- State statute allows a county to develop a regional transportation authority for the purpose of addressing transportation issues. (ARS 48-5303) The purpose is to provide the governance for the county, cities, towns, and Indian communities to work collaboratively in developing a seamless countywide transportation system.
- The Pinal County Board of Supervisors approved the creation of a Regional Transportation Authority on August 5, 2015.
- The Regional Transportation Authority includes participation by Pinal County, Apache Junction, Casa Grande, Coolidge, Eloy, Florence, Kearny, Mammoth, Maricopa, Queen Creek, and Superior.

2) **Approve a Regional Transportation Plan**

- Voters will be asked to approve a Regional Transportation Plan.
- The routes that were selected for the transportation plan are those that have been previously identified as the highest priority.

3) **Regional Excise tax**

- Voters will be asked to approve a County wide excise tax. The excise tax is projected to bring in \$500M to \$700M over 20 years.

- The cost of this tax for the typical family in Pinal County would be \$88 per year.

4) Which other counties already have regional funding for transportation

- Maricopa County – Voters approved Proposition 300 and 400. These two initiatives combined are projected to generate \$12.3B over 40 years
- Pima County – Voters approved a ½ cent sales tax. This is projected to generate \$1.7B for transportation over 20 years
- Coconino County approved a county wide tax for transportation.
- Gila County approved a county wide tax for transportation.

What are the next steps?

1) Approve a Regional Transportation Plan

- In accordance with Arizona Revised Statute **ARS 48-5303** the voters of a county are required to approve the Regional Transportation Plan.

2) Approve a Regional Excise Tax

- In order to fund the projects in the plan, the voters of Pinal County will be asked to approve a regional excise tax in accordance with **ARS 42-6106**.

Frequently asked questions

- 1) **How will this impact sales tax rates?** This would increase the sales tax by ½ of one cent within Pinal County.
- 2) **What are the current sales tax rates?** Current sales tax rates for cities and towns in Pinal County are anywhere from 8.7% to 10.7%. The rate in unincorporated areas is 6.7%.
- 3) **How is this different from the current County Excise Tax?** The current County Excise Tax is for local use by the cities, towns, and County. The funding is distributed based on population. The new Excise Tax would be intended for County wide projects that address regional transportation needs.
- 4) **How long will this tax be in place?** The tax will be in place for 20 years.
- 5) **How much will this impact the average household?** It is estimated that the median household will pay an additional \$88 per year in sales tax. This equates to roughly \$7.33 per month.
- 6) **What about transit?** Transit is included in the plan and involves dial a ride, park and rides and local transit.
- 7) **What about goods movement?** Freight and commercial traffic will be addressed through the improvement of the roadway system within Pinal County. Improved routes in both the north-south and east-west directions, will significantly improve the ability to move goods in and out of the County.
- 8) **How were projects selected?** The projects that were selected for the Regional Transportation Plan are those projects which have the greatest potential for improving movement of people and goods throughout the county.

- 9) **Who will provide oversight for the funding?**– The Regional Transportation Authority (RTA) is under the control of an Executive Board made up of local elected officials representing each of the municipalities in the RTA. In addition, the RTA will be forming a Citizen Transportation Oversight Committee made up of representatives from throughout the County. There is a requirement for the RTA to produce an annual report that provides information on the amount of funding collected and the utilization of those funds. The annual report will document the RTA’s efforts to complete the projects within the plan. Direct involvement by elected officials and citizens of the County is a key aspect of the plan.
- 10) **Who will maintain the projects after they are constructed?** - The lead agency will be responsible to maintain a project after it has been constructed.

Key issues

- 1) **No new taxes** – There is a strong sentiment among elected officials for no new taxes.
- 2) **Another layer of bureaucracy** – A regional transportation authority will simply add additional bureaucracy to the system. There will be more meetings for elected officials and more money spent on layers of government.
- 3) **Collecting sales tax in my city/town and then spending it in another** - There are cities and towns that feel they collect taxes in their municipality so that the funds can be spent in other municipalities. They would rather create a local excise tax and keep the money within their jurisdiction.
- 4) **Oversight** – Who is going to insure that the funds are used for the proper purpose and in accordance with the voter’s intentions?
- 5) **Timing of the vote** – Many people have voiced a concern over a May 2016 vote. It is felt that this would be too soon and would not allow adequate time to prepare.

3) Public Outreach Plan

This Public Outreach Plan (Plan) is designed to assist the Central Arizona Governments (CAG) and Pinal County in informing its municipalities and residents of the Regional Transportation Plan and accompanying projects. It should be used as a framework, revised when needed as the projects and outreach evolve, to educate, inform, and engage the residents of Pinal County in transportation-related projects, issues, and communications.

Public Outreach Goals

The goals of this plan are to:

- Identify the key elements in reaching out to inform and engage communities related to the Central Arizona Governments (CAG) regional transportation plan and authority.
 - Identify the approach and timeline as it relates to the Regional Transportation Plan (RTP).
 - Identify communications and strategies to be used to inform and engage Pinal County residents, and work to resolve or minimize potential issues and concerns early on.
-

Provided below is a guideline to engaging and informing key leaders and citizens related to the CAG effort, along with the communication mechanisms that will be valuable throughout the process. Once again, this document should be used as a guideline and this information adapted to the changing needs of the planning and information-sharing process.

In addition, the importance of documenting the process cannot be overstated. This assists in identifying what works for each community and what doesn't, and what techniques have been added or removed so that the communication process stays fresh and relevant.

Reaching Out to Engage & Inform

Advance Council Presentations: Prior to completion of the plan, City/Town Councils, as well as Tribal leadership, should be introduced to the effort and the process. This opens the door to the discussions, helps gauge support, and offers an opportunity to work through their respective member representative for comments related to the plan. In addition, it tasks them with beginning the communication process with their constituents.

Prepare for the Outreach Effort: Once the plan and information sheet are developed, it's vital that the communication mechanisms be in place and functioning properly before launching the effort. In addition, dates and venues for public meetings and any predefined speaking engagements should be secured. Finally, web information and links should be loaded and launched; speaker's information and talking points should be developed and assembled into usable packets; and a press release should be developed.

Council and Key Leadership Presentations: A second presentation should be provided to City/Town Councils, as well as Tribal leadership, to provide specific components of the plan, the communication process for the effort, and their responsibility in providing information and being an advocate for the effort.

It's important to let them know they are the ambassadors of the transportation plan in their individual communities and, to that end, speaker's information and collateral material have been developed to assist them in spreading the word.

Coordinate with Pinal Partnership: Pinal Partnership is an active, well-respected organization in the area and will be instrumental in providing information to their membership, their leadership, and the general population through those channels. It will be important to maintain ongoing communications to minimize the duplication of efforts and ensure there are no significant gaps in providing information.

Public Meetings: In addition, there needs to be a broader effort on behalf of the Regional Transportation Authority (RTA) to inform and engage the residents and businesses in general. To that end, open house public meetings should be held at each of the member cities/towns to invite the public to learn about the effort and provide an opportunity to speak with an RTA representative.



This will help to gauge general community support and identify any additional communications or information that will be useful. Be sure to capture attendee contact information and provide comment forms.

Press Releases: To ensure the broader public that may not be connected into the internet or social media receive the messaging, the traditional news outlets should be engaged. This effort will include developing press releases for print media such as the Arizona Republic and the local publications of CAG member’s municipalities. In addition, opportunities for spots on radio, television or any local municipal live or even YouTube channels should be explored to distribute key information.

Key Civic Groups/Chambers of Commerce: Identify key civic groups or business organizations that are very active and vocal to consider speaking or providing information.

Communication Tools & Resources

Fact Sheet/Informational Flyer: A fact sheet or informational flyer is being developed concurrently with the regional transportation plan which will provide the background and transportation plan components. This can be used as a supplement for scheduled presentations or just as a handout to key individuals, groups or as requested.



Web Presence: There will need to be a presence either as a stand-alone site, or reside on CAG’s website, for web visitors to access information related to the effort. In addition, this information should be provided to municipal governments and Pinal Partnership for their sites, and there should be cross-links in place for web visitors to be able to view the information. Keeping this information fresh and current is key to attracting and keeping web visitors interested.

Talking Points: A list of frequently asked questions or talking points need to be developed to provide to those field phone calls or inquiries related to the effort to ensure the messaging is consistent across the board. Consider a project hotline that can provide basic information.

Speaker's Info: Information should be developed so that key managers or leaders can have a pre-approved, “canned” presentation or information to be able to provide to their constituents or key civic or neighborhood groups in their community. There should also be a process to capture information on which groups have received information.

Social Media/E-Information: Many municipalities and neighborhoods have a robust social media component and well-developed e-distribution lists. A short but informative e-release should be developed to provide to those entities with the request to blast it to their distribution list, post or tweet. Remember to limit the characters for some of these media formats.

4) Revenue Projections

4.1 Revised Revenue Forecast

A new study prepared by Elliott D. Pollack & Company in February of 2017, updates the revenue forecast for Fiscal Year (FY) 2018 using the recommended Medium Forecast Scenario. The FY 2018 revenue forecast follows the same procedure as the FY 2017 revenue forecast described in sections 4.2 through 4.4. Table 4-1 shows the updated revenue forecast and Table 4-2 displays the programmable revenue. The forecasts are updates to Table 4-7 and Table 4-9. Following the tables, Chart 4-1 is an update of Chart 4-5 and reflects the gross recommended estimate as well as a reduced forecast taking into account the \$10k items that will not be taxed. A further breakdown of the funds displayed in Chart 4-1 is shown in Table 4-3.

Table 4-1

RTA Sales Tax Revenue Forecast						
Impact of Sales Tax Rate Adjustment for Variable Rate						
Medium Forecast Scenario						
FY 2018 - FY 2037						
Recommended Forecast			Forecast With Reduction for Variable Rate			Change in Revenue
Fiscal Year	Revenue	% Change	Fiscal Year	Revenue	% Change	
FY 17	\$16,425,119		FY 17	\$16,425,119		
FY 18	\$17,543,666	6.8%	FY 18	\$17,105,074	4.1%	(\$438,592)
FY 19	\$18,756,480	6.9%	FY 19	\$18,287,568	6.9%	(\$468,912)
FY 20	\$19,978,902	6.5%	FY 20	\$19,479,429	6.5%	(\$499,473)
FY 21	\$21,213,835	6.2%	FY 21	\$20,683,489	6.2%	(\$530,346)
FY 22	\$22,534,651	6.2%	FY 22	\$21,971,285	6.2%	(\$563,366)
FY 23	\$23,918,382	6.1%	FY 23	\$23,320,422	6.1%	(\$597,960)
FY 24	\$25,362,678	6.0%	FY 24	\$24,728,611	6.0%	(\$634,067)
FY 25	\$26,903,145	6.1%	FY 25	\$26,230,566	6.1%	(\$672,579)
FY 26	\$28,535,269	6.1%	FY 26	\$27,821,887	6.1%	(\$713,382)
FY 27	\$30,258,762	6.0%	FY 27	\$29,502,293	6.0%	(\$756,469)
FY 28	\$32,102,976	6.1%	FY 28	\$31,300,402	6.1%	(\$802,574)
FY 29	\$34,050,129	6.1%	FY 29	\$33,198,876	6.1%	(\$851,253)
FY 30	\$36,109,751	6.0%	FY 30	\$35,207,007	6.0%	(\$902,744)
FY 31	\$38,264,759	6.0%	FY 31	\$37,308,140	6.0%	(\$956,619)
FY 32	\$40,535,843	5.9%	FY 32	\$39,522,447	5.9%	(\$1,013,396)
FY 33	\$42,941,669	5.9%	FY 33	\$41,868,127	5.9%	(\$1,073,542)
FY 34	\$45,517,786	6.0%	FY 34	\$44,379,841	6.0%	(\$1,137,945)
FY 35	\$48,264,531	6.0%	FY 35	\$47,057,918	6.0%	(\$1,206,613)
FY 36	\$51,177,233	6.0%	FY 36	\$49,897,802	6.0%	(\$1,279,431)
FY 37	\$54,240,281	6.0%	FY 37	\$52,884,274	6.0%	(\$1,356,007)
FY18-FY37	\$658,210,728		FY18-FY37	\$641,755,460		(\$16,455,268)

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

Table 4-2

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
FY18	\$17,105,074	\$2,565,761	\$14,539,313	1	\$82,897,819
FY19	\$18,287,568	\$2,743,135	\$15,544,433		
FY20	\$19,479,429	\$2,921,914	\$16,557,515		
FY21	\$20,683,489	\$3,102,523	\$17,580,966		
FY22	\$21,971,285	\$3,295,693	\$18,675,592		
FY23	\$23,320,422	\$3,498,063	\$19,822,359	2	\$111,863,213
FY24	\$24,728,611	\$3,709,292	\$21,019,320		
FY25	\$26,230,566	\$3,934,585	\$22,295,981		
FY26	\$27,821,887	\$4,173,283	\$23,648,604		
FY27	\$29,502,293	\$4,425,344	\$25,076,949		
FY28	\$31,300,402	\$4,695,060	\$26,605,341	3	\$150,056,341
FY29	\$33,198,876	\$4,979,831	\$28,219,045		
FY30	\$35,207,007	\$5,281,051	\$29,925,956		
FY31	\$37,308,140	\$5,596,221	\$31,711,919		
FY32	\$39,522,447	\$5,928,367	\$33,594,080		
FY33	\$41,868,127	\$6,280,219	\$35,587,908	4	\$200,674,769
FY34	\$44,379,841	\$6,656,976	\$37,722,865		
FY35	\$47,057,918	\$7,058,688	\$39,999,230		
FY36	\$49,897,802	\$7,484,670	\$42,413,132		
FY37	\$52,884,274	\$7,932,641	\$44,951,633		
FY17-FY36	\$641,755,460	\$96,263,319	\$545,492,141		\$545,492,141

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

Chart 4-1

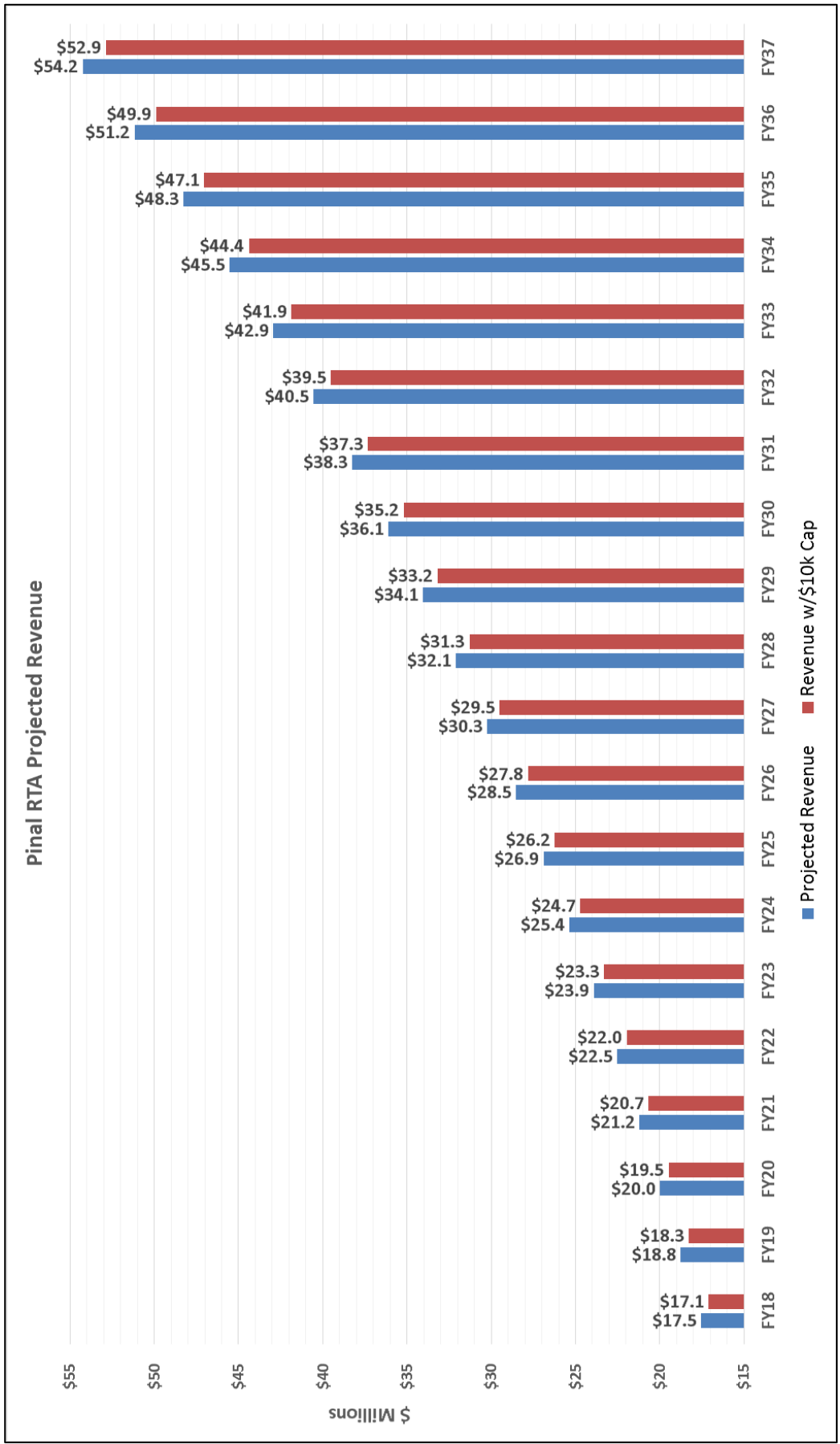


Table 4-3

Fiscal Year	Projected Revenue	5-YR Revenue Total	Revenue w/\$10k Cap	5-YR Revenue w/\$10k Cap	Administrative Costs	Municipality Projects	Project Funds Available	5-YR Programmable	Project Funds w/\$10k Cap	5-YR Programmable w/\$10k Cap
FY18	\$ 17,543,666.00		\$ 17,105,074.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 16,043,666.00		\$ 15,605,074.00	
FY19	\$ 18,756,480.00		\$ 18,287,568.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 17,256,480.00		\$ 16,787,568.00	
FY20	\$ 19,978,902.00	\$ 100,027,534.00	\$ 19,479,429.00	\$ 97,526,845.00	\$ (300,000.00)	\$ (1,200,000.00)	\$ 18,478,902.00	\$ 92,527,534.00	\$ 17,979,429.00	\$ 90,026,845.00
FY21	\$ 21,213,835.00		\$ 20,683,489.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 19,713,835.00		\$ 19,183,489.00	
FY22	\$ 22,534,651.00		\$ 21,971,285.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 21,034,651.00		\$ 20,471,285.00	
FY23	\$ 23,918,382.00		\$ 23,320,422.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 22,418,382.00		\$ 21,820,422.00	
FY24	\$ 25,362,678.00		\$ 24,728,611.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 23,862,678.00		\$ 23,228,611.00	
FY25	\$ 26,903,145.00	\$ 134,978,236.00	\$ 26,230,566.00	\$ 131,603,779.00	\$ (300,000.00)	\$ (1,200,000.00)	\$ 25,403,145.00	\$ 127,478,236.00	\$ 24,730,566.00	\$ 124,103,779.00
FY26	\$ 28,535,269.00		\$ 27,821,887.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 27,035,269.00		\$ 26,321,887.00	
FY27	\$ 30,258,762.00		\$ 29,502,293.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 28,758,762.00		\$ 28,002,293.00	
FY28	\$ 32,102,976.00		\$ 31,300,402.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 30,602,976.00		\$ 29,800,402.00	
FY29	\$ 34,050,129.00		\$ 33,198,876.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 32,550,129.00		\$ 31,698,876.00	
FY30	\$ 36,109,751.00	\$ 181,063,458.00	\$ 35,207,007.00	\$ 176,536,872.00	\$ (300,000.00)	\$ (1,200,000.00)	\$ 34,609,751.00	\$ 173,563,458.00	\$ 33,707,007.00	\$ 169,036,872.00
FY31	\$ 38,264,759.00		\$ 37,308,140.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 36,764,759.00		\$ 35,808,140.00	
FY32	\$ 40,535,843.00		\$ 39,522,447.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 39,035,843.00		\$ 38,022,447.00	
FY33	\$ 42,941,669.00		\$ 41,868,127.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 41,441,669.00		\$ 40,368,127.00	
FY34	\$ 45,517,786.00		\$ 44,379,841.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 44,017,786.00		\$ 42,879,841.00	
FY35	\$ 48,264,531.00	\$ 242,141,500.00	\$ 47,057,918.00	\$ 236,087,962.00	\$ (300,000.00)	\$ (1,200,000.00)	\$ 46,764,531.00	\$ 234,641,500.00	\$ 45,557,918.00	\$ 228,587,962.00
FY36	\$ 51,177,233.00		\$ 49,897,802.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 49,677,233.00		\$ 48,397,802.00	
FY37	\$ 54,240,281.00		\$ 52,884,274.00		\$ (300,000.00)	\$ (1,200,000.00)	\$ 52,740,281.00		\$ 51,384,274.00	
Totals	\$ 658,210,728.00	\$ 658,210,728.00	\$ 641,755,458.00	\$ 641,755,458.00	\$ (6,000,000.00)	\$ (24,000,000.00)	\$ 628,210,728.00	\$ 628,210,728.00	\$ 611,755,458.00	\$ 611,755,458.00

4.1 INTRODUCTION

Purpose of Study

The purpose of this study is to prepare a forecast for a proposed 20-year half-cent sales tax that would be levied in Pinal County for the improvement and construction of major transportation thoroughfares. The tax would be levied by a county wide Regional Transportation Authority (RTA) formed under Arizona statutes for the purpose of identifying and constructing major transportation projects. The RTA would develop a 20-year Regional Transportation Plan prior to an election scheduled to be held in November 2016 to approve the new half-cent sales tax. The Regional Transportation Plan would be focused on regional, large-scale transportation improvements including a north-south corridor and additional east-west and north-south roadway improvements throughout the County.

Methodology

Forecasts of tax revenues are typically based on several key determinants that are indicative of expenditures in the local economy. Those determinants include:

- Population Growth
- Inflation
- Per Capita Personal Income (PCPI)

The increase in population growth is one of the factors that will have a significant impact on Pinal County and its ability to raise revenue for roadway improvements. The area experienced explosive growth in the middle of the last decade but is now experiencing more moderate levels of housing construction and, as a result, lower levels of population growth.

Inflation is an important factor in driving retail sales and tax revenue. Inflation has been modest for more than two decades and is expected to remain at low levels for the foreseeable future.

Personal income is a proxy for retail sales growth. As incomes increase, retail sales increase as well. Per capita personal income across Arizona has been stagnant over the last few years, but is expected to increase in the future.

While the above factors typically yield accurate forecasts, adjustments must be made to modeling efforts to account for individual circumstances and trends affecting a community or county. Pinal County is a newly developing area that is transitioning from a rural farming region to an urbanized area. As a result, it has a modest amount of retail development and its per capita personal income (PCPI) is substantially lower than Maricopa County's. As a result of these socioeconomic conditions in the County, adjustments were made in the modeling effort to account for the growth in the County's retail development over time and increases in Pinal

County's per capita personal income as the County transitions from an agricultural economy to a diverse, urbanized region.

The purpose of this study is to prepare a forecast for a proposed half-cent sales tax that would be levied in Pinal County for the improvement and construction of major transportation thoroughfares. The Pinal County Board of Supervisors has directed the County staff to initiate the formation of a county wide Regional Transportation Authority (RTA) under Arizona statutes for the purpose of identifying major transportation projects. The tax would be authorized for a 20-year term. If the RTA is formed, the Central Arizona Governments (CAG) Regional Council would serve as the RTA Board of Directors. The first task of the RTA would be to produce a 20-year Regional Transportation Plan along with a request to the electorate to approve a new half-cent sales tax scheduled in May 2016. The forecast of future revenues from the half-cent sales tax is a major component of the Regional Transportation Plan.

The Regional Transportation Plan would be focused on regional, large-scale roadway improvements that would add capacity, accommodate future growth and serve as regional connectors, all with the purpose of reducing congestion and providing for the efficient movement of people and goods. Major transportation projects that will be considered by the RTA include a north-south corridor and additional east-west and north-south improvements throughout the County.

Revenue Forecast

Three forecast scenarios (Low, Medium and High) were developed as part of this study based on population forecasts prepared by the Arizona Department of Administration in December 2015. The range of forecasted revenues over 20 years varies from \$568 million to \$709 million, with the Medium Scenario yielding \$640 million. Typically the Medium or most-likely scenario is used to estimate future revenue outcomes. **While there is still uncertainty related to the national and state economies along with global economic and political concerns, Elliott D. Pollack & Company recommends that Pinal County use the Medium Forecast for the expected outcome of the RTA sales tax initiative.**

The RTA should consider updating the forecast for sales tax revenue every year or two. The Greater Phoenix area has experienced a lackluster recovery from the Great Recession and modest population and employment growth relative to historic norms following a recession. However, the economy is improving and is expected to continue to improve in the future. With additional updated information on population growth, inflation and personal income over the next few years, future sales tax revenue forecasts will be able to reflect the Greater Phoenix economy's full recovery from the Great Recession.

In conclusion, Elliott D. Pollack & Company recommends utilizing the Medium Scenario for transportation planning purposes as outlined below in the table, producing an estimated \$640 million over 20 years.

Recommended RTA Sales Tax Revenue Forecast					
Low Forecast Scenario					
FY 2017 - FY 2036					
Fiscal Year	Revenue	% Change	Fiscal Year	Revenue	% Change
FY16	\$15,304,073		FY27	\$30,776,582	6.7%
FY17	\$16,334,810	6.7%	FY28	\$32,820,630	6.6%
FY18	\$17,477,073	7.0%	FY29	\$34,990,099	6.6%
FY19	\$18,699,999	7.0%	FY30	\$37,329,372	6.7%
FY20	\$19,954,591	6.7%	FY31	\$39,812,068	6.7%
FY21	\$21,194,670	6.2%	FY32	\$42,476,075	6.7%
FY22	\$22,506,128	6.2%	FY33	\$45,326,534	6.7%
FY23	\$23,906,618	6.2%	FY34	\$48,364,182	6.7%
FY24	\$25,430,797	6.4%	FY35	\$51,625,845	6.7%
FY25	\$27,086,136	6.5%	FY36	\$55,098,840	6.7%
FY26	\$28,842,586	6.5%	FY17-FY36	\$640,053,635	

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

The amount of funds that may be available for actual construction of highways and roads is shown on the Table based on a 15% contingency for design and administration. Road construction may also be subject to five-year phasing of tax receipts. Overall, approximately 85% of tax receipts are considered programmable funds or \$544 million.

Pinal County RTA Programmable Revenue Projection					
By 5-year Phases With Contingency					
Fiscal Year	Revenue Projection	Contingency (15%)	Programmable	Phase	Funding Per Phase for Projects
FY17	\$16,334,810	\$2,450,221	\$13,884,588	1	\$79,611,971
FY18	\$17,477,073	\$2,621,561	\$14,855,512		
FY19	\$18,699,999	\$2,805,000	\$15,894,999		
FY20	\$19,954,591	\$2,993,189	\$16,961,402		
FY21	\$21,194,670	\$3,179,200	\$18,015,469		
FY22	\$22,506,128	\$3,375,919	\$19,130,209	2	\$108,606,426
FY23	\$23,906,618	\$3,585,993	\$20,320,626		
FY24	\$25,430,797	\$3,814,620	\$21,616,178		
FY25	\$27,086,136	\$4,062,920	\$23,023,216		
FY26	\$28,842,586	\$4,326,388	\$24,516,198		
FY27	\$30,776,582	\$4,616,487	\$26,160,095	3	\$149,369,438
FY28	\$32,820,630	\$4,923,094	\$27,897,535		
FY29	\$34,990,099	\$5,248,515	\$29,741,584		
FY30	\$37,329,372	\$5,599,406	\$31,729,966		
FY31	\$39,812,068	\$5,971,810	\$33,840,258		
FY32	\$42,476,075	\$6,371,411	\$36,104,664	4	\$206,457,755
FY33	\$45,326,534	\$6,798,980	\$38,527,554		
FY34	\$48,364,182	\$7,254,627	\$41,109,555		
FY35	\$51,625,845	\$7,743,877	\$43,881,968		
FY36	\$55,098,840	\$8,264,826	\$46,834,014		
FY17-FY36	\$640,053,635	\$96,008,045	\$544,045,590		\$544,045,590

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

The annual cost of the proposed RTA half-cent sales tax to the typical Pinal County household is nominal. According to the U.S. Census, the median household income in Pinal County is \$49,867. The U.S. Consumer Expenditure Survey estimates the typical household earning the median income will spend on average about \$17,590 each year on taxable goods and services, excluding grocery items since the County does not tax food to be used at home. At the 0.5% tax rate, the RTA tax would cost the typical household \$88 each year or \$7.33 per month, about equal to a fast food meal.

4.2 METHODOLOGY

Pinal County has already levied a half-cent excise tax for road and street improvements (the Road Tax). The tax was passed by the electorate in 1986 and renewed in 2005. The tax provides some historical background on sales tax trends that is useful for the forecasting of a new RTA sales tax. Over the past 12 years, the tax has shown some variability due to economic conditions and the effect of the Great Recession on spending in the local economy. Large increases in tax receipts were experienced in fiscal years 2005 and 2006 primarily due to the housing boom throughout Pinal County (the Road Tax includes a 0.5% charge on contracting activities). Between FY 2007 and FY 2012, tax receipts declined by 34% before rising in subsequent years. While there will be economic cycles in the future, any variability in the tax revenue in the future is expected to be modest compared to the Great Recession. Table 4-4 shows the historic revenue generated from the half-cent Road Tax.

Table 4-4

Historic Half-Cent Road Tax Revenues Pinal County		
Year	Revenue	Percent Change
FY 2004	9,757,830	
FY 2005	12,173,030	24.8%
FY 2006	17,279,308	41.9%
FY 2007	19,177,206	11.0%
FY 2008	17,856,916	-6.9%
FY 2009	14,830,503	-16.9%
FY 2010	12,599,660	-15.0%
FY 2011	12,561,088	-0.3%
FY 2012	12,952,327	3.1%
FY 2013	13,300,223	2.7%
FY 2014	14,096,702	6.0%
FY 2015	14,450,578	2.5%

Source: Arizona Dept. of Revenue

Revenues from the Pinal County Road Tax are generated from a number of different tax categories. Retail sales approach nearly one-half of the total Road Tax receipts while utilities, contracting and restaurants/bars comprise 41% of total revenue. Tax revenue is primarily driven

by the resident population of the County; tourism currently contributes little revenue in the way of hotel/motel sales. The four categories noted above account for 87% of the Road Tax revenue. Table 4-5 presents the FY 2015 Road Tax revenue by tax category.

Table 4-5

FY 2015 Pinal County Road Tax Receipts By Tax Category		
Category	Receipts	Percent of Total
Utilities	\$2,493,857	17.3%
Communications	\$568,341	3.9%
Publishing	\$22,522	0.2%
Printing	\$8,367	0.1%
Restaurant & Bars	\$1,398,639	9.7%
Amusements	\$211,091	1.5%
Rental of Real Property	\$517,053	3.6%
Rental of Personal Property	\$333,091	2.3%
Contracting	\$2,040,024	14.1%
Retail	\$6,614,274	45.8%
Hotel/Motel	\$120,263	0.8%
Other	\$123,056	0.9%
Total	\$14,450,578	100.0%

Source: Arizona Dept. of Revenue

Forecasts of tax revenues are typically based on several key determinants that are indicative of expenditures in the local economy. Those determinants include:

- Population Growth
- Inflation
- Per Capita Personal Income (PCPI).

The increase in population growth is one of the factors that will have a significant impact on Pinal County and its ability to raise revenue for roadway improvements. The County experienced explosive growth in the middle of the last decade as homebuilders ventured into the SanTan Valley and Maricopa. In 2000, Pinal County represented 5.6% of the Greater Phoenix population. By 2013, its population had expanded to 9.0% of the region’s residents. As the housing market stabilizes over the next few years, the County will see continued growth and account for a larger share of Greater Phoenix’s population.

Inflation is an important factor in driving retail sales and tax revenue. While inflation has been modest for more than two decades and is expected to remain at low levels for the foreseeable future, consumer prices over next 20 years are still expected to increase by 55%.

Personal income is a proxy for retail sales growth. As incomes increase, retail sales increase as well. Per capita personal income across Arizona has been stagnant over the last few years, but is expected to grow more rapidly in the future.

While the above factors typically yield accurate forecasts, adjustments must be made to modeling efforts to account for individual circumstances and trends affecting a community or county. This requires an analysis of the socioeconomic characteristics of the region under study. For instance, Pinal County is a newly developing area that is transitioning from a rural farming region to an urbanized area with a modest amount of retail development. As a result, there is a significant amount of retail spending leakage to Maricopa County. Taxable retail sales in Maricopa County average \$17,500 per person. Pinal County's taxable retail sales per capita is \$7,420, less than half the Maricopa County average.

Pinal County's per capita personal income (PCPI) is also substantially lower than Maricopa County's. In 2013, the U.S. Bureau of Economic Analysis estimated Maricopa County's PCPI at \$40,685; Pinal County's was estimated at \$25,511, 37% lower than Maricopa County's PCPI.

As Pinal County grows in population, resident incomes will increase and retail development will eventually follow rooftops. Until that time, however, the County may experience modest retail sales growth.

As a result of these socioeconomic conditions in the County, adjustments were made in the modeling effort to account for:

- Pinal County's population growth over time (represented as a greater percentage of Greater Phoenix's population),
- The growth in retail development that may spur retail sales, and
- Increases in PCPI as the County transitions from an agricultural economy to a diverse, urbanized region.

Each of the forecasting variables is discussed in the following sections.

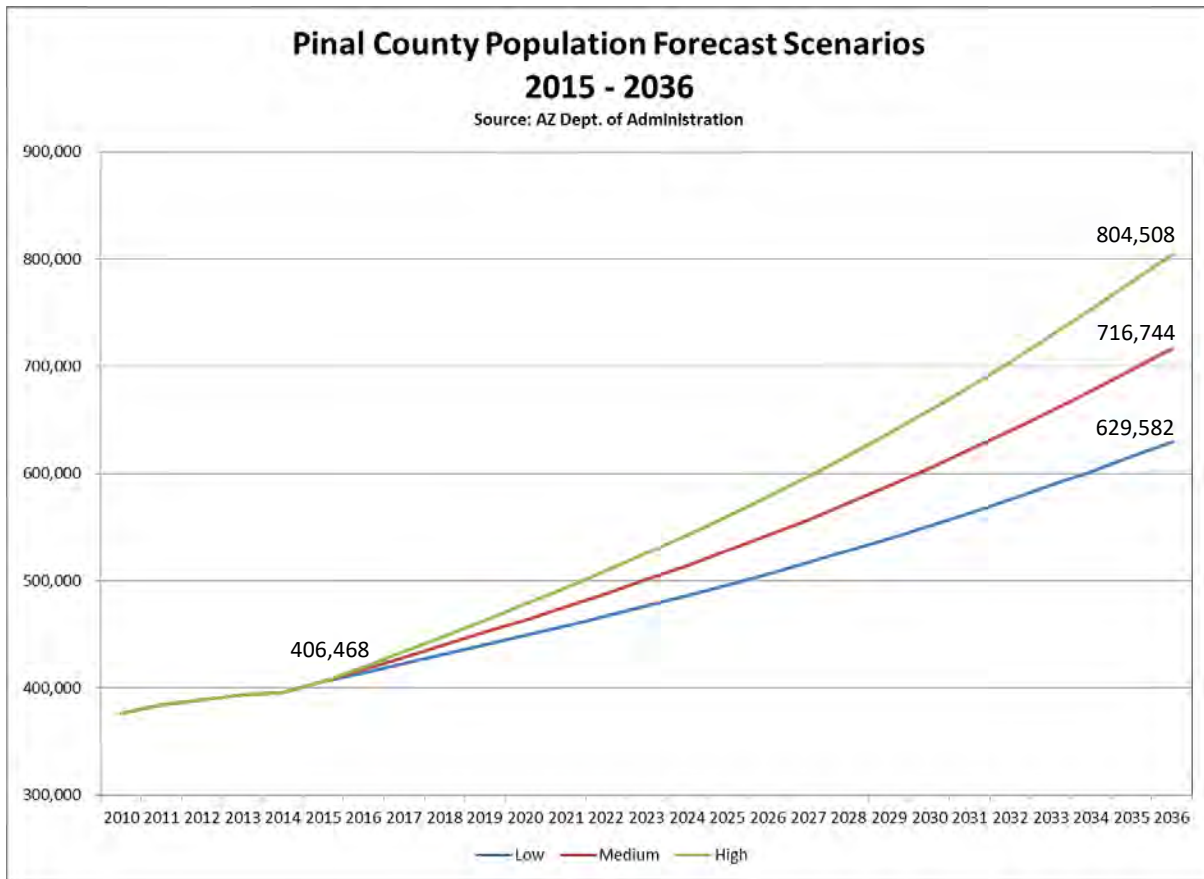
Population Growth

Three forecast scenarios are presented in this report – a Low, Medium and High forecast. The forecasts are based on population projections released by the Arizona Department of Administration's (ADOA) Office of Employment and Population Statistics in December 2015. The 2015 forecasts show reduced population growth for Pinal County compared to forecasts that were released in 2013. For instance, the 2015 Medium forecast now shows that Pinal County will

grow to a total of 716,744 persons by 2036 compared to a projected population of 826,556 in the 2013 forecast. Pinal County is also expected to capture a smaller share of the Greater Phoenix population growth over the next 20 years. The 2013 forecast estimated the County would capture 18.7% of the region's population growth; the 2015 forecast expects that share to decline to 15.7%. Overall, the 2015 forecast is more conservative than the forecasts prepared just two years ago.

The new 2015 forecasts show that Pinal County should grow from its current population of 401,721 to somewhere between 629,582 and 804,508 persons by 2036. The base case or most-likely forecast for 2036 is 716,744 or an increase of 76% over the next 20 years. The following Chart 4-2 graphically shows the three forecast scenarios.

Chart 4-2



Given recent growth trends in Greater Phoenix, the 2015 forecasts prepared by ADOA are much more conservative than the 2013 forecasts and take into account the region’s sluggish housing market over the past few years. The 2015 Medium forecast reduces population growth for Pinal County over the next 20 years by nearly 110,000 persons compared to the 2013 forecast. The following Table 4-6 shows the 2015 ADOA forecasts.

In conclusion, to remain conservative in the forecast of future RTA sales tax revenue, the Low projection scenario from ADOA likely reflects current conditions in the housing market and the Greater Phoenix economy. Until the housing market stabilizes, the Medium and High forecast scenarios may be optimistic in the short term. Population growth in the region should be monitored over the next few years to determine if conditions improve and a more optimistic outlook for sales tax revenue evolves.

Table 4-6

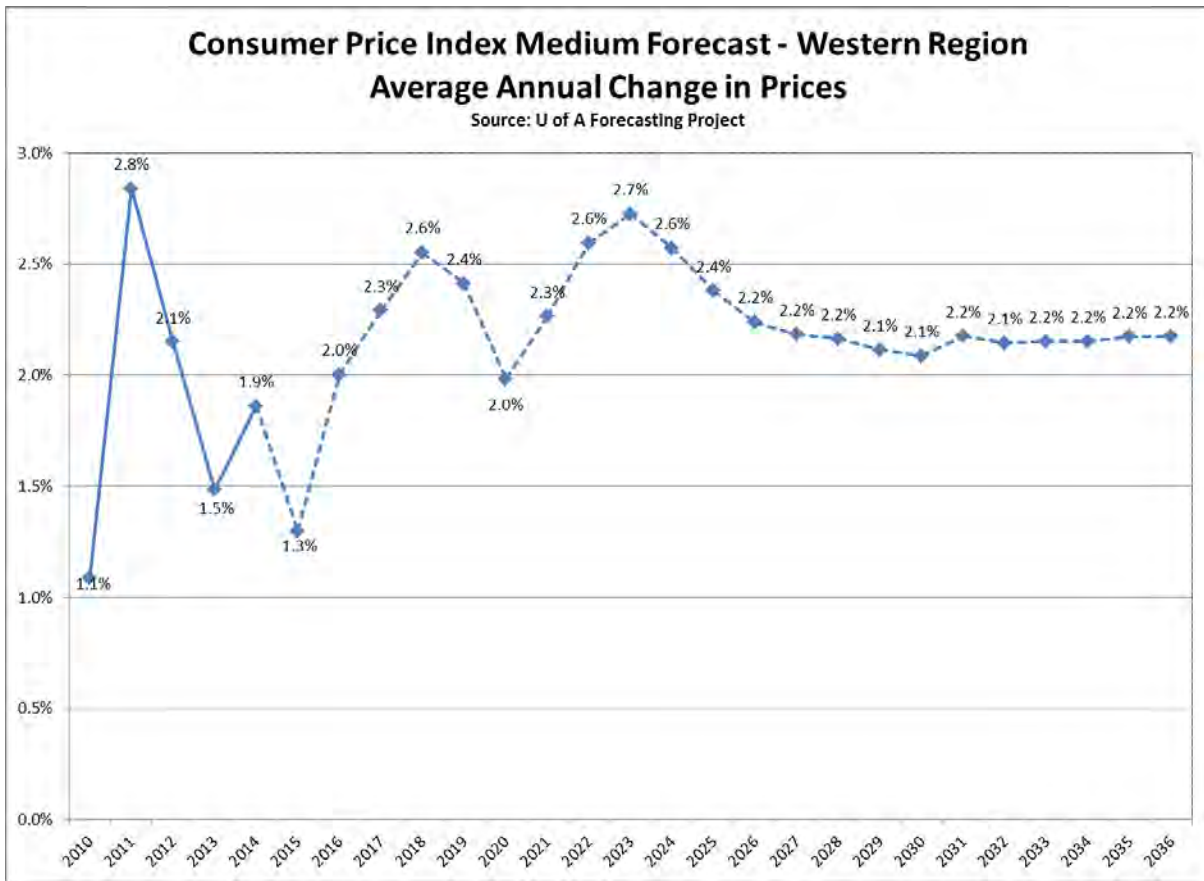
Population Forecast Scenarios Pinal County				
	Year	Low	Medium	High
Actual	2010	376,370	376,370	376,370
	2011	384,231	384,231	384,231
	2012	389,112	389,112	389,112
	2013	393,813	393,813	393,813
	2014	396,237	396,237	396,237
	2015	406,468	406,468	406,468
Forecast	2016	414,414	417,000	419,584
	2017	422,853	428,286	433,714
	2018	431,511	439,932	448,345
	2019	440,223	451,698	463,163
	2020	448,907	463,463	478,008
	2021	457,783	475,540	493,284
	2022	466,893	487,985	509,066
	2023	476,258	500,827	525,388
	2024	485,910	514,109	542,306
	2025	495,868	527,859	559,859
	2026	506,158	542,115	578,095
	2027	516,797	556,906	597,056
	2028	527,798	572,255	616,777
	2029	539,182	588,197	637,309
	2030	550,973	604,767	658,698
	2031	563,187	621,991	680,981
	2032	575,780	639,825	704,114
	2033	588,736	658,244	728,066
	2034	602,041	677,228	752,811
	2035	615,663	696,739	778,305
	2036	629,582	716,744	804,508

Source: AZ Dept. of Administration 2015

Inflation

The inflation forecasts used in this analysis have been prepared by the University of Arizona Forecasting Project and are based on the historical U.S. Western Region Consumer Price Index (CPI). The following chart shows the expected trend for the Medium scenario which is expected to remain modest over the next 20 years. The low 2015 forecast of 1.3% is the result of the decline in oil prices. Economic cycles will inevitably occur over the 20-year forecast period. The ability to accurately predict when those cycles may occur is impossible over the long term and higher rates of inflation may occur. Annual rates as high as 4% to 5% should be expected at least once during the 20-year forecast period.

Chart 4-3



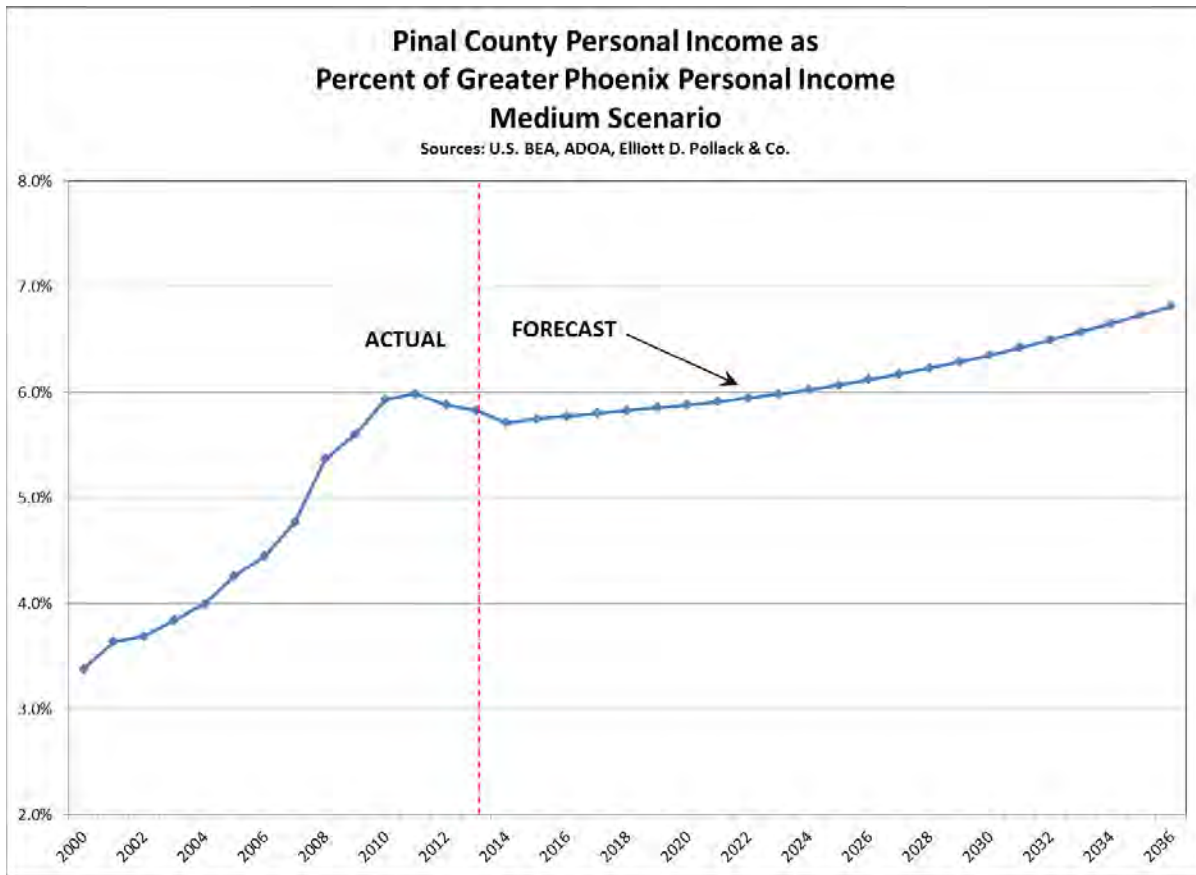
Per Capita Personal Income

Per capita personal income is an important indicator of the spending power of the community. As noted previously in this report, in 2013 Pinal County’s PCPI trailed behind the Maricopa County PCPI by 37%. Over time, that difference will close and more retail spending will be captured by Pinal County.

In 2013, Pinal County’s total personal income accounted for approximately 5.8% of the Greater Phoenix personal income. This figure is a substantial increase from the County’s estimated percentage of Greater Phoenix’s personal income in 2000 of 3.4%. With continued population growth in Pinal County, personal income is expected to grow as well and account for a greater share of Greater Phoenix’s income.

The following chart shows Pinal County’s share of Greater Phoenix’s personal income and the forecasted share from 2013 forward. In order to be conservative, per capita personal income for Pinal County is forecasted to grow at approximately the same rate as Maricopa County’s per capita personal income. Over the next 20 years, Pinal County’s share of total Greater Phoenix personal income is expected to increase from the current 5.8% to 6.8% (for the Medium growth scenario).

Chart 4-4



4.3 REVENUE FORECAST

The recommended RTA sales tax forecasts for the three alternative scenarios are shown on Table 4-7. The forecasts, shown by fiscal year, are a function of:

- The expected population growth of Pinal County
- Inflation as reflected in the Consumer Price Index
- The increase in personal income in the County.

If the sales tax measure is passed by the electorate in May 2016, the initial tax receipts would be received in fiscal year 2017. We have not determined whether there would be a full year of tax receipts or a partial year. Chart 4-5 assumes a full year of receipts for FY 2017 and shows an estimate for FY 2016 as well which is consistent with the current Road Tax receipts for FY 2015. All dollar values are stated in current, inflated dollars.

Table 4-7

Pinal County RTA Road Tax Revenue Forecast						
Fiscal Year	Low Scenario		Medium Scenario		High Scenario	
	Revenue	% Change	Revenue	% Change	Revenue	% Change
FY16	\$15,084,503		\$15,304,073		\$15,554,134	
FY17	\$15,836,774	5.0%	\$16,334,810	6.7%	\$16,907,581	8.7%
FY18	\$16,705,996	5.5%	\$17,477,073	7.0%	\$18,365,590	8.6%
FY19	\$17,664,795	5.7%	\$18,699,999	7.0%	\$19,886,491	8.3%
FY20	\$18,636,522	5.5%	\$19,954,591	6.7%	\$21,375,488	7.5%
FY21	\$19,617,814	5.3%	\$21,194,670	6.2%	\$22,802,039	6.7%
FY22	\$20,684,244	5.4%	\$22,506,128	6.2%	\$24,254,967	6.4%
FY23	\$21,831,442	5.5%	\$23,906,618	6.2%	\$25,811,927	6.4%
FY24	\$23,060,438	5.6%	\$25,430,797	6.4%	\$27,515,734	6.6%
FY25	\$24,393,687	5.8%	\$27,086,136	6.5%	\$29,421,497	6.9%
FY26	\$26,022,794	6.7%	\$28,842,586	6.5%	\$31,497,284	7.1%
FY27	\$27,590,006	6.0%	\$30,776,582	6.7%	\$33,828,586	7.4%
FY28	\$29,233,888	6.0%	\$32,820,630	6.6%	\$36,331,164	7.4%
FY29	\$30,966,165	5.9%	\$34,990,099	6.6%	\$39,000,795	7.3%
FY30	\$32,824,995	6.0%	\$37,329,372	6.7%	\$41,853,518	7.3%
FY31	\$34,783,392	6.0%	\$39,812,068	6.7%	\$44,851,283	7.2%
FY32	\$36,874,126	6.0%	\$42,476,075	6.7%	\$48,001,213	7.0%
FY33	\$39,098,559	6.0%	\$45,326,534	6.7%	\$51,294,728	6.9%
FY34	\$41,454,581	6.0%	\$48,364,182	6.7%	\$54,813,899	6.9%
FY35	\$43,971,528	6.1%	\$51,625,845	6.7%	\$58,619,438	6.9%
FY36	\$46,636,056	6.1%	\$55,098,840	6.7%	\$62,751,860	7.0%
FY17-FY36	\$567,887,802		\$640,053,635		\$709,185,083	

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

Forecasted revenues over 20 years range from \$568 million to \$709 million, with the Medium Scenario yielding \$640 million. Typically the Medium or most-likely scenario is used to estimate future revenue outcomes. **While there is still uncertainty related to the national and state economies along with global economic and political concerns, Elliott D. Pollack & Company recommends that Pinal County use the Medium Forecast for the expected outcome of the RTA sales tax initiative.**

The RTA should consider updating the forecast for sales tax revenue every year or two. The Greater Phoenix area has experienced a lackluster recovery from the Great Recession and modest population and employment growth relative to historic norms following a recession. However, the economy is improving and is expected to continue to improve in the future. With additional updated information on population growth, inflation and personal income over the next few years, future sales tax revenue forecasts will be able to reflect the Greater Phoenix economy's full recovery from the Great Recession.

In conclusion, Elliott D. Pollack & Company recommends utilizing the Medium Scenario for transportation planning purposes as outlined below in Table 4-8, producing an estimated \$640 million over 20 years.

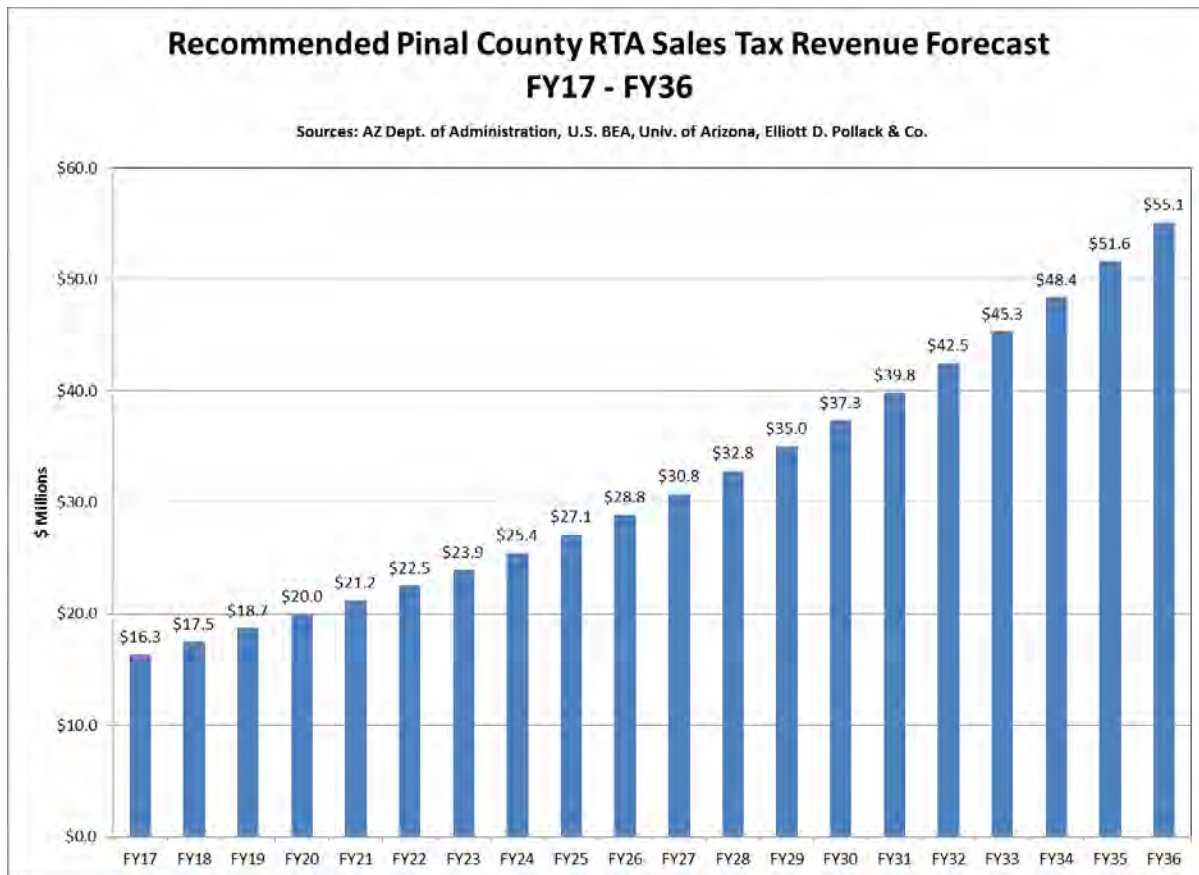
Table 4-8

Recommended RTA Sales Tax Revenue Forecast					
Low Forecast Scenario					
FY 2017 - FY 2036					
Fiscal Year	Revenue	% Change	Fiscal Year	Revenue	% Change
FY16	\$15,304,073		FY27	\$30,776,582	6.7%
FY17	\$16,334,810	6.7%	FY28	\$32,820,630	6.6%
FY18	\$17,477,073	7.0%	FY29	\$34,990,099	6.6%
FY19	\$18,699,999	7.0%	FY30	\$37,329,372	6.7%
FY20	\$19,954,591	6.7%	FY31	\$39,812,068	6.7%
FY21	\$21,194,670	6.2%	FY32	\$42,476,075	6.7%
FY22	\$22,506,128	6.2%	FY33	\$45,326,534	6.7%
FY23	\$23,906,618	6.2%	FY34	\$48,364,182	6.7%
FY24	\$25,430,797	6.4%	FY35	\$51,625,845	6.7%
FY25	\$27,086,136	6.5%	FY36	\$55,098,840	6.7%
FY26	\$28,842,586	6.5%	FY17-FY36	\$640,053,635	

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

The forecasted Pinal County RTA annual sales tax revenues are displayed on the following chart.

Chart 4-5



The amount of funds that may be available for actual construction of highways and roads is shown on the following table based on a 15% contingency for design and administration. Road

construction may also be subject to five-year phasing of tax receipts. Overall, approximately 85% of tax receipts are considered programmable funds or \$544 million.

Table 4-9

Pinal County RTA Programmable Revenue Projection By 5-year Phases With Contingency					
Fiscal Year	Revenue Projection	Contingency (15%)	Programmable	Phase	Funding Per Phase for Projects
FY17	\$16,334,810	\$2,450,221	\$13,884,588	1	\$79,611,971
FY18	\$17,477,073	\$2,621,561	\$14,855,512		
FY19	\$18,699,999	\$2,805,000	\$15,894,999		
FY20	\$19,954,591	\$2,993,189	\$16,961,402		
FY21	\$21,194,670	\$3,179,200	\$18,015,469		
FY22	\$22,506,128	\$3,375,919	\$19,130,209	2	\$108,606,426
FY23	\$23,906,618	\$3,585,993	\$20,320,626		
FY24	\$25,430,797	\$3,814,620	\$21,616,178		
FY25	\$27,086,136	\$4,062,920	\$23,023,216		
FY26	\$28,842,586	\$4,326,388	\$24,516,198		
FY27	\$30,776,582	\$4,616,487	\$26,160,095	3	\$149,369,438
FY28	\$32,820,630	\$4,923,094	\$27,897,535		
FY29	\$34,990,099	\$5,248,515	\$29,741,584		
FY30	\$37,329,372	\$5,599,406	\$31,729,966		
FY31	\$39,812,068	\$5,971,810	\$33,840,258		
FY32	\$42,476,075	\$6,371,411	\$36,104,664	4	\$206,457,755
FY33	\$45,326,534	\$6,798,980	\$38,527,554		
FY34	\$48,364,182	\$7,254,627	\$41,109,555		
FY35	\$51,625,845	\$7,743,877	\$43,881,968		
FY36	\$55,098,840	\$8,264,826	\$46,834,014		
FY17-FY36	\$640,053,635	\$96,008,045	\$544,045,590		\$544,045,590

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

The annual cost of the proposed RTA half-cent sales tax to the typical Pinal County household is nominal. According to the U.S. Census, the median household income in Pinal County is \$49,867. The U.S. Consumer Expenditure Survey estimates the typical household earning the median income will spend on average about \$17,590 each year on taxable goods and services, excluding grocery items since the County does not tax food to be used at home. At the 0.5% tax rate, the RTA tax would cost the typical household \$88 each year or \$7.33 per month, about equal to a fast food meal.

4.4 LIMITING CONDITIONS

This study prepared by Elliott D. Pollack & Company is subject to the following considerations and limiting conditions.

- The reported recommendation(s) represent the considered judgment of Elliott D. Pollack and Company based on the facts, analyses and methodologies described in the report.
- This study is intended to be read and used as a whole and not in parts.

- Our analysis is based on currently available information and estimates and assumptions about long-term future development trends. Such estimates and assumptions are subject to uncertainty and variation. Accordingly, we do not represent them as results that will be achieved. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results. The assumptions disclosed in this analysis are those that are believed to be significant to the projections of future results.
- Except as specifically stated to the contrary, this study does not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues, and the costs associated with their correction. The user of this study will be responsible for making his/her own determination about the impact, if any, of these matters.

5) Projects

The Pinal County Regionally Significant Routes for Safety and Mobility (RSRSM) Study was completed in December of 2008. This study developed an RSRSM plan to ensure mobility and safety through a partnering approach with federal, state, county, local, Native American communities and private entities. As part of the plan, the routes within the county were prioritized. Figure 5-1 shows the prioritized routes within the Pinal county.

Based on the RSRSM Plan and a number of other studies that had been completed within the region (Appendix C), a list of potential projects for the RTP was developed. Meetings were held with representatives from the towns, cities, County and State to review the list and develop a final list of projects.

Preliminary cost estimates were developed for each of the projects. Data from the previous planning studies was combined with current estimates in the CAG Regional Transportation Plan. The list of projects was scaled back to provide an estimate of projects based on projected funding. Figure 5-2 includes the projects that were identified for inclusion in the RTA Plan. Table 5-1 provides information on each of the projects.

Based on the revenue projections and the proposed list of projects, a schedule was developed to address the delivery timeframe for the projects. When the schedule was developed, consideration was given to provide a number of early successes and to provide an opportunity for bonding or advancing projects with long term potential for improvement to the region. Table 5-2 includes the proposed phasing for the projects. This schedule does not take into account opportunities for bonding or advancing projects.

Figure 5-1 - Regionally Significant Routes.

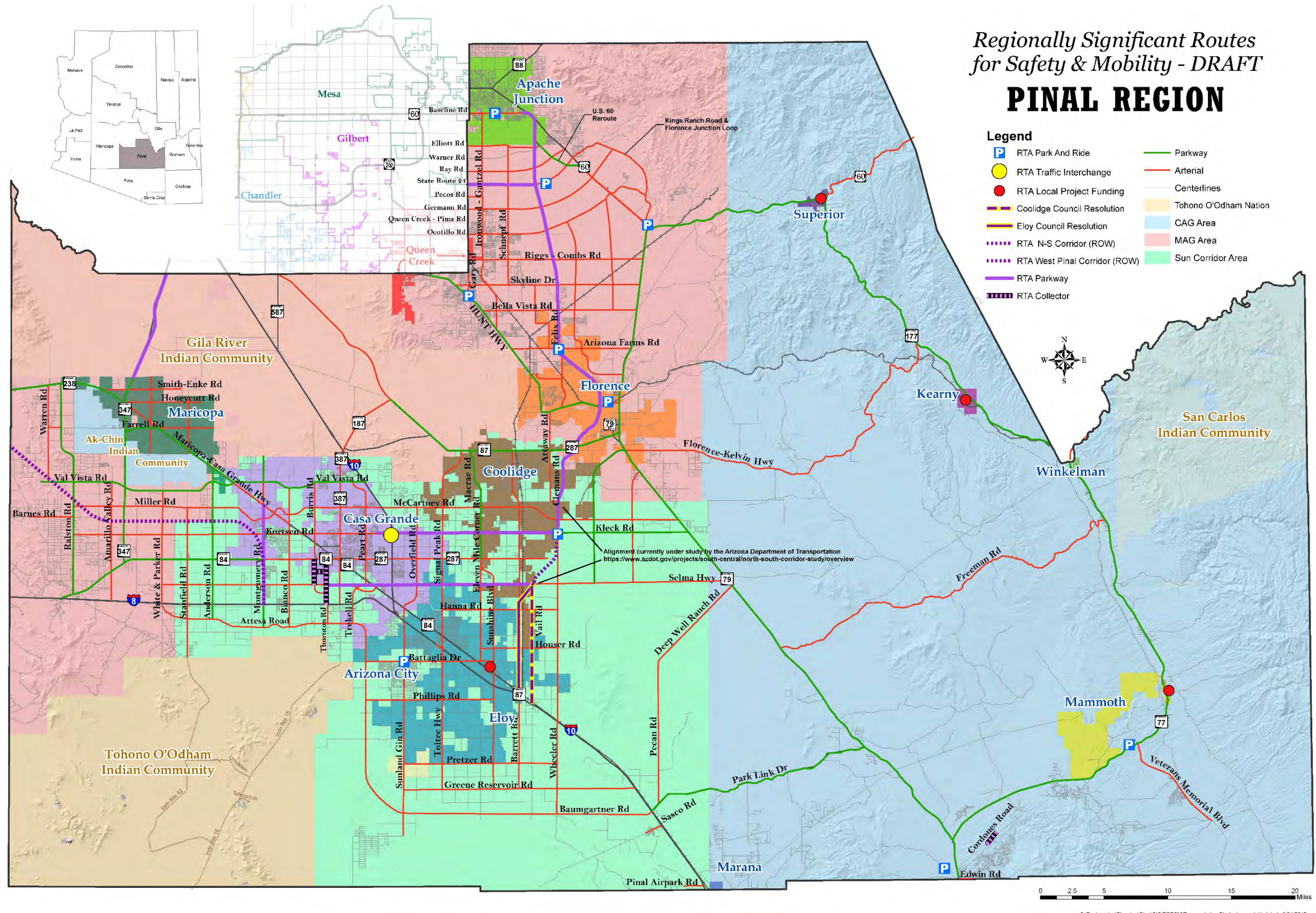


Figure 5-2 – Proposed Routes for the RTP.

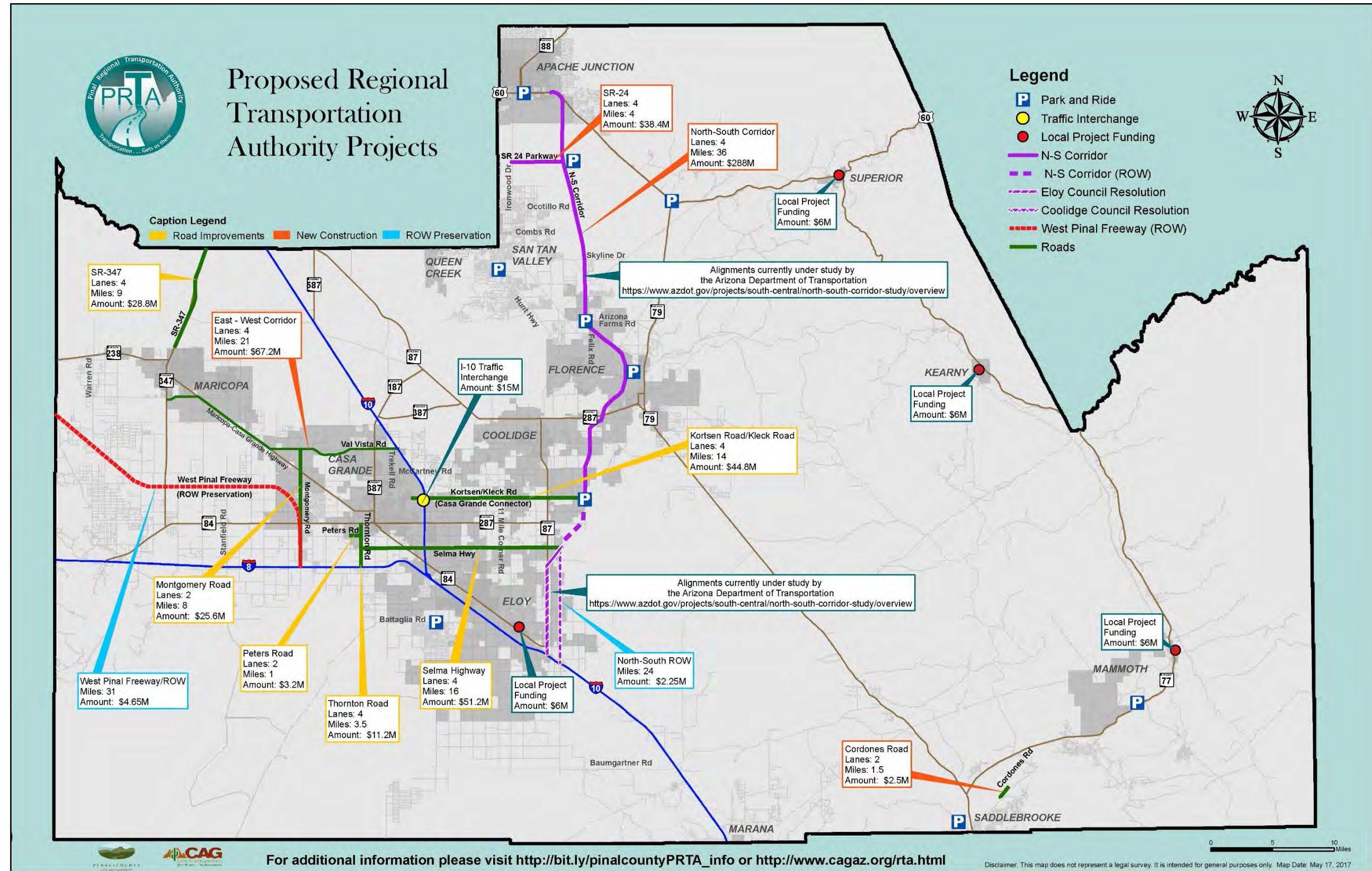


Table 5-1 Proposed Projects and Funding

							Cumulative Revenue -->	\$214,130,624	\$383,167,496	\$611,755,458	
							Period Revenue -->	\$90,026,845	\$124,103,779	\$169,036,872	\$228,587,962
							Other Funding				\$30,000,000
							Program Years -->	1-5	6-10	11-15	16-20
Corridor	Start	End	Classification	Lane-Miles	\$/Lane-Mile	Cost	PHASE I	PHASE II	PHASE III	PHASE IV	
SR-24 Parkway	Ironwood	N-S Corridor	Parkway	16	\$2,400,000	\$38,400,000	\$5,000,000	\$33,400,000			
							A, B, C	D			
N-S Corridor	US 60	287	Parkway	120	\$2,400,000	\$288,000,000	\$10,000,000	\$22,000,000	\$55,200,000	\$200,800,000	
N-S Corridor	287	Kleck	Arterial	24	\$1,600,000	\$38,400,000	\$4,000,000			\$34,400,000	
							A, B	B, C	D	D	
N-S Corridor (ROW)	Kleck	I-10	Right-Of-Way			\$2,250,000	\$2,250,000				
West Pinal Freeway	County Line	TON Boundary	Right-Of-Way			\$4,650,000	\$4,650,000				
							B				
SR-347	Maricopa	County Line	Principal Arterial	18	\$1,600,000	\$28,800,000	\$28,800,000				
							E				
Kortsen/Kleck Road	Heness Road	N-S Corridor									
Phase I + T.I.	Heness	Hacienda	Principal Arterial	4	\$1,600,000	\$6,400,000	\$5,000,000	\$16,400,000			
						\$15,000,000	A, B, C	D			
Phase II	Hacienda	SR-87	Principal Arterial	18	\$1,600,000	\$28,800,000		\$8,800,000	\$20,000,000		
								A, B, C	D		
Phase III	SR-87	N-S Corridor	Principal Arterial	6	\$1,600,000	\$9,600,000			\$3,600,000	\$6,000,000	
									A, B	C, D	
Selma Highway	Thorton	N-S Corridor	Principal Arterial	32	\$1,600,000	\$51,200,000		\$3,000,000	\$27,000,000	\$21,200,000	
								A	B, C, D	D	
Thornton Rd	SR-84	I-8	Principal Arterial	7	\$1,600,000	\$11,200,000	\$11,200,000				
							E				
E-W Corridor	SR-347	I-10	Principal Arterial	42	\$1,600,000	\$67,200,000	\$8,000,000	\$30,000,000	\$29,200,000		
E-W Corridor Bridge						\$0	B, C	D	D		
Trekell Rd	McCartney	Val Vista	Principal Arterial	4	\$1,600,000	\$0	\$0	\$0			
							A, B, C	D			
Montgomery Road	I-8	E-W Corridor	Principal Arterial	16	\$1,600,000	\$25,600,000		\$5,000,000	\$20,600,000		
								A, B	C, D		
Cordones Road	Catalina Hills Drive	Coyote Trail	Principal Arterial	2	\$1,600,000	\$2,500,000	\$2,500,000				
							E				
Peters Road	Burris Road	Thornton Road	Principal Arterial	2	\$1,600,000	\$3,200,000	\$3,200,000				
							E				
Public Transportation						\$20,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	
							D	D	D	D	

Cost Per Lane Mile		A - Study / DCR	Programmed	\$89,600,000	\$123,600,000	\$160,600,000	\$267,400,000
Parkway	\$2,400,000	B - ROW Acquisition	Fund Balance	\$426,845	\$930,624	\$9,367,496	\$555,458
Arterial	\$1,600,000	C - Design					
Pave Dirt Road	\$175,000	D - Construction					
Park & Ride Facility	\$1,000,000	E - All Phases					
Land Cost	\$150,000						
						TOTAL	\$641,200,000
						AVAILABLE	\$555,458

Table 5-2 – Proposed Phasing for Project Delivery

Corridor	Start	End	Cost	% of Plan	PHASE I	PHASE II	PHASE III	PHASE IV
SR-24 Parkway	Meridian Road	N-S Corridor	\$ 25,600,000	3.81%		X		
N-S Corridor	US 60	Kleck	\$ 230,400,000	34.30%			X	
N-S Corridor (ROW)	Kleck	I-10	\$ 2,250,000	0.33%	X			
West Pinal Freeway (ROW)	County Line	TON Boundary	\$ 4,650,000	0.69%	X			
SR-347	Maricopa	County Line	\$ 28,800,000	4.29%	X			
Kortsen/Kleck Road + TI	Hennes Road	N-S Corridor	\$ 71,200,000	10.60%		X		
Selma Highway	Thornton Road	N-S Corridor	\$ 92,200,000	13.73%			X	
Thornton Rd	SR-84	I-8	\$ 11,200,000	1.67%	X			
E-W Corridor	SR-347	I-10	\$ 102,200,000	15.21%		X		
Trekell Rd	McCartney	Val Vista	\$ 6,400,000	0.95%		X		
Montgomery Road	I-8	E-W Corridor	\$ 32,000,000	4.76%			X	
Cordones Road	Catalina Hills Drive	Coyote Trail	\$ 2,500,000	0.37%	X			
Peters Road	Burris Road	Thornton Road	\$ 3,200,000	0.48%	X			
Public Transportation	Countywide		\$ 20,000,000	2.98%	X	X	X	X
Municipal Projects			\$ 24,000,000	3.57%	X - Denotes Construction Start			
Administrative Costs			\$ 6,000,000	0.89%				
TOTAL PROGRAMMED			\$ 662,600,000	98.64%				
OTHER FUNDING			\$ 30,000,000	4.47%				
CONTINGENCY			\$ 9,155,458	1.36%				
TOTAL FUNDING			\$ 671,755,458	100%				

6) Transition Plan

The Central Arizona Governments (CAG) requested that a transitional plan be developed to assist them in the event that the new excise tax is passed. This plan describes the general Governance responsibilities and issues associated with the Pinal RTA. A draft report was first released in December of 2016 followed by a final report in January of 2016. It is important to note that following the release of the report, several of the steps listed have been completed as of May 2017. Although some of the steps have been completed, they are still listed in order to show the entire Transition Plan.

1) Next Steps

- **Request for an election to the Board of Supervisors for submission of the excise tax and regional transportation plan to the electorate** - *Pinal County will take the lead in initiating the election. The Pinal RTA will make a recommendation to the County Board of Supervisors. The Board will set a date and call for an election. The County Elections Department will handle the specifics of the election. The date of the election has not yet been determined.*
- **Appoint a Chairman (ARS 48-5303)** - *After the election, the Board of Directors shall hold their first official meeting of the board. At that meeting they shall appoint a chairman.*
- **Determine officers, terms and procedure of appointment (ARS 48-5303)** - *Officers shall include a chairman, vice chairman, secretary and treasurer. The Board will establish bylaws to define the terms and procedures.*
- **Develop Policies, Objectives and Procedures (POP)** - *Pima County RTA has a POP that is available for use. It is recommended that Pinal RTA utilize this document as a starting point for developing their own POP.*
- **Transportation Improvement Program (TIP)** - *Projects which are included in the RTA Plan must be included in a 5 year TIP before work can begin on that project. RTA staff will work to have the project included in the respective TIP.*
- **Adopt an annual budget** - *RTA will be set up as a department under CAG. The annual budget cycle for RTA should be the same as that of CAG.*
- **Appoint advisory committees** - *RTA will appoint a Citizen's Transportation Oversight Committee (CTOC) and a Technical Advisory Committee (TAC). The TAC will be comprised of one member from each of the jurisdictions included in the Board of Directors.*
- **Hire legal counsel to represent the authority in any legal proceeding** - *The RTA will develop an RFQ and select legal counsel.*
- **Develop an Inter-Governmental Agreement (IGA) template** – *RTA staff will develop a template for projects. The template will be furnished to the lead agency.*
- **Coordinate with Department of Revenue for collection of excise tax** - *The tax will be initiated on either January 1st or July 1st following a successful vote. The RTA will work with the Department of Revenue to initiate the collection of the taxes.*

- **Identify a lead agency for each project** - Each project will have a lead agency. The lead agency will be a member of an RTA member agency. Each project will have only one lead agency. The lead agency will be responsible for the project implementation. If a project falls within just one jurisdiction, then that jurisdiction will be the lead agency. If a project falls within multiple jurisdictions then either the project may be implemented as a single project and the jurisdictions involved will determine which jurisdiction will be the lead agency, or the project may be divided up into smaller projects such that each project resides in a single jurisdiction.
- **Develop an Intergovernmental agreement with each lead agency** - Each project will have an IGA between the RTA and the lead agency. This IGA must be signed before any costs are incurred on the project. Cost incurred prior to the signing of the IGA are not eligible for reimbursement. For project funding, the lead agency will be paid directly and Pinal RTA will keep track of the funds received and disbursed and report back to the Department of Revenue (DOR). Ongoing maintenance of each project should also be defined within the IGA.

2) General Governance (ARS 48-5303)

- **Board of Directors** - The members of the Board of Directors shall be the same as the members of the CAG Regional Council that are from the county that established the authority, and each member of the board of directors is vested with one vote each .
- **Chairman** - The Board of Directors will elect a Chairman from among their members. The Chairman will be elected for a one year term. An individual may be reelected to the Chairman position, but is not recommended to serve more than two years continuously.
- **Executive Director** - The CAG Executive Director will also act as the RTA Executive Director. Compensation for the Executive Director will come from CAG. Some duties include developing, presenting, and implementing policies and organization goals; establishing procedures to ensure effective and efficient operation; developing and overseeing implementation of the overall work program.
- **Meetings** - The RTA meetings will be scheduled in coordination with the CAG Regional Council. Each will have separate agendas and separate meeting notifications. The RTA will meet as needed, but at least once per year.
- **Technical Advisory Committee (TAC)** – The members consist of representatives from each community in the Pinal RTA board. Each Jurisdiction appoints one member and Pinal County appoints one member. The committee will meet at least quarterly and the meetings will be called to order by the Transportation Planning Director.
- **Citizens Advisory Committee** – The Pinal RTA Board members will select the committee members. The RTA Executive Director will be in charge of the committee and putting together the agendas. The committee will meet at least quarterly and the RTA staff will determine who the appropriate presenters are for the meetings.

3) Coordination with USDOT and ADOT

- **Other funding opportunities (STBGP, CMAQ, Planning, Research, HURF)** - The RTA will seek to find other funding opportunities for projects included within the RTA Plan. The

RTA funds allocated in the RTA Plan for a project may not address the total cost of the project. The lead agency will secure additional funds as necessary to implement the project or reduce the scope to match available funding. The lead agency will also insure that all funding sources will be identified in the respective TIP. The RTA will not be responsible for cost overruns.

4) Approach

- a. **Environmental Reviews** – The level of environmental reviews required will depend on the sources of funding which will be used to implement a project. The lead agency will be responsible to ensure that proper environmental reviews are conducted. Cost for completing environmental reviews may be reimbursed with RTA funds for the project. Reimbursement shall be limited to the amount of RTA funds identified in the RTA Plan.
- b. **Purchasing of right-of-way** - The IGA for a project will define who will be responsible for acquiring right-of-way and who will be the owner of the right-of-way. Cost for purchasing right-of-way may be reimbursed with RTA funds for the project. Reimbursement shall be limited to the amount of RTA funds identified in the RTA Plan.
- c. **Project management** - The lead agency will be responsible for all project management. Cost for project management may be reimbursed with RTA funds for the project. Reimbursement shall be limited to the amount of RTA funds identified in the RTA Plan.
- d. **Design and construction of projects** - The lead agency is responsible for the design and construction of a project. The cost for design and construction may be reimbursed with RTA funds for the project. Reimbursement shall be limited to the amount of RTA funds identified in the RTA Plan.
- e. **Regional air quality modeling** - Projects within non-attainment areas shall have regional air quality modeling performed. The lead agency will be responsible for working with the appropriate planning agency to properly update the air quality models.
- f. **How the RTA initiates the development of a Transportation Improvement Program and amends the program to include future transportation planning studies and projects.** Projects which are included in the RTA Plan must be included in a 5 year TIP before work can begin on that project. RTA staff will work with CAG, MAG and/or SCMPO to have the project included in the respective TIP.
- g. **Legal counsel considerations** – The lead agency will develop an RFQ and select legal counsel.
- h. **Communications** – The RTA will develop an annual brochure for public education. The brochure will be updated as needed to keep the information relevant. The RTA will also maintain a website which will provide public information. In addition, the website will include the status of each project in the RTA Plan.

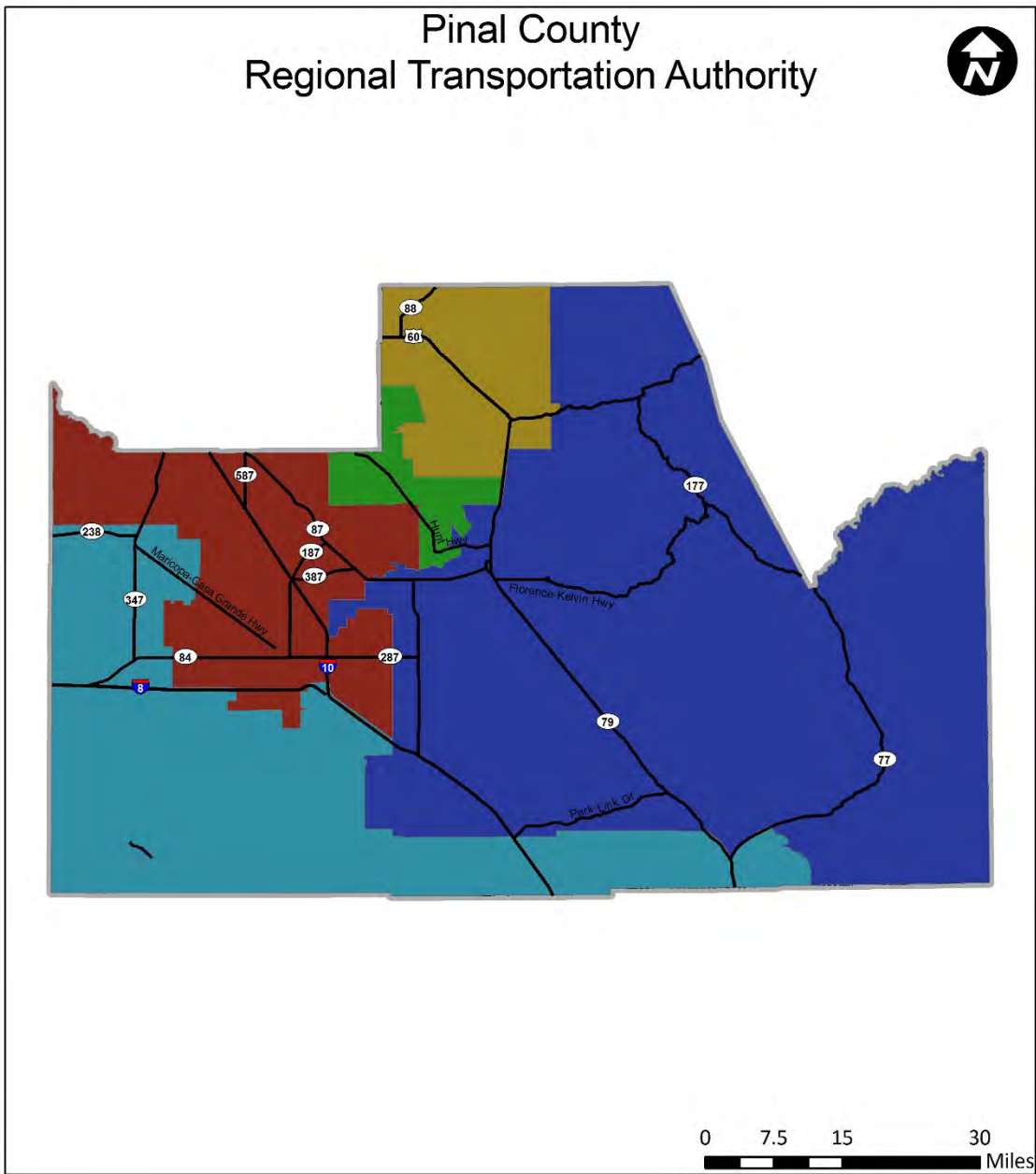
Appendix A


Population within Pinal County, 2010


Municipality	Population	Percent (%)
Apache Junction	35,645	9.5%
Casa Grande	48,571	12.9%
Coolidge	11,825	3.1%
Eloy	16,631	4.4%
Florence	25,536	6.8%
Kearny	1,950	0.5%
Mammoth	1,426	0.4%
Marana	0	0.0%
Maricopa	43,482	11.6%
Queen Creek	782	0.2%
Superior	2,837	0.8%
Unincorporated	187,085	49.8%
Total	375,770	100.00%

Source: US Census Bureau

Appendix B



	EXHIBIT TITLE			LEGEND District 1 District 2 District 3 District 4 District 5
	Pinal County Districts			
	DATE	PROJECT		
	3/8/2016	Pinal County RTA		
SCALE	PAGE NO	TOTAL PAGES		
1 in = 15 miles	1	1		



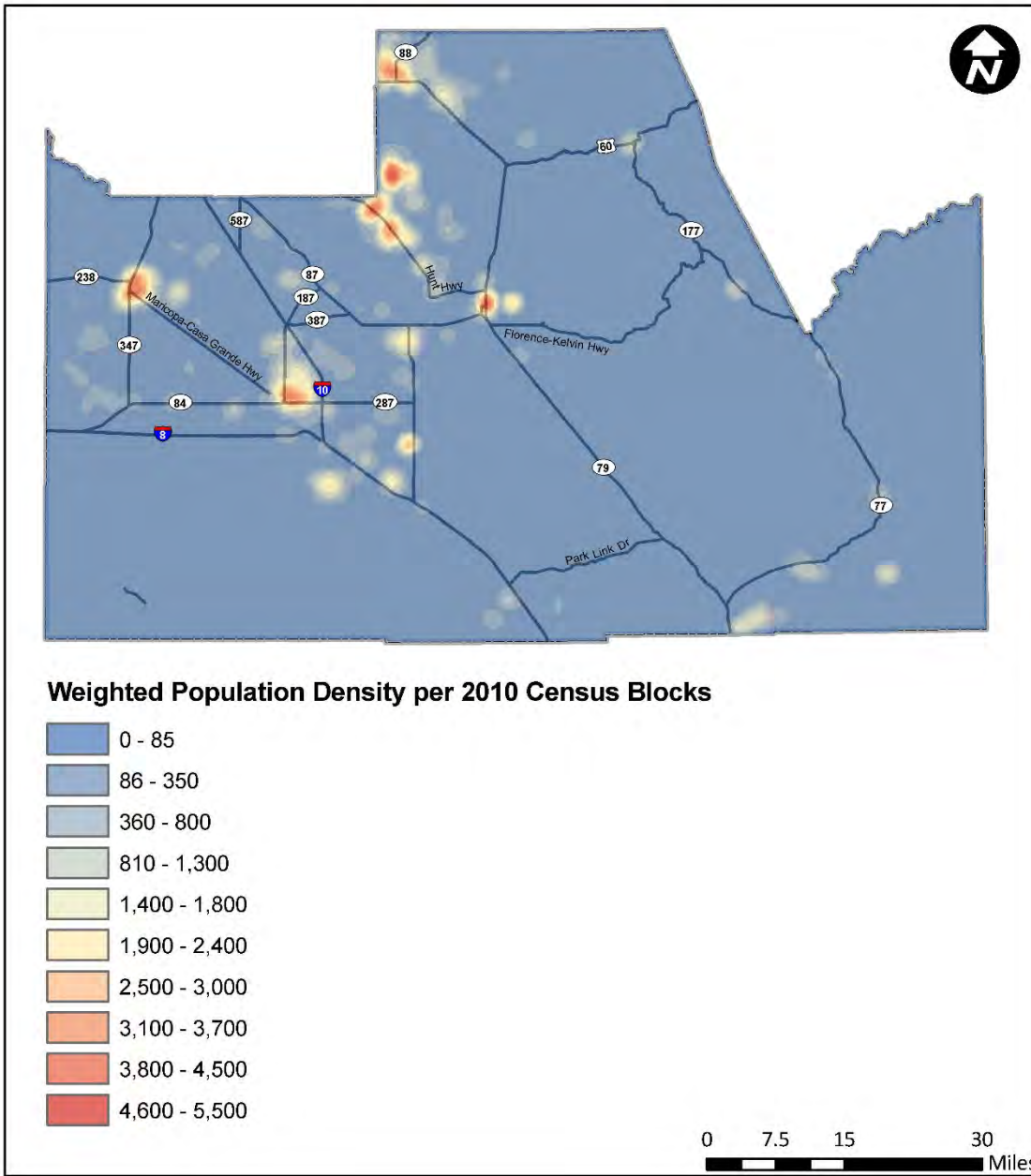


	EXHIBIT TITLE		SOURCE	
	Population Density, Pinal County			Census 2010, Pinal County blocks
	DATE	PROJECT		
	10/5/2015	Pinal County RTA		
SCALE	PAGE NO	TOTAL PAGES		
1 in = 15 miles	1	1		

Appendix C

A summary report was compiled which documents the previous studies that had been completed. Attached is the document summary as well as one page summaries of each study.

Table of Contents

<u>DOCUMENT SUMMARY</u>	PG 1
<u>REGIONAL STUDIES</u>	
North – South Corridor Study.....	TAB 1
East-West Corridor Design Concept Study.....	TAB 2
I-11 and Intermountain West Corridor Study.....	TAB 3
CAG Regional Transportation Plan.....	TAB 4
Hidden Valley Framework Study.....	TAB 5
<u>COUNTY STUDIES</u>	
Southern Pinal County Regional Corridors PARA Study.....	TAB 6
Pinal County Regionally Significant Routes for Safety and Mobility.....	TAB 7
Pinal County Small Area Transportation Study.....	TAB 8
<u>LOCAL STUDIES</u>	
City of Coolidge Comprehensive Transportation Feasibility Study.....	TAB 9
City of Eloy Small Area Transportation Study.....	TAB 10
Coolidge-Florence Regional Transportation Study.....	TAB 11
City of Casa Grande Small Area Transportation Study.....	TAB 12
City of Maricopa Area Transportation Plan (un-adopted).....	TAB 13
Pinal County Transit Feasibility Study.....	TAB 14

Central Arizona Governments

Pinal County Regional Transportation Authority Assistance and Support

Document Summary

The Pinal County Board of Supervisors voted and approved the formation of the Pinal County Regional Transportation Authority (RTA). The Pinal County RTA was established pursuant to A.R.S. § 48-5302A on August 5, 2015. The Pinal County RTA was formed to provide a balanced regional transportation system, manage the Regional Transportation Fund, provide a twenty year regional transportation plan, and authorize funding for all modes of transportation projects. Membership of the RTA consists of Pinal County, the Cities of Apache Junction, Casa Grande, Coolidge, Eloy, Maricopa, the Towns of Florence, Kearny, Mammoth, Queen Creek, Superior, and the Central Arizona Governments (CAG). The Pinal County RTA intends to go to the public for a vote on a one-half cent sales tax increase on the May 2016 ballot.

The Central Arizona Governments (CAG) has entered into an intergovernmental agreement with Pinal County. CAG has contracted Dibble Engineering to provide a public outreach strategy, assist with the ballot narrative, provide revenue projections, identify projects and cost estimates to be included in the Regional Transportation Plan, and provide a summary of studies conducted within the region.

This document contains the summary of various studies that were completed between 2007 and 2015 in Pinal County. The fourteen studies were identified by all stakeholders associated with this project, and contain 2,185 pages of information. The study summaries are intended to highlight key components, tables, and figures of each study, and highlight future transportation needs identified at the time the study was completed. Additional studies have been identified, however they have not been included at this time. The studies that have been summarized in this document are those identified by CAG as regionally significant.

North-South Corridor Study

Prepared for

Arizona Department of Transportation

Prepared by

HDR Engineering, Inc.

Completed

October 2014

Introduction

ADOT & FHWA are currently in the Alternative/Conceptual Design study stage which will result in a Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS) for a proposed 45-mile long, north-south transportation corridor in Pinal County, Arizona.

Location Bounds

The 45-mile-long (900-sq-mile) study area is bounded by US-60 on the north; I-10 on the south, SR 79 to the east and roughly SR 202 Loop, the Gila River Indian Community, and SR 87 on the west, refer to Figure 2.

Study Purpose

The purpose of the study was to develop several North-South transportation route alternatives through the corridor.

Conclusions

The study has identified several segments and alternatives, refer to Figure 35. The study has recommended four alternatives to be considered for further alignment and Environmental Impact Studies, refer to Figure 46.

Results

At this time subsequent studies or projects have not been identified as a result of this plan.

List of Figures

Figure 2. North-South Corridor study area

Figure 35. Possible route alternatives

Figure 46. Route alternatives recommended to be advanced for detailed study in the EIS

East-West Corridor Design Concept Study

Prepared for

Pinal County

Prepared by

Jacobs Engineering

Completed

September 2015

Introduction

The East-West Corridor Design Concept Study has been initiated to develop high efficiency high capacity transportation alternatives within the East-West Corridor.

Location Bounds

The proposed approximately 22 mile long east-west corridor (107-square-mile), is roughly bound by State Route 347 to the west, Interstate 10 to the east, the Gila River Indian Community (GRIC) to the north and Barnes Road to the south, refer to Figure 1-2.

Study Purpose

A study by Pinal County (joint sponsoring with the Cities of Casa Grande and Maricopa) to improve the mobility and connectivity of the Pinal County regional transportation networks in providing a new, high-capacity facility that can handle the projected east-west travel demand from SR-347 to I-10.

Conclusions

The Design Concept Alternatives were divided into five (5) zones. The recommended alternative for each zone is as follows: Alternative 1-3, Alternative 2-3, Alternative 3-1, Alternative 4-1, and Alternative 5-1. Refer to Appendix for a complete description and itemized cost estimates.

Results

A 400 scale initial plan set has been created and can be found in Appendix A of the Design Concept Report.

Appendix

Design Concept Alternatives

8.0 Itemized Cost Estimate

List of Figures

Figure 1-2: Project Vicinity Map

I-11 and Intermountain West Corridor Study

Prepared for

Arizona Department of Transportation
Nevada Department of Transportation

Prepared by

CH2M Hill

Completed

November 2014

Introduction

I-11 is a proposed Interstate Highway, officially designated by the United States Congress in the 2012 Surface Transportation ACT. The I-11 Corridor runs from Casa Grande, Arizona northwest to Buckeye Arizona thence through Kingman, Arizona and terminating in Las Vegas, Nevada. This provides a direct Interstate connection between Las Vegas and Phoenix metropolitan areas. A second proposed section would extend north from Las Vegas to Reno Nevada.

Location Bounds

The study provides a high level overview of multimodal corridor opportunities divided into five corridor segments: three segments between the Las Vegas and Phoenix metropolitan areas (the congressionally designated Corridor), and two high-level vision possible future segments extending from Las Vegas to Canada and from Phoenix to Mexico, refer to Figure 7.

Study Purpose

The study's purpose is to determine a need for a high capacity, intermodal transportation corridor. If the need exists for the corridor possible route alternatives were then presented. The I-11 and Intermountain West Corridor Concept Report summarizes numerous technical documents to provide an overall view of future economic conditions, possible route alternatives, and necessary actions to be considered.

Conclusions

Within Pinal County, the Concept Report identified next steps for I-8 and I-10, refer to Figure 18. The study also identified critical actions required for implementation by ADOT and PAG, refer to Figure 21.

Results

At this time subsequent studies or projects have not been identified as a result of this study.

List of Figures

Figure 7. Recommended Corridor Alternatives

Figure 18

Figure 21. Critical Next Steps

CAG Regional Transportation Plan

Prepared for

Central Arizona Governments

Prepared by

Wilson & Company

Completed

March 2015

Introduction

The Central Arizona Governments (CAG) initiated a study to develop a long-range Regional Transportation Plan (RTP) for Gila and Pinal Counties. The RTP shows a full investigation of the region's future transportation needs, particularly with respect to the emergence of the Arizona Sun Corridor megalopolis. The RTP is a multimodal plan that addresses accessibility and mobility concerns.

Location Bounds

The study area is the entire area of both Gila and Pinal Counties. Despite the revised transportation boundaries within Western and Northern Pinal County, the study encompassed all of Gila and Pinal Counties, refer to Figure 4.

Plan Purpose

The RTP identifies future transportation facilities, potential environmental mitigation actions, establishes operational and capital investment strategies, and based on previous studies identifies Roads of Regional Significance. The RTP provides a framework for allocating funding for transportation improvements throughout the CAG region up to the year 2040.

Conclusions

The CAG RTP discusses several elements within the area and makes recommendations for improvements. Those elements are identified as Non-motorized Transportation, Aviation, Roadway, Access Management, Safety, Transit, Rail, and Freight. Due to the considerable amount of information, this summary refers sections 3.0 – 10.0 of the CAG RTP. The plan also discusses the Buildout Network and Roads of Regional Significance, refer to section 11.0 of the CAG RTP, as well as provide recommendations, refer to Figure 39.

Results

At this time subsequent studies or projects have not been identified as a result of this plan.

List of Figures

Figure 4 – CAG Regional Transportation Plan Study Area

Figure 39 – Recommended Buildout Network Roadways

Hidden Valley Framework Study

Prepared for

Maricopa Association of Governments

Prepared by

AECOM

Completed

August 2009

Introduction

Maricopa Association of Governments (MAG) and its partners are beginning broad planning in anticipation of future growth. The Hidden Valley Framework Study was conducted to initiate the transportation planning process for areas that are expected to see intense growth over the next 30 to 50 years within the study area.

Location Bounds

The study area is from approximately the Gila River in the north to the Barry M. Goldwater Air Force Range and Tohono O'odham Indian Community in the south and from 459th Avenue in the west to Overfield Road in the east, refer to figure 3-1 Study Area. Within Pinal County the study area is bounded by the Maricopa and Pinal County line in the North and West and Overfield Road and Tohono O'odham Indian Community in the East and South respectively.

Study Purpose

Within Pinal County the study looked at freeways, Arizona parkways and arterial alternatives. Alternatives A, A1, B, C, C1, C2 and C3 in Pinal County includes State Route (SR) 238, proposed Hassayampa Freeway, widening of Interstate 8 (I-8), Warren Road, Ralston Road, SR 347, Anderson Road, Val Vista Road, SR 84 and Selma highway, refer to Figures 5-1, 5-4 through 5-9. Throughout the entire project area, the study looked at Environmental conditions, land use and ownership, planned and proposed development projects, transit and rail, and potential revenue.

Conclusions

As a result of the MAG team using a two tiered evaluation process and input from funding partners and stakeholders, the conclusion is a blended Alternative A and B, refer to Figure 6-1 Recommended Network.

Results

The Hidden Valley Framework Study has spurred the East West Corridor Study. The East West Corridor Study looks at a high efficiency high capacity corridor from SR 347 in the City of Maricopa to I-10 in the City of Casa Grande.

List of Figures

- Figure 3-1 Study Area
- Figure 5-1: Alternative A
- Figure 5-4: Alternative A1
- Figure 5-5: Alternative B
- Figure 5-6: Alternative C
- Figure 5-7: Alternative C1
- Figure 5-8: Alternative C2
- Figure 5-9: Alternative C3
- Figure 6-1 Recommended Network

Southern Pinal County Regional Corridor PARA Study

Prepared for

Pinal County

Prepared by

Parsons Brinckerhoff

Completed

July 2015

Introduction

Pinal County and the Arizona Department of Transportation (ADOT) as part of the ADOT Planning Assistance for Rural Areas (PARA) program conducted a study to address existing and future multimodal travel demand, identify market opportunities, evaluate priority investment areas, and identify transportation system improvements within the Southern Pinal County region.

Location Bounds

The study area, approximately 1,200 square miles, is located in the southern half of Pinal County. The boundary of the study is approximately Selma highway in the North, Avra Valley Road in the South, State Route (SR) 79 in the east, and Trekeil Road in the West, refer to Figure 1.

Study Purpose

The Southern Pinal County Regional Corridor Study was conducted to update several key studies completed previously. The update was required due to the change of economic conditions previous studies were based on.

Conclusions

The study lists projects based on Near, Mid, and Long term recommendations with estimated costs, refer to tables 17 to 20. The study divides the study area into six focus areas, refer to Figure 50. Within each focus area, projects are listed in Near, Mid, and Long term conditions. Additional recommendations for corridor preservation is also listed, refer to tables 21 to 25. It should be noted that Focus Area Five is in and around Marana, no additional roadway improvements were required beyond those currently programmed.

Results

At this time subsequent studies or projects have not been identified as a result of this study.

List of Tables

- Table 17: Project Ranking and Programming (Near-Term)
- Table 18: Project Ranking and Programming (Mid-Term)
- Table 19: Project Ranking and Programming (Long-Term)
- Table 20: Project Ranking and Programming (Corridor Preservation)
- Table 21: Focus Area One (I-10) Improvements
- Table 22: Focus Area Two (Eloy) Improvements
- Table 23: Focus Area Three (Red Rock) Improvements
- Table 24: Focus Area Four (Pinal Airpark) Improvements
- Table 25: Focus Area Six (SR 87) Improvements

List of Figures

- Figure 1: Study Area
- Figure 50: Focus Areas

Pinal County Regionally Significant Routes for Safety and Mobility

Prepared for

Pinal County

Prepared by

Lima & Associates

Completed

December 2008

Introduction

The Pinal County Regionally Significant Routes (RSR) for Safety and Mobility (RSRSM) report describes the planning process for RSRs within Pinal County. The study developed an RSRSM plan to ensure mobility and safety through a partnering approach with federal, state, county, local, Native American Communities, and private stockholders.

Location Bounds

Pinal County is the study area.

Study Purpose

The purpose of the study is to detail the public outreach, analyze candidate regionally significant corridors, guidelines, corridor preservation, and recommended steps.

Conclusions

From the screening analysis, a summary was created to show priorities throughout Pinal County, refer to Figure 7 and Table 6. As a result of the screening analysis several critical flaws were discovered, refer to the appendix for a description.

Results

At this time subsequent studies or projects have not been identified as a result of this plan.

List of Tables

Table 6. Summary of Screening Analysis

List of Figures

Figure 7. Screening Analysis

Pinal County Small Area Transportation Study

Prepared for

Pinal County

Prepared by

Kirkham Michael Consulting Engineers

Completed

August 2006

Introduction

At the time of this study, Pinal County was experiencing a tremendous amount of growth. The population growth over the future 20 year period was expected to be over 1.9 million. Due the expected population growth the study was conducted to determine travel alternatives as well as funding.

Location Bounds

Pinal County is the study area. The study divided the county into three areas; Western, North Central, and Eastern. The Western study area includes the Cities of Maricopa, Casa Grande, Eloy, and the unincorporated areas of Arizona City, Stanfield, Pichacho, and Oracle Junction. The North Central study area includes the Cities of Apache Junction, Queen Creek, Coolidge, the Town of Florence and the unincorporated areas of Johnson Ranch, Gold Canyon, Santan, Gold Field, and Florence Junction. The Eastern study area includes the Towns of Kearny, Moammoth, Superior, and the unincorporated areas of Oracle, San Manuel, Winkleman and Dudleyville. Refer to Figure 2.

Study Purpose

The purpose is to evaluate the transportation needs, including roadway and transit elements, for Pinal County for the future 20 year period.

Conclusions

Within the Western study area, based on the 2006 expected growth projections the study identified State Route (SR) 347 as a route that will experience considerable traffic volume increase. The study also states that despite an increase from four (4) lanes to six (6) lanes the roadway will still fail. The study suggests a connection between I-8 and SR 303 to connect the western study area to west Maricopa County, refer to Figure 34.

Within the North Central Study Area, the study recommends adding a North-South corridor. At the time of the Study, ADOT was conducting a North-South corridor study. The northern termini would be US 60 with the southern termini options being SR 287 to SR 79, refer to Figure 35.

For the Eastern Study Area recommendation refer to Figure 36.

Results

The study presented initial transit related recommendations, the Pinal County Transit Feasibility Study was conducted to look at these recommendations.

List of Figures

Figure 2: Study Areas

Figure 34: 2025 Total Lanes and Daily Traffic Volumes in Western Study Area

Figure 35: 2025 Total Lanes and Daily Traffic Volumes in North Central Study Area

Figure 36: 2025 Total Lanes and Daily Traffic Volumes in Eastern Study Area

City of Coolidge Comprehensive Transportation Feasibility Study

Prepared for

City of Coolidge

Prepared by

Wilson & Company

Completed

June 2012

Introduction

The City of Coolidge Comprehensive Transportation Feasibility Study was funded and supported through the Arizona Department of Transportation's (ADOT) Planning Assistance for Rural Areas (PARA) program. The study was conducted to identify and establish a multimodal transportation plan within the City of Coolidge Metropolitan Planning Area (MPA). The study recommendations replace the Coolidge-Florence Regional Transportation Plan developed in 2008, refer to attached excerpt.

Location Bounds

The study area is within the City of Coolidge MPA, matching the City's General Plan, Zoning and Future Land Use Plan.

Study Purpose

The study provided recommendations, direction, and a community vision for transportation investments. The study was intended to augment Pinal County's Regionally Significant Routes, refer to Figure 1. The study presents three key multimodal elements, roadways, transit, and bicycle/pedestrian, refer to figures 10-13, and 17.

Conclusions

The study concludes that the development of a long-rang transportation plan is paramount to a community's long-term growth. Refer to the excerpt Implementation for key findings, Table 7, system implementation costs, and Table 8.

Results

Excerpt: Study Overview

List of Tables

Table 7: Future Study Recommendations

Table 8: Planning Level Construction Costs

List of Figures

Figure 1: Regionally Significant Routes

Figure 10: Transportation Plan – Functional Classification

Figure 11: Transportation Plan – Number of Lanes.

Figure 12: Proposed Transit Service

Figure 13: Regional Long-Term Transit Improvements

Figure 17: Priority Pedestrian Improvement Corridors

City of Eloy Small Area Transportation Study

Prepared for

City of Eloy

Prepared by

Lima & Associates

With minor revisions by: R. H. Bohannon & Associates, LLC

Completed

March 2010

Introduction

The City of Eloy Small Area Transportation Study was completed to determine year 2030 roadway and multimodal transportation plans. The study discusses how and when improvements should be implemented and funded.

Location Bounds

The study area includes the City of Eloy Metropolitan Planning Area (MPA), the Northwestern corner of the Marana Planning Area, and areas south of the City of Eloy MPA, refer to Figure 1-1.

Study Purpose

The purpose of the study is to provide the City of Eloy with a plan to implement multimodal transportation improvements to handle projected growth to the year 2030. The study provides implementation strategies, estimated costs, and possible funding sources, refer to Tables 6-1, 6-2, 6-3, 6-4, and 6-5.

Conclusions

The study has identified several areas for short term and long term projects including concepts for Main Street, refer to pages 93 – 97 (attached) and Figure 5-3.

Results

At this time subsequent studies or projects have not been identified as a result of this plan.

List of Tables

Table 6-1. Eloy Roadway Implementations Strategies

Table 6-2. Eloy Multimodal Implementation Strategies

Table 6-3. Estimated Capital Costs for Roadway Projects

Table 6-4. Estimated Capital Costs for Multimodal Projects

Table 6-5. Matrix of Key Multimodal Funding Sources

List of Figures

Figure 1-1. Original and Revised Eloy Planning Areas

Figure 5-3. City of Eloy Growth Areas identified in General Plan Update

Coolidge-Florence Regional Transportation Study

Prepared for

City of Coolidge
Town of Florence

Prepared by

Lima & Associates

Completed

February 2008

Introduction

The Coolidge-Florence Regional Transportation Study developed a regional multimodal transportation system for the Coolidge and Florence planning area. The study is a cooperative effort between the City of Coolidge, Town of Florence, and the Arizona Department of Transportation (ADOT). The result of the study is a regional transportation plan.

Location Bounds

The study area is a combination of the City of Coolidge and the Town of Florence planning area, refer to Figure 1-2.

Study Purpose

The purpose of the study is to provide the City of Coolidge and the Town of Florence with a regional multimodal transportation system plan in anticipation of future growth in the area.

Conclusions

It should be noted that the recommendations made by the City of Coolidge Comprehensive Transportation Feasibility Study replace those made by this study, refer to excerpt from the City of Coolidge Comprehensive Transportation Feasibility Study-Study Overview (attached).

Results

At this time subsequent studies or projects have not been identified as a result of this study.

List of Figures

Figure 1-2. Coolidge-Florence Study Area

City of Casa Grande Small Area Transportation Study

Prepared for

City of Casa Grande

Prepared by

Wilson & Company
Stantec

Completed

July 2, 2007

Introduction

The Casa Grande Small Area Transportation Study (SATS) represents an expansion of the Casa Grande Multimodal Transportation Study which was completed in 2001. The study developed a comprehensive regional transportation plan for the City as well as the greater Casa Grande planning area. The study presents implementation and programming recommendations for a 20 year period. From the study a two-level planning framework was established to address mobility and accessibility needs.

Location Bounds

The study area is the City of Casa Grande planning area, refer to Figure 1-1

Study Purpose

The purpose of the study is to provide a transportation plan based on future population growth up to the years 2010, 2020, and 2030.

Conclusions

The study provides recommendations for roadways, transit, and truck routes. The recommendations are based on technical analyses of existing and future conditions. Figure 6-2 and Table 6-2 show roadway capacity improvement needs for the years 2020 and 2030.

Results

At this time subsequent studies or projects have not been identified as a result of this study.

List of Tables

Table 6-2 Year 2020 and Year 2030 Roadway Capacity Improvement Needs

List of Figures

Figure 1-1 Study Area and Major Roadway Network

Figure 6-2 Year 2030 Roadway Improvement Plan

City of Maricopa Area Transportation Plan (Un-adopted)

Prepared for

City of Maricopa

Prepared by

Wilson & Company

Completed

In Progress

Introduction

The City of Maricopa Area Transportation Plan (ATP) will serve as the City's Long-Range Transportation Plan (LRTP). The LRTP will specify policies, projects, and programs necessary to maintain, manage, and improve the community's transportation system over the next 25 years. The 2010 Census will serve as the basis for new growth projections from the Arizona Department of Administration (ADOA). Federal programs that provide funding have changed to include a requirement to address transportation needs in an integrated manner across all modes of travel.

Location Bounds

The study area includes the City of Maricopa, the City's Municipal Planning Area (MPA, and the Ak-Chin Indian Community, refer to Figure 1-1.

Study Purpose

The purpose of the study is to develop an ATP for the City of Maricopa. Focus of the study will be updating information from the Regional Transportation Plan (RTP 2008). The ATP will be a multimodal plan that charts the City's transportation future, establish conformance with growth expectations, update travel demand modeling, creating a City Transportation Master Plan (TMP), research and analyzing revenue/funding sources, and establishing long-range regional connectivity needs.

Conclusions

The study identified potential transportation network upgrades and implementation recommendations, refer to tables 6-3, 6-4, 6-5, 6-6 and Figures 6-12, 6-13, 6-14. In addition, the study provided recommendation for transit improvement and year 2020 ITS project implementation, refer to excerpt Section 9.7 (attached) and Table 10-1.

Results

At this time subsequent studies or projects have not been identified as a result of this plan.

List of Tables

Table 6-3| Potential Roadway Network Upgrades

Table 6-4| Project Implementation Recommendations – Year 2020

Table 6-5| Project Implementation Recommendations – Year 2030

Table 6-6| Project Implementation Recommendations – Year 2040

Table 10-1| Year 2020 ITS Project Implementation

List of Figures

- Figure 1-1| TMP Study Area
- Figure 6-12| Location of Project Implementation Recommendations: Year 2020
- Figure 6-13| Location of Project Implementation Recommendations: Year 2030
- Figure 6-14| Location of Project Implementation Recommendations: Year 2040
- Figure 9-2| Short-Term Transit Improvements
- Figure 9-3| Mid-Term Transit Improvements
- Figure 9-4| Long-Term Transit Improvements

Pinal County Transit Feasibility Study

Prepared for

Pinal County

Prepared by

Nygaard\Nelson Consulting Associates
In association with Jacobs Engineering

Completed

April 2011

Introduction

This study was conducted as a result from recommendations in the Pinal County Small Area Transportation Study dated August 2006. This study will analyze existing and future conditions of growth areas as identified in the updated Pinal County Comprehensive Plan. This study addresses steps to take to develop a multimodal transportation system.

Location Bounds

The entire Pinal County is the study area.

Study Purpose

The purpose of the study is to provide recommendations for transit service within Pinal County. The study considered several transit services.

Conclusions

The study provided Potential Short Term Transit Improvements to serve the County's current population. As indicated in the study major travel flows over the short term will be Apache Junction, Maricopa, and Casa Grande to Maricopa County, Maricopa to Apache Junction, Eloy, Maricopa and Coolidge to Casa Grande and Florence to Coolidge which can be served by several transit services as shown in Figure 6-1. The study also provides potential transit improvements for the year 2025, refer to Figure 6-4. The study identified short term (2015) and long term (2025) capital costs for transit facilities. In the short term the recommendation is five park and rides, three large two medium, costing approximately \$4.0 million. As the area grows in the long term, the recommendation is to invest in twenty, three large nine medium eight small, park and rides costing approximately \$9.5 million. Refer to tables 6-3 and 6-6 for a breakdown of transit facility capital costs.

Results

At this time, subsequent studies or projects have not been identified as a result of this plan.

List of Tables

Table 6-3: Short-Term Capital Costs (2015)

Table 6-6: Long-Term Capital Costs (2025)

List of Figures

Figure 6-1: Potential Short-Term Transit Improvements

Figure 6-4: Potential 2025 Transit Improvements

Appendix D

**PINAL COUNTY
STATE OF ARIZONA**

TEXT OF BALLOT

Regional Transportation Authority

Proposition to be submitted to the qualified electors of Pinal County at the
SPECIAL ELECTION
MAY 2016

Compiled and issued by the Pinal County Board of Supervisors



PINAL • COUNTY
Wide open opportunity

TEXT OF BALLOT

REGIONAL TRANSPORTATION AUTHORITY

Referred to the people by the board

OFFICIAL TITLE

THE AUTHORITY SHALL DEVELOP A TWENTY YEAR REGIONAL TRANSPORTATION PLAN THAT IS SUBJECT TO APPROVAL BY THE QUALIFIED ELECTORS OF THE COUNTY AND FINANCED BY A TRANSPORTATION EXCISE TAX APPROVED PURSUANT TO SECTION 42-6106 AND BONDS ISSUED PURSUANT TO ARTICLE 2 OF CHAPTER 30, TITLE 48.

DESCRIPTIVE TITLE

This tax will provide funds for right of way acquisitions and for roadway, mobility, and transit improvements. The tax revenues will be distributed among the county, cities, and towns within the county.

LENGTH OF TIME

The tax will start **DATE** and be in effect for twenty years.

SUMMARY OF PURPOSES FOR WHICH TRANSPORTATION EXCISE TAX MAY BE SPENT

1. May give priority to multimodal transportation operations and improvements along corridors where seventy-five per cent or more of the adjacent census tracts had a population density of at least three thousand persons per square mile according to the most recent United States decennial census.
2. Shall include a public transportation component.

NOTE: For either ballot question I or II to be approved, both proposed regional transportation plan and the proposed transaction privilege tax must be approved by a majority of the qualified electors voting on the measure. If either ballot question I or II fails to be approved by a majority of the qualified electors voting on the measure, both fail.

QUESTION I

Do you approve the regional transportation plan for Pinal County?

A "YES" vote indicates your approval of the proposed regional transportation plan as developed by the regional transportation authority and described in the election materials.

A "NO" vote indicates your disapproval of the proposed regional transportation plan.

YES

NO

QUESTION II

Do you favor the levy of a transaction privilege (sales) tax for regional transportation purposes in Pinal County?

A "YES" vote has the effect of imposing a transaction privilege (sales) tax in Pinal County for twenty years to provide funding for the transportation projects contained in the regional transportation plan.

A "NO" vote has the effect of rejecting the transaction privilege (sales) tax for transportation purposes in Pinal County.

YES

NO

ARGUMENTS FOR AND AGAINST

Appendix E

During the development of the RTA Plan the Core Team met on a biweekly basis. Attached are summaries of these meetings.



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract**



Biweekly Meeting Summary

November 17, 2015, 1:00 p.m. at Pinal County Court House

1. Participants

The following were present:

- Travis Ashbaugh, Pinal County
- Scott Bender, Pinal County
- Greg Stanley, Pinal County
- Sandie Smith, Pinal Partnerships
- Ken Hall, CAG
- Andy Smith, CAG
- Peter Knudson, Dibble
- Tim Wolfe, Dibble

2. Telling the Story

- Tim provided an outline for “telling the story”. The group reviewed the outline and provided input.
- Tim provided a regional funding map showing MAG, PAG and Pinal County.

3. Task 2, Public Outreach Plan

- The group reviewed the logo ideas that had been prepared by Pinal County. Greg will provide this information to Jordon Rose and get some input.
- The group discussed the City/Town Council briefings that have occurred to date.
- The Final Version of the Public Outreach Plan will be provided at the December 1st meeting.
- The final Fact Sheet will be provided in mid-December.
- Andy suggested that a mini-summit be held with the managers to provide additional input.
- It was suggested that the October 2016 Pinal Partnership Town Hall be dedicated to the RTA. Sandie will pursue this.

4. Task 3, Revenue Projections White Paper

- The revised revenue projections are due in mid-December.

5. Task 4, Project Identification

- Tim provided a new spreadsheet of projects.
- It was decided that the next meeting would include a discussion of proposed phasing for projects.

6. Task 5, Transitional Plan

- Ken reported that all of the COG’s in Arizona support the changes to the legislation.
- The Final Transition Plan will be provided on December 1st.

7. Action Items from previous meetings

- Andy will contact Kearny and Mammoth concerning presentations to elected officials

8. New Action Items

- Greg will get input from Jordon Rose on the logos.
- Tim will send electronic copies of all handouts from today.
- Sandie will pursue scheduling the RTA for the October 2016 Town Hall.
- Greg will schedule a meeting with Mark Reader for mid-December.
- Ken will develop an RTA resolution to support the legislative changes for ARS 48-5301 to 5315.

9. Other Discussion?

- The group discussed an upcoming meeting on January 8, 2016 in Tucson. The meeting is the Joint Planning Advisory Council Meeting with MAG, PAG, CAG and SCMPO. It was decided that this meeting would not be a good forum to discuss the Pinal RTA.

10. Next Meeting

The last meeting will be Tuesday, December 1, 2015, 2:00 p.m. at CAG



Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract
Biweekly Meeting Summary
November 3, 2015, 2:00 p.m. at the CAG Office



1. Participants

The following were present:

- Louis Andersen, Pinal County
- Travis Ashbaugh, Pinal County
- Greg Stanley, Pinal County
- Ken Hall, CAG
- Andy Smith, CAG
- Peter Knudson, Dibble
- Tim Wolfe, Dibble

2. Task 1, Schedule

- Tim provided an updated schedule.

3. Task 2, Public Outreach Plan

- Tim provided a second draft of the Outreach Plan. The plan will not be finalized until the revenue projections and project list have been updated. The Fact Sheet will also be completed at that time.
- Tim provided a current list of City/Town Council briefings.
- Andy confirmed that CAG could host the RTA website and Pinal County would just link to the site.

4. Task 3, Revenue Projections White Paper

- It was agreed that in December, Elliot Pollack will update the revenue projections based on the Demographer's new estimate for population growth.
- Tim provided a breakdown of ½ cent excise tax by jurisdiction. It was unclear whether this was the amount of revenue collected, or the amount of tax disseminated by jurisdiction. Louis was going to check with the Pinal County Treasurer.
- Tim provided a graph of single family permits in Pinal County from 2000 to 2011. The peak was in 2005 and then the number of permits issued declined steadily. This reflects on the decrease in revenue for the current ½ cent excise tax. Tim provided a graph of the revenue collection per year for the ½ cent excise tax.
- Greg spoke with Mark Reader concerning bonding. Mark thought that once a project list and schedule were drafted, he could then sit down and discuss bonding scenarios.

5. Task 4, Project Identification

- Tim provided a revised list of projects and a new map.
- There was a discussion of proposed projects and proposed budget.

6. Task 5, Transitional Plan

- Tim provided a draft of the Transitional Plan. The core team provided a few suggestions for the Transition Plan.

7. Action Items from previous meetings

- Teresa will put together some ideas on branding of the RTA.
- ~~Travis and Andy will check on hosting an RTA website within the Pinal County or CAG websites.~~ (completed)
- ~~Louis will contact Queen Creek and Marana concerning presentations to elected officials.~~ (Completed)
- Andy will contact Kearny, Mammoth and Winkelman concerning presentations to elected officials.
- ~~Greg will talk with Mark Reader concerning bonding of projects.~~ (completed)

8. New Action Items

- Louis will contact Pat Beckwith in the Treasures Office concerning the Excise Tax data.

9. Other Discussion?

- There was no other discussion.

10. Next Meeting

The next meeting will be Tuesday, November 17, 2015, 1:00 p.m. at the Pinal County Court House. Immediately following the meeting will be the Pinal County TAC.



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract**



**Biweekly Meeting Summary
October 20, 2015, 2:00 p.m. at the CAG Office**

1. Participants

The following were present:

- Louis Andersen, Pinal County
- Travis Ashbaugh, Pinal County
- Greg Stanley, Pinal County
- Teresa Makinen, MakPro
- Sandie Smith, Pinal Partnerships
- Andy Smith, CAG
- Peter Knudson, Dibble
- Tim Wolfe, Dibble
- Rick Merritt, Elliott Pollack

2. Task 2, Public Outreach Plan

- Teresa provided a draft of the Public Outreach Plan. The core team provided suggestions for the plan. They included a discussion of branding, hosting of the website, developing a logo, newspaper editorials, and press releases. It was also requested that the AGC, ACEC and Homebuilders be included as part of the plan.
- Sandie Smith provided an update of activities within Pinal Partnerships. They will be coordinating closely with Pinal County and CAG.
- Tim Wolfe provided a list of City/Town Council briefings that have been scheduled.

3. Task 1, Schedule

- Tim provide an updated schedule.

4. Task 3, Revenue Projections White Paper

- Rick Merritt provided a Draft Revenue Projections White Paper. A recommendation was made to use the low estimate for planning purposes instead of the medium or high estimate. The core team concurred with using that estimate. The revenue projection is \$721,380,769 over 20 years.

5. Task 4, Project Identification

- Tim provided a revised list of projects and map. In order to meet the \$721m estimate it was decided to eliminate the Montgomery Road Project, reduce the amount for compensating local governments to only the three along the Copper Corridor, and reducing the Skyline Drive Project. It was decided that a 5% contingency should be included in the project table. It was also decided that the \$300k per year in administrative fees for RTA should be included in the table.
- Andy confirmed that the functional classifications shown in the current table are acceptable.

6. Task 5, Transitional Plan

- The Transitional Plan will be discussed at the next biweekly meeting.

7. Action Items from last meeting

- Louis will brief the Pinal County Transportation Advisory Committee, November 17th. This is scheduled.
- ~~Louis will verify with Greg Stanley that he concurs with removing the 11 Mile Corner Parkway.~~ (completed)

8. New Action Items

- Tim will e-mail electronic copies of the handouts from today.
- Teresa will put together some ideas on branding of the RTA.
- Travis and Andy will check on hosting an RTA website within the Pinal County or CAG websites.
- Louis will contact Queen Creek and Marana concerning presentations to elected officials.
- Andy will contact Kearny, Mammoth and Winkelman concerning presentations to elected officials.
- Sandie Smith will send out a copy of a recent 2 page brochure for the Pima County Bond effort.
- Comments on the handouts from today should be sent to Dibble by Tuesday, November 3rd.
- Greg will talk with Mark Reader concerning bonding of projects.

9. Other Discussion?

- It was agreed that the November 17th meeting will be held from 1:30 to 2:30, prior to the TAC at the Pinal County Office.

10. Next Meeting

The next meeting will be Tuesday, November 3, 2015, 2:00 p.m. at the CAG Office



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract**



Biweekly Meeting Summary

October 6, 2015, 2:00 p.m. at the CAG Office

1. Participants

The following individuals were present:

- Louis Andersen, Pinal County
- Travis Ashbaugh, Pinal County
- Ken Hall, CAG
- Andy Smith, CAG
- Peter Knudson, Dibble
- Tim Wolfe, Dibble
- Teresa Makinen, MakPro

2. Task 1, Schedule

- Dibble provided an updated schedule. The core team reviewed the schedule.

3. Task 2, Public Outreach Plan

- Teresa provided an update on the Public Outreach Plan.
- Teresa has contacted a number of other agencies that have completed outreach campaigns for transportation taxes. This includes Gila County, Pinal County, Pima County, Apache Junction and Coconino County.
- Gila County – They have gone to the citizens twice for transportation taxes. The second time was much more robust. It took them about 3 months.
- Pima County – They formed a citizen’s advisory committee. They had a couple of years to prepare for their tax initiative. A County Supervisor was very involved. Teresa got their brochure. They also worked with AGC, ABA and AZ Rock Products. They reached out to civic groups such as Rotary, Kiwanis and the Chamber of Commerce.
- Pinal County – Their second initiative was in 2007. They had a PAC that did the marketing. They started 2 years in advance.
- Apache Junction – the City Manager spoke to chambers. Only a portion of the sales tax was related to transportation. It made sense to reach out to the chambers because it was bigger than just transportation.
- Coconino County – They recently passed Prop 303. Teresa pulled down a 2 page brochure from them. She is trying to contact them as well.
- Teresa also collected ballot language from some of the contacts. She will furnish that to Peter.
- It was agreed that Louis/Greg and Andy/Ken will meet with each of the cities/towns. Tim will send out an e-mail asking the managers what forum they would like to use to meet (i.e., council study session, council meeting, or perhaps a separate meeting) Louis and Greg will meet with Casa Grande and Maricopa. Andy and Ken will cover the other cities within the RTA.
- Louis will brief the Pinal County Transportation Advisory Committee.

- Ken said that because of the short timeframe, there will be no citizen's committee. We will rely on Pinal Partnerships for this outreach.
- Teresa will include one meeting with the elected officials and one meeting to reach out to the community in each city/town as part of the Outreach Plan. The managers will be included in the meeting with the elected officials and they will then reach out to other constituents within their respective jurisdictions.
- Ken has been asked by the CAG Regional Council to reach out to each of the 17 cities/towns within the CAG Region. He will be doing this in the next three months. Ken would like to keep the RTA briefings separate from the discussions on CAG.
- Tim is working to schedule a meeting with Pinal Partnerships.

4. Task 3, Revenue Projections White Paper

- Peter provided an update on the Revenue Projections White Paper. A draft of this should be ready in two weeks.
- Peter asked about the cost of the election. Louis confirmed that Pinal County will pay for the cost of the election.

5. Task 4, Project Identification

- Dibble provided each member of the core team with a three ring binder of information that documents the prior studies with the Region. There were thirteen different studies that were summarized. There are a total of 2,063 pages of studies. There is a separate tab for each study with a summary and copies of key graphics.
- Dibble provided a list of projects and an updated map. There are a total of 10 projects identified plus the park and rides. The core team decided to remove the 11 Mile Corner Parkway and reduce the Selma Highway and Skyline Drive to 2 lanes instead of 4. In addition, we need to consider how to address the \$300k per city per year in accordance with the statute. Some cities may receive their benefit from the identified corridors. Others will not.
- The park and ride locations are documented in the Pinal County Transit Feasibility Study.
- Dibble provided a summary of the responses from the managers concerning possible projects.
- Pinal County will be meeting with the City of Maricopa on October 12th to discuss I-11. They will also discuss the RTA Plan if time permits.
- Dibble provided a packet of the current GIS exhibits. This includes data on significant routes, city boundaries, population, county supervisor districts, tribal communities and a separate layer for each proposed corridor.

6. Task 5, Transitional Plan

- Dibble provided an outline of the Transitional Plan. Ken asked that a section be included for legal counsel considerations and coordination with the adjoining MPO's. Also add the following additional funding sources – HSIP, enhancement funds and bridge funds. Tim will be developing the plan in the next two weeks.

7. Action Items from last meeting

- All action items from the previous meeting were completed.

8. New Action Items

- Tim will schedule a meeting with Pinal Partnerships.
- Teresa will furnish Peter with examples of ballot language from those jurisdictions that she contacted.
- Tim will send out an e-mail to the managers asking about the best forum for a briefing to the elected officials.
- Louis will brief the Pinal County Transportation Advisory Committee.
- Louis will verify with Greg Stanley that he concurs with removing the 11 Mile Corner Parkway.
- Dibble will update the map to include multiple alignments for the N-S Corridor and remove the 11 Mile Corner Parkway.
- Dibble will update the list of projects, including removing the 11 Mile Corner Parkway, reducing Selma Highway and Skyline Drive to 2 lanes and adding a new line item for municipality elements in accordance with the statute.
- Tim will e-mail the core team the legislation that addresses the \$300k per city per year.
- The core team will review the information provided at the meeting and send any comments or suggestions to Tim by Tuesday, October 13th.

9. Other Discussion

- There was no additional discussion.

10. Next Meeting

The next meeting will be Tuesday, October 18, 2015, 2:00 p.m. at the CAG Office



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract
Meeting with CAG Regional Council**



SUMMARY

September 23, 2015, 6:30 p.m.

Apache Junction, Multi-Generational Center

1. Introductions

- See minutes from CAG Regional Council for list of participants

2. Background of the PCRTA

Ken Hall provided the background on the RTA. The Pinal County Board of Supervisors established an RTA August 5th, 2015 by a unanimous vote of 5-0. Arizona Statutes, ARS 48-5302, addresses the establishment of an RTA. CAG is currently working with Pinal County to establish the RTA. CAG has hired Dibble Engineering to assist with this effort.

Per statute the CAG Executive Director is the RTA Executive Director.

The Pinal County Board of Supervisors has proposed to go to the voters on May 17th for a special election for a ½ cent sales tax to fund the RTA.

Ken reviewed the list of prior studies.

3. Map

Ken provided a copy of the map of possible projects. The Regional Council had a number of comments. Attached is a summary of comments.

4. Next Steps

CAG is working with Pinal County to develop this further.

Summary from CAG Regional Council 9/23/15

Commenter	Comment	Response
Stakeholders		
Rankin (FI)	Need to include MAG/PAG/SCMPO	Meetings have occurred with MAG/PAG/SCMPO/ADOT.
Rankin (FI)	CAG is made up of two counties and the RTA Board needs to be represented by both. He does not favor a legislative change to address a single county.	Will address with Pinal County.
Pastor (GC)	Gila county passed a 1/2 cent tax successfully for transportation. He supports this. His main concern is that it does not fracture the unity within CAG.	Will address with Pinal County.
Timeframe of Election		
Waldron (AJ)	0.2% tax for A.J. took 9 months to prepare.	May vs Nov. will be addressed by RTA
Manfredi (MA)	CAC recall for property tax increase may happen in May. Time is short for May '16. If that is what the BOS decides, then they will support that.	May vs Nov. will be addressed by RTA.
Rankin (FI)		May vs Nov. will be addressed by RTA.
Process		
Rios (PC)	There is a separate group looking at bringing in a lobbyist.	CAG will coordinate with Pinal Partnerships.
Benning (QC)	He supports this and thought it was good discussion.	General comment.
Project Selection		
Rios (PC)	Most important is N-S corridor.	Will be considered in project selection.
Rios (PC)	In order to get support from western portion there has to be an E-W corridor.	Will be considered in project selection.
Rios (PC)	In order to get support from the eastern portion there has to be a corridor such as Florence Kelvin.	Will be considered in project selection.
Manfredi (MA)	SR347 is more important than East-West for Maricopa.	Will be considered in project selection.
Manfredi (MA)	SR347 in Maricopa County needs to be addressed as well.	CAG has had discussions about this. Will continue to pursue.
Rankin (FI)	Transit and rail should be considered.	Considering 90% roads and 10% transit.



Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract
Summary of Biweekly Meeting



September 22, 2015

1. Participants

The following individuals were present:

- Travis Ashbaugh, Pinal County
- Andy Smith, CAG
- Ken Hall, CAG
- Peter Knudson, Dibble
- Tim Wolfe, Dibble
- Paul Balch, Dibble
- Teresa Makinen, MakPro

2. Review of the City Manager/Public Works Director meeting- (9/21/15)

- The group discussed the meeting with the City Managers and Public Works Directors. The meeting was well attended. Eight of the twelve municipalities were present. The discussions were very beneficial.

3. Task 2, Public Outreach Strategy

- Teresa Makinen will be working on the Public Outreach Plan.
- Discussed the differences between the CAG Outreach Plan and the Pinal Partnerships Outreach efforts.

4. Task 3, Revenue Projections

- Peter reviewed the financial analysis.
- There was a discussion about the \$300k per municipality that is called out in the statute.

5. Task 4, Project Identification

- Dibble will be producing supporting documentation for this effort.

6. Action Items

- Travis will send Tim the list of studies that was discussed at the meeting yesterday.
- Dibble will develop the base maps in GIS
- Paul will send Travis an e-mail identifying specific GIS information needed.
- Dibble will develop a spreadsheet of possible projects
- Dibble will develop a high level cost estimate of the corridors.
- Dibble will produce three ring binders with summaries of each of the studies.
- Tim will send out a link to the appropriate statutes for developing an RTA.
- Tim will type up summary notes from the PAG meeting.

- Tim will type up summary notes from the Public Works Director/City Manager Meeting.
- Tim will develop a comment resolution list from the comments yesterday.
- Ken will send an e-mail to PAG, thanking them for the informational meeting and following up on information that Jim Degrood was going to provide.



Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract



Meeting with City Managers and Public Works Directors

SUMMARY

September 21, 2015, 2:00 p.m.

Pinal County

1. Introductions

The following individuals were present:

- Bryant Powell, City Manager, Apache Junction
- Matt Busby, Assistant City Manager, Apache Junction
- Giao Pham, Public Works Director, Apache Junction
- Duane Eitel, Traffic Engineer, Casa Grande
- Steven Turner, Maintenance Analyst, Casa Grande
- Robert Flatley, City Manager, Coolidge
- Susanna Struble, Public Works Director, Coolidge
- Harvey Krauss, City Manager, Eloy
- Ken Martin, Public Works Director, Eloy
- Wayne Costa, Public Works Director, Florence
- Gregory Rose, City Manager, Maricopa
- Paul Jepson, Intergovernmental, Maricopa
- Louis Andersen, Public Works Director, Pinal County
- Scott Bender, County Engineer, Pinal County
- Travis Ashbaugh, Transportation Planner, Pinal County
- Margaret Gaston, Town Manager, Superior
- Irene Higgs, Transportation Planner, Sun Corridor MPO
- Andy Smith, Transportation Planner, CAG
- Ken Hall, Executive Director, CAG
- Kent Dibble, Principal Engineer, Dibble Engineering
- Tim Wolfe, Practice Leader, Dibble Engineering
- Paul Balch, Project Engineer, Dibble Engineering

2. Background of the PCRTA

Ken Hall provided background on the Regional Transportation Authority.

3. Map

The group discussed possible projects. Attached is a summary of comments.

4. Roundtable

Each participant was given an opportunity to provide their thoughts and concerns. Attached is a summary of comments.

5. Next Steps

Ken Hall will be meeting with the Regional Council on Wednesday night. He will be provided the same briefing to the mayors.

Summary from Manager's Meeting 9/21/15

Commenter	Comment	Response
Stakeholders		
Rose/Martin/Gaston	Reach out to the mayors and council members.	Will contact mayors and council members.
general comment	Need to include State Land Department	Will contact SLD.
general comment	Need to consider Open Space and Trails Master Plan.	Will contact Pinal County, OS& T Dept.
Timeframe of Election		
Matt Busby	0.2% tax for A.J. took 9 months to prepare.	May vs Nov. will be addressed by RTA
Paul Jepson	CAC recall for property tax increase may happen in May.	May vs Nov. will be addressed by RTA. Jepsen will contact Greg Stanley
Process		
general comment	Need to consider other sources of funds such as Federal.	RTA Plan will only address the 1/2 cent sales tax
Giao Pham	Need to develop criteria and then develop list of projects.	I/R
Krauss/Struble	Don't break into little pieces. Consider region.	There is general agreement with this approach.
Paul Jepson	Whatever we say, we need to do.	There is general agreement with this approach.
Project Selection		
Duane Eitel	Kortsen Rd/ Kleck Rd is important to Casa Grande.	Will be considered in project selection.
Duane Eitel	Selma Highway is ok. It hasn't been studied much.	Will be considered in project selection.
Pham/ Powell	SR24 should not be the north portion of the N-S corridor.	Will be considered in project selection.
Duane Eitel	N-S won't compel Maricopa or Casa Grande.	Will be considered in project selection.
Susanna Struble	Why is N-S and Intermountain local instead of ADOT?	Plan is to acquire/preserve ROW and construct county Parkway
Greg Rose	SR347 is more important than East-West for Maricopa.	Will be considered in project selection.
Giao Pham	Need to consider freight movement.	Will be considered in project selection.
Wayne Costa	Need a better crossing of the Gila River.	Will be considered in project selection.
Pham/ Eitel	Transit should be considered.	Will be considered in project selection.
Giao Pham	Consider the passenger rail study.	Will be considered in project selection.
Steven Turner	What about long term maintenance?	Current thought is not to include maintenance in the RTA funding and use HURF instead.
Margaret Gaston	The N-S doesn't tie into the US60.	ADOT study is addressing.
Transition Plan		
general comment	How will Regional Council and RTA be addressed?	Will be addressed in the transition plan.
Irene Higgs	Air quality modeling.	Will be addressed in the transition plan.
Public Outreach Plan		

Summary from Manager's Meeting 9/21/15

Margaret Gaston	This will be a tougher sell for Eastern Pinal County.	Should be addressed in public outreach plan.
Margaret Gaston	Superior has a 0.4% tax. Why would they pass another tax?	Should be addressed in public outreach plan.
Matt Busby	Easier to convince the elected. Tougher to convince public.	Should be addressed in public outreach plan.
Paul Jepson	Need to consider Saddlebrooke Ranch constituents.	Should be addressed in public outreach plan.



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract
Meeting with PAG/Pima County RTA Staff in Tucson**

SUMMARY

September 16, 2015

1. Participants

The following individuals were present:

- CAG – Ken Hall
- PAG – Jim DeGroot, Paul Casertano Cherie Campbell
- Dibble – Kent, Tim Wolfe, Peter Knudson

2. Discussion

- The Pima County RTA is a non-profit organization.
- In 2004 the Arizona State Legislature passed enabling legislation for RTA's.
- PAG formed two committees. These two committees determined projects to be in the RTA. Committees formed in 2004. The plan was completed in 2005 with vote in 2006. Each jurisdiction endorsed the plan.
 - Citizen Committee – 32 people, they took applications. Tried to get a diverse group. The considered geographical, ethnic, gender, and prior experience with PAG.
 - Technical/Management Committee –every jurisdictions manager or public works director. The City of Tucson and Pima County each had two members.
- **Substantial Change Language** – there is language in the statute which requires the RTA to go back to the voters for a substantial change (any element exceeding 10% change from the original estimate). If the RTA goes back to the voters and they do not approve the substantial change, it is unclear how that impacts the funding source.
- **Elements** – PAG decided they needed multiple elements in order to appease the separate stakeholders.
 - Roadway (58%)
 - Transit (27%)
 - Safety (9%)
 - Economic Development and Environment (6%)
- **Original forecast** – PAG's original forecast for revenue was \$2.1B (2005 dollars). The current estimate is \$1.736B. This would require them to go back to the voters. They are currently assessing when they should go back. Perhaps to ask for a renewal of the tax.
- **Additional Funding Sources** – PAG included 12.6% funds, developer fees, and STP funds as a means of making up some of the revenue shortfalls.

- **Optional ½ cent sales tax** – Pima County has not adopted the optional excise tax for transportation. Jim DeGrood does not think they will ever pass it.
- **History of Pima RTA** – Here is the history:
 - Pima Region/City of Tucson had four unsuccessful votes for transportation funding.
 - Mid 2004 the RTA was formed.
 - November 2005 the plan was completed.
 - May 2006 they had the vote.
 - They took the plan to every jurisdiction and got buyoff.
- **Bond Election** – in November there will be a bond election for Pima County. This is primarily pavement preservation plus the Sonoran Corridor.
- **Maintenance** – the legislation says it is the obligation of the local jurisdiction to maintain the infrastructure after it is build.
- **Municipality Benefit** – statute requires that each municipality receive 1% or \$300k per year. As long as there was projects going through the jurisdiction, PCRTA counted that towards the total.
- **Tribal members** – the RTA Board includes two tribal members. They are not part of the \$300k minimum.
- **RTA Organization** – The RTA is a Department under PAG. They get \$300k/year to offset administrative expenses. All direct expenses are charged back to projects. The RTA has only one employee – The Executive Director. All other employees are under PAG, but may charge their time to RTA projects when appropriate.
- **Projects** – each year PCRTA develops an MOU with local jurisdictions for upcoming projects. There are not freeway projects and no light rail projects.
- **Dealing with detractors** - they had to develop approaches to deal with detractors. After four unsuccessful votes, they had to find a way to bring on board the nay sayers. As an example, they included \$45m for wildlife linkages. This addressed the environmental nay sayers. The same was true for transit. The first four votes ignored transit. The economic development was for small businesses.
- **Renewal** – PCRTA is estimating that the renewal process will take 30 months. They are currently assessing when best to approach the voters.
- **Multiple RTA's** – they are considering multiple RTA votes. Perhaps staggered every 10 years.
- **Tax initiation** – the tax initiated within 2 months of the fiscal year.
- **Department of Revenue** – legislation passed last year allows DOR to now charge a fee for collecting and distributing the sales tax.
- **Operations funding** – this is a consideration. In order to build something, there has to be money to operate it. Transit is a good example.
- **Project Management** – They use a lead agency strategy. Most of the time it is the County or cities that design and construct projects. PAG did take over one project from the County. (Valencia – Kolb to Wilmot).

- **Cost of Election** – the election cost \$1.5M.
- **Revenue Forecast** – they use University of Arizona, Eller College of Management for their financial forecasting. Revenue forecast for this year is 1.1% above last year. A major issue is leakage due to Internet sales. They estimate a 12% loss in revenue. The RTA is not allowed to charge excise tax. The cities and counties are allowed to recover their sales tax, but not the non-profits. This is a loop hole in the tax laws.
- **Audit and Analysis** – all of the audit reports are on-line and available to the public.
- **Transportation Planning** – the RTA is integrated into the PAG TIP.
- **Committee Structure** – they have maintained the two committee structure. Both committees meet quarterly. They are reducing the Citizen Committee to 21 members.
- **Value Analysis** – any project over \$10M in construction cost is considered for a value analysis study. The cost of the study is charged to the project.
- **Branding** - they developed their own brand. They print about 500-600 copies of the annual brochure each year.
- **Insurance** – they pay for their own liability insurance. A couple of years ago the cost went through the roof. They are current looking into the Arizona Retention Risk Pool (ARRP). Very few insurers know what an RTA does. That is why the liability insurance is so high.
- **Attorney** – they use Tomas Benovides. They were selected through an RFQ process.
- **Banking** – they started with three bank accounts, but then with bonding of projects, it became much more complex. They now have a dozen separate accounts.
- **Action Items**
 1. Jim will try to locate copies of the original brochures and distribution materials that were used for the election.
 2. Jim will see if it would be acceptable to provide copies of legal determinations. They have a number of them from the past 10 years.
 3. Tim will locate the administrative procedures on the PCRTA website.



**Central Arizona Governments
Pinal County Regional Transportation Authority
Assistance and Support Contract**



Kick-off Meeting

SUMMARY

September 10, 2015, 2:00 p.m.

CAG Conference Room

1. Introductions

The following individuals were present:

- CAG – Ken Hall, Andy Smith
- Pinal County – Greg Stanley, Louis Andersen, Doug Hansen
- Dibble – Kent Dibble, Tim Wolfe, Peter Knudson, Paul Balch
- Elliott Pollack – Rick Merritt

The team discussed the key stakeholders. It was decided to add the Tohono O’odham Nation to the list of stakeholders included on the agenda. Other interested parties should include MAG, SCMPO, and State Land. Attached is a list of key stakeholders that was agreed upon.

The communication approach for this core team was discussed. Andy Smith and Tim Wolfe will be the direct points of contact for CAG and Dibble. It was decided that a regular meeting would be scheduled for every other Tuesday at 2:00 p.m. at the CAG facility.

Action Item – Dibble will send out a meeting invitation.

2. Task 1, Work Schedule

Dibble provided copies of the schedule. The group reviewed the critical items and milestones.

3. Task 2, Public Outreach Strategy

Pinal Partnerships is looking to hire a lobbyist. They may conduct telephone surveys. Ken Hall reiterated that it is important that both Pinal County and CAG just provide the facts. They will not be involved in marketing or in taking a side either for or against the tax. Greg Stanley confirmed this and stated that they may be asked to meet with both “pro” and “anti” groups. Both will be treated the same way and provided the same information.

Pinal Partnerships is planning to provide public outreach that could include groups like AGC and ACEC. This campaign will be from November 2015 to May 2016.

The City of Phoenix voters recently approved a sales tax for transportation. The brand for this was “Move Phoenix”. The Pinal County Excise Tax may want to include a similar branding approach.

Action Item – Pinal County will furnish the original language from the excise tax for potential ballot measure language.

4. Task 3, Revenue Projections

Rick Merritt discussed the task to develop revenue projections. Their effort will include considerations such as inflation, salary increases, population growth, employment growth, and leakage of retail sales. They will produce both an optimistic and conservative model. They

will then make a best prediction. Elliot Pollack will be looking at CAG data and University of Arizona data.

Action Item – Rick will get tax history information from the treasurer’s office.

5. Task 4, Project Identification

There have been a number of studies/planning documents completed to date. CAG would like Dibble to take the numerous plans and consolidate them into a synopsis for Pinal County. CAG handed out a map with six specific corridors identified. The group discussed possible corridors and the format of the map.

Action Item – Doug will update the map based on the discussion today.

The group also discussed the prioritization process. It is important that there be equitable distribution of projects within the County. Consideration should be given to equitably distribute across the 5 supervisor districts.

6. Task 5, Transitional Responsibilities

Dibble has scheduled a meeting with PAG on September 16th to discuss their approach to developing a Regional Transportation Authority (RTA).

Ken talked about the transitional plan. This should be a blue print for CAG to develop the RTA. Items that should be considered include: staffing, personnel issues, relationship to other agencies, best practices and role of the RTA Executive Board.

7. Task 6, Meetings and Presentations

Next Monday Ken and Greg are meeting with John Halikowski of ADOT and Dennis Smith of MAG.

There is a meeting on September 21st with the public works directors and city managers from CAG. This meeting will be run by CAG and Pinal County. Dibble will attend, but will not be coordinating the meeting.

The meeting every other week should be sufficient to provide opportunities for Pinal County, CAG and Dibble to interact. There should not be a need to hold separate meetings to meet with staff.

Attachment – List of Key Stakeholders

1. Cities

- Apache Junction
- Casa Grande
- Coolidge
- Eloy
- Maricopa

2. Towns

- Florence
- Kearny
- Marana
- Mammoth
- Queen Creek
- Superior

3. Tribes

- Gila River Indian Community
- Ak-Chin Indian Community
- San Carlos Indian Community
- Tohono O’odham Indian Community

4. Pinal County

5. Arizona Department of Transportation

Appendix F

The following are the current excise tax rates by city and town:

City	State	County	City	Total
Superior	5.6%	1.1%	4.00%	10.70%
Mammoth	5.6%	1.1%	4.00%	10.70%
Coolidge	5.6%	1.1%	3.00%	9.70%
Kearny	5.6%	1.1%	3.00%	9.70%
Eloy	5.6%	1.1%	3.00%	9.70%
Apache Junction	5.6%	1.1%	2.44%	9.14%
Queen Creek	5.6%	1.1%	2.25%	8.95%
Casa Grande	5.6%	1.1%	2.00%	8.70%
Florence	5.6%	1.1%	2.00%	8.70%
Maricopa	5.6%	1.1%	2.00%	8.70%
Unincorporated areas	5.6%	1.1%	0.00%	6.70%

Appendix G

Community Open Houses – 1st Round

Location	Date	Stakeholders	Comments
SaddleBrooke	March 21, 2016	68	10
Apache Junction	March 22, 2016	19	2
Coolidge	March 29, 2016	41	27
San Tan Valley	March 31, 2016	16	8
Maricopa	April 5, 2016	23	3

Community Open Houses – 2nd Round



Kearny
March 20, 2017
7 Stakeholders
4 Comments



Apache Junction
March 23, 2017
23 Stakeholders
10 Comments



Eloy
March 28, 2017
8 Stakeholders
8 Comments



Casa Grande
April 3, 2017
15 Stakeholders
3 Comments



Florence
April 6, 2017
50 Stakeholders
23 Comments



Maricopa
May 2, 2017
42 Stakeholders
13 Comments

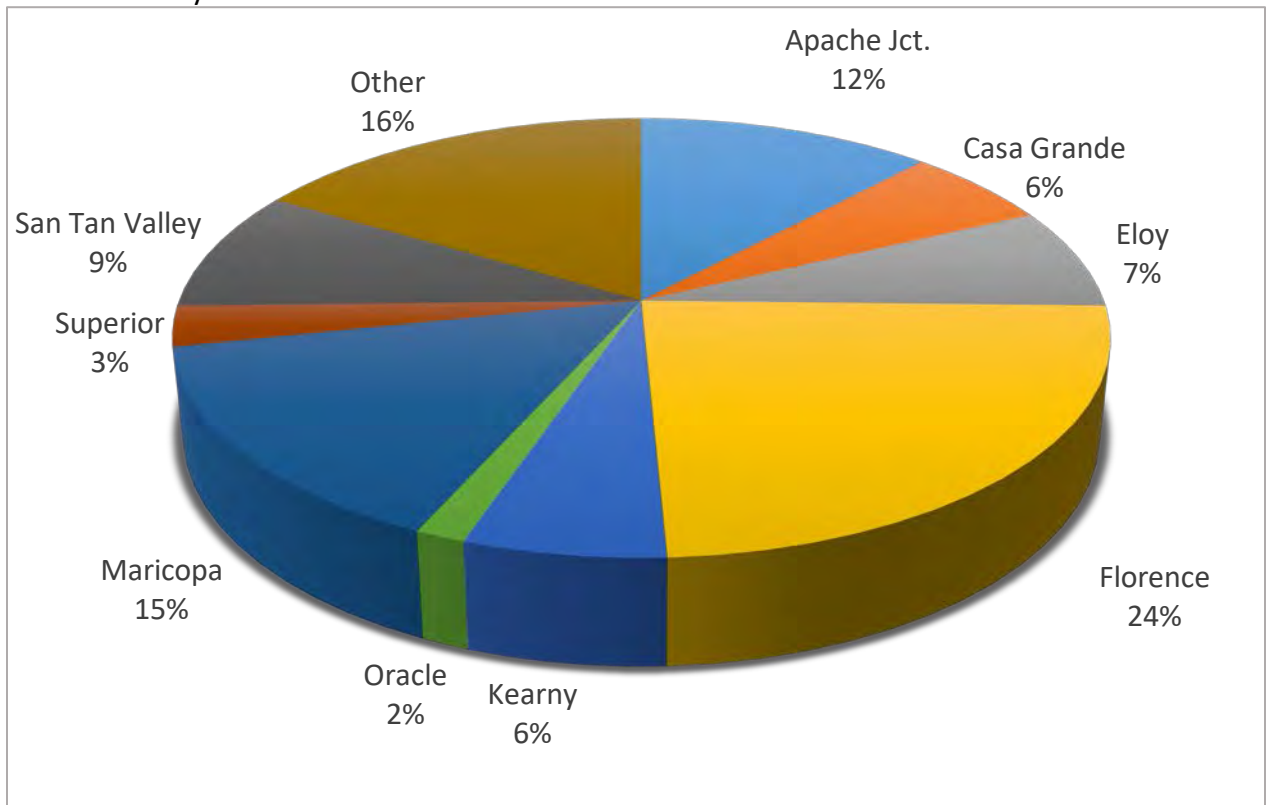


San Tan Valley
May 4, 2017
31 Stakeholders
8 Comments

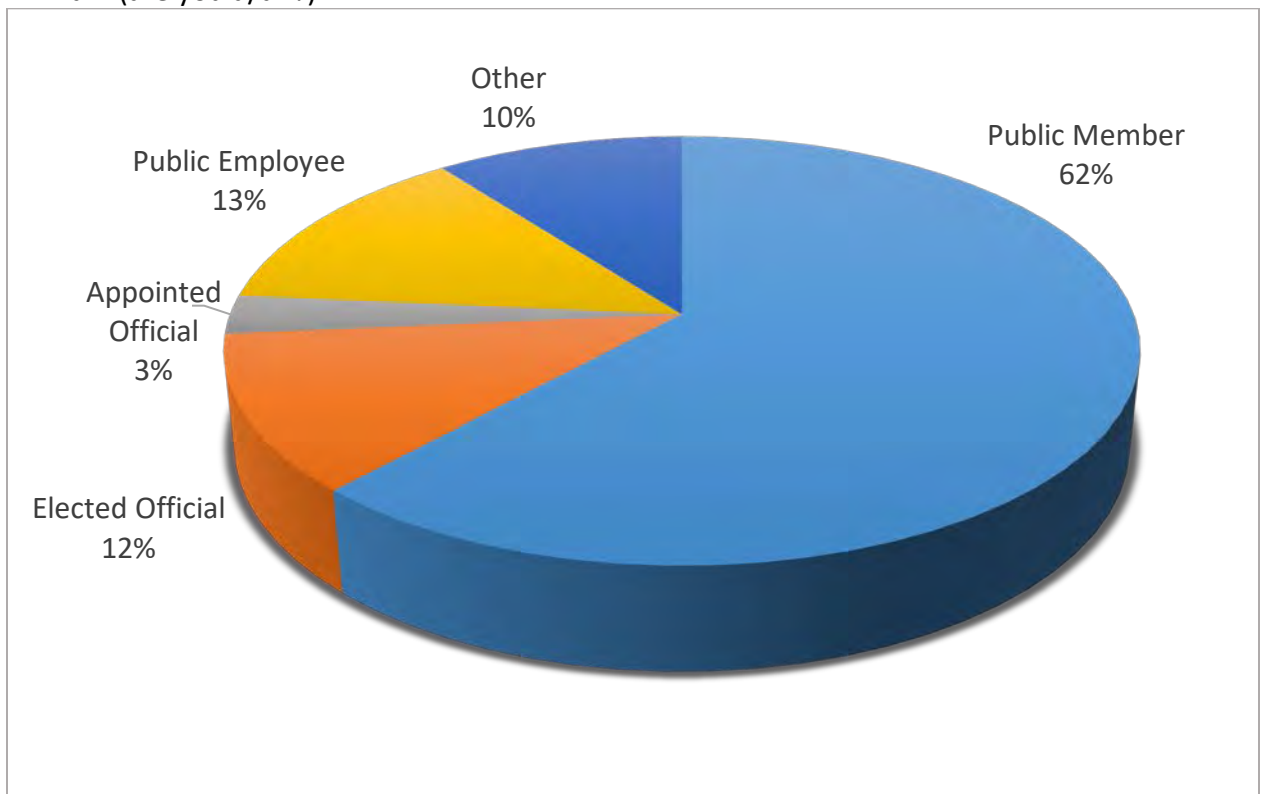


Community Open House Survey

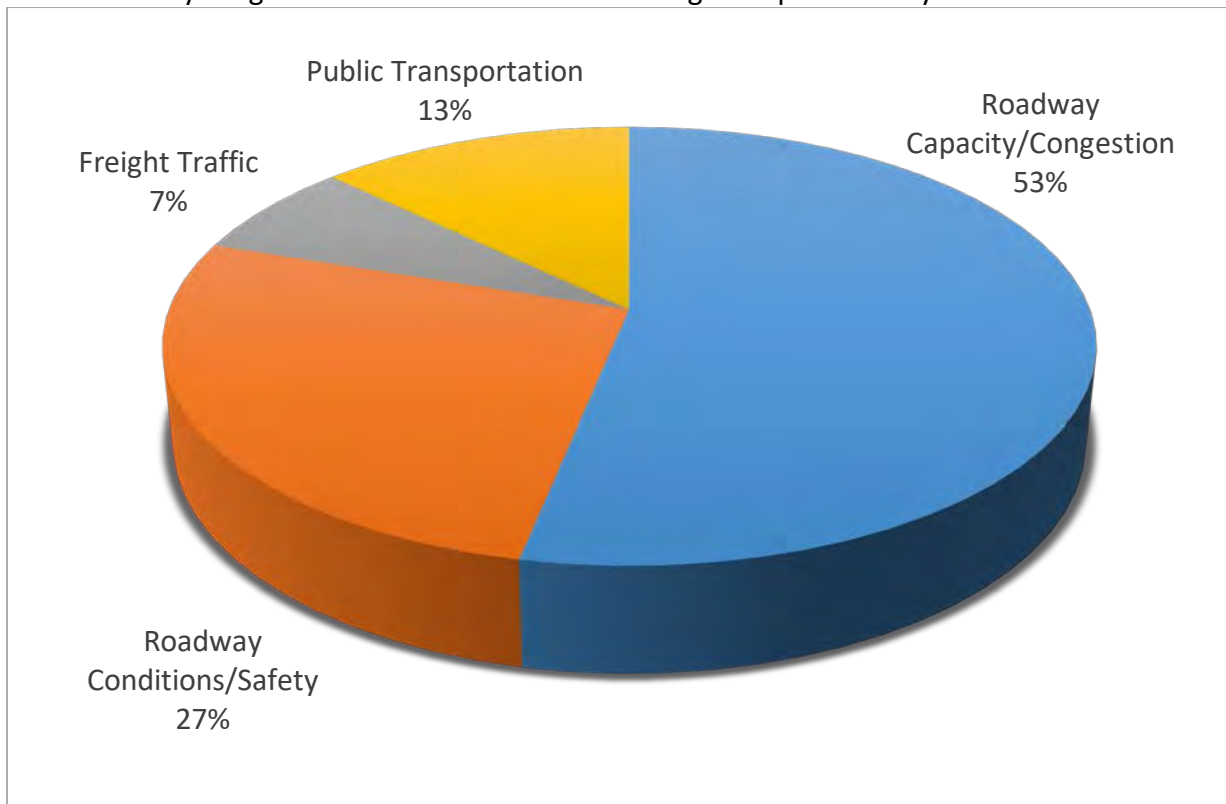
1. Where do you live?



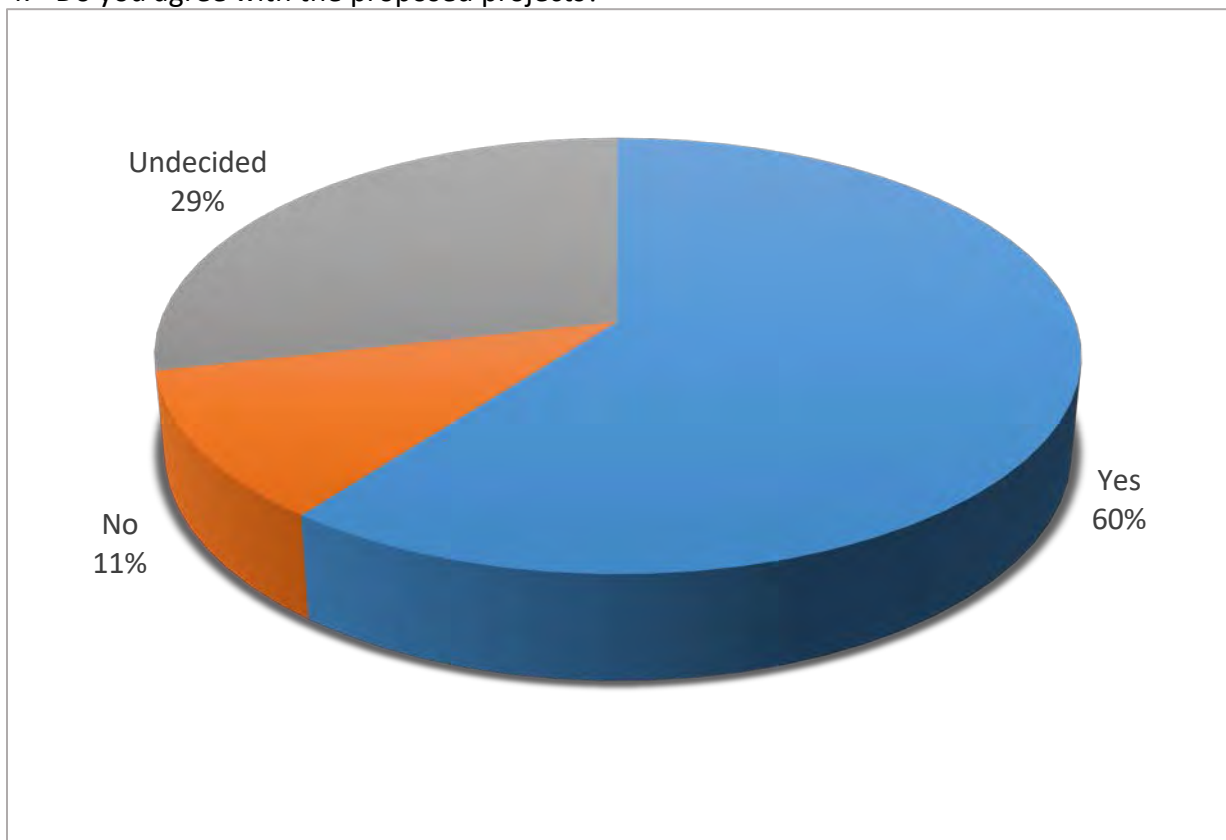
2. I am (are you a/an?)



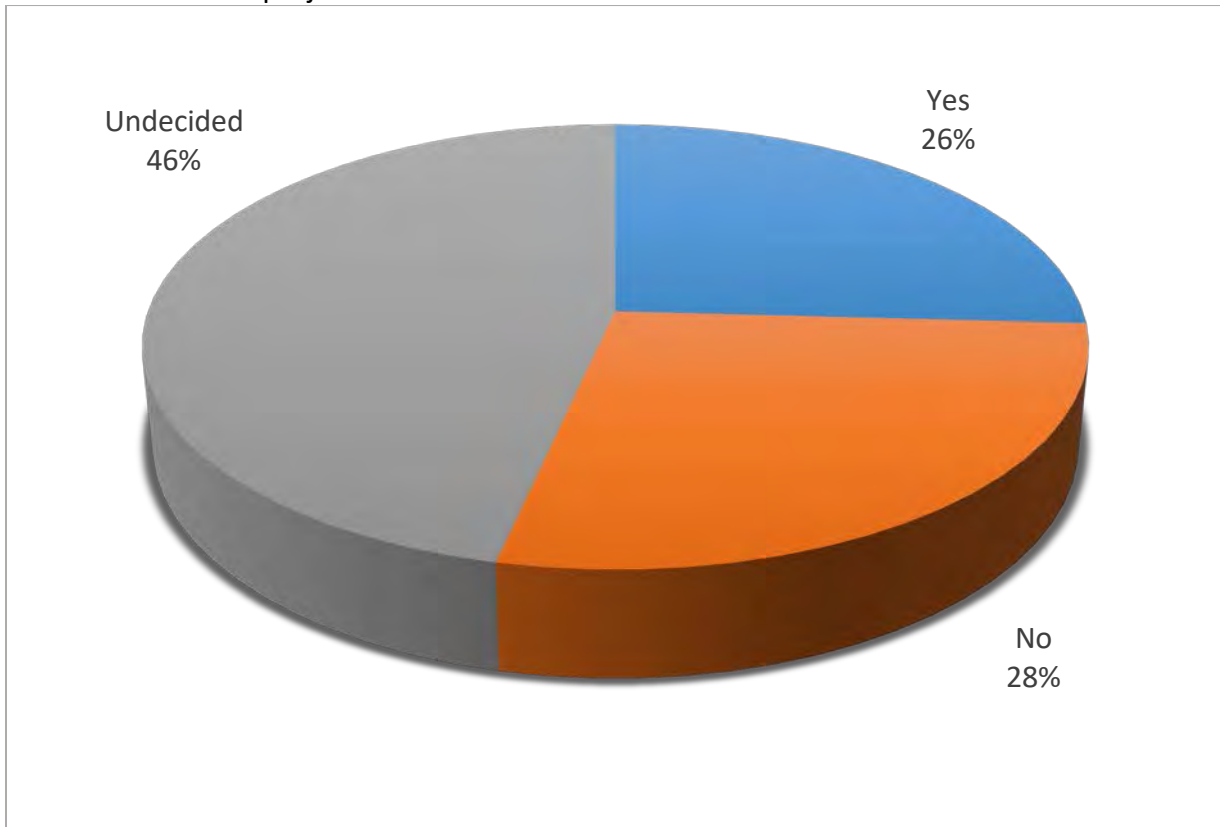
3. What are your greatest concerns with the existing transportation system?



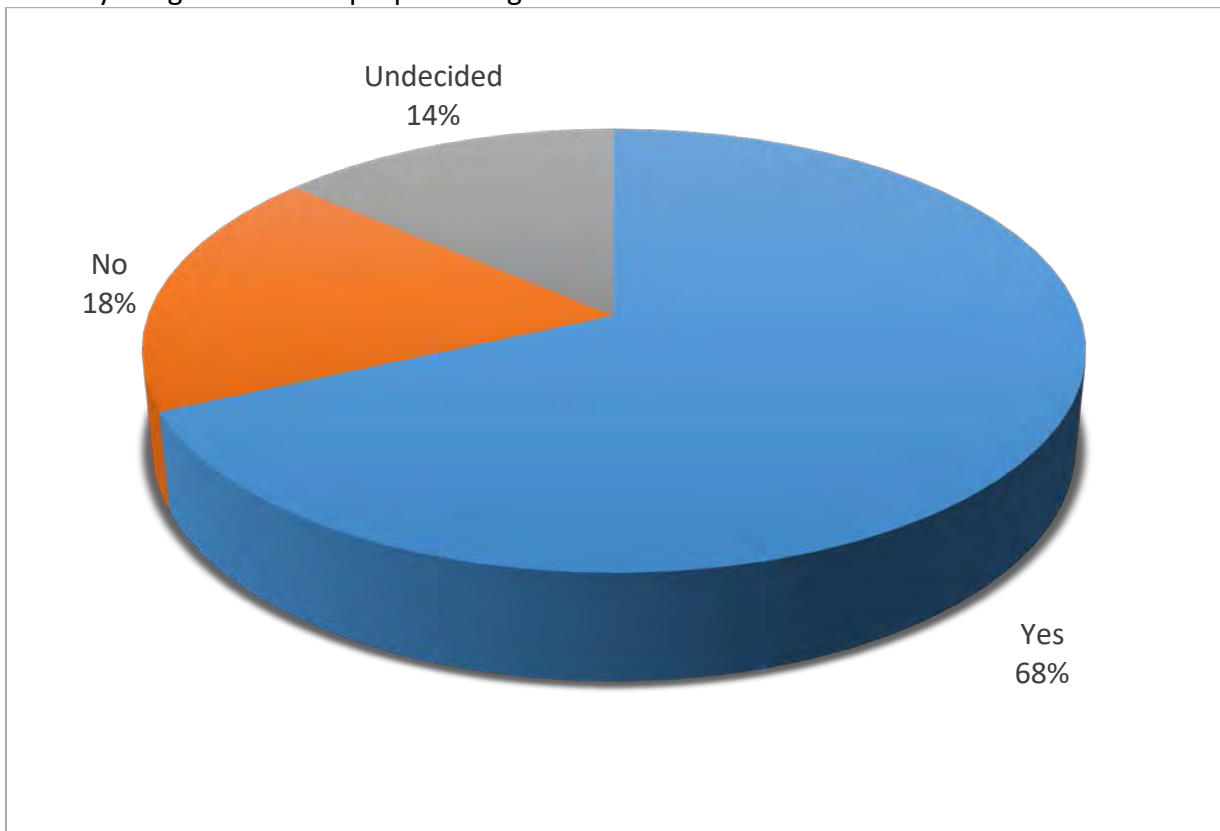
4. Do you agree with the proposed projects?



5. Are there other projects to consider?



6. Do you agree with the proposed regional tax?



Appendix H

Pinal County Regional Transportation Authority Schedule for November Election

Task	Name	Status	2017											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
Public Survey														
Conduct survey	Rose													
Publish results	Rose													
Revenue Projection														
Revise revenue projection	Elliot													
Projects List														
Update project list	RTA													
Legislation														
Support legislative changes	GS													
Public Meetings														
Prepare invitation letters	RTA													
Post notice on website	RTA													
Prepare press release	PC													
Prepare displays	PC													
Prepare fact sheet/flyer	PC													
Prepare comment sheets	PC													
Kerney	PC					*3/20								
Apache Junction	PC					*3/23								
Eloy	PC					*3/28								
Florence	PC							*4/3						
Casa Grande	PC							*4/6						
RTA Approval														
Prepare summary of RTA Plan	RTA													
Prepare RTA Resolution	RTA													
Revise brochure	RTA													
RTA Board adopts resolution	RTA							Late Apr						
Public Outreach Materials														
Prepare revised brochure	RTA													
Print brochures (2,000)	PC													
Disseminate brochures	RTA													
Pinal Partnership Outreach														
PP Transportation Comm	LA/AS													
Local Outreach														
Casa Grande	GS													
Maricopa	TW													
Queen Creek	AS													
Florence	??													
Coolidge	AS													
Eloy	KH													
Apache Junction	??													
Superior	??													
Mammoth	??													
Kearny	??													
Santan Valley Area Study Group	AS													

Pinal County Regional Transportation Authority
Schedule for November Election

Task	Name	Status	2017											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
East Valley Partners	GS													
Cities/Towns CM, TM, PWD	all													
Debrief from meeting	all													
Social media	Gina													
Professional Organization Outreach														
AGC	GS													
ACEC	GS													
Rock Products	AS													
Planning Agency Outreach														
MAG	KH													
SCMPO	AS													
ADOT MPD	GS													
FHWA	TW													
Developer Outreach														
Identify developers	??													
Saint Holdings	TW													
El Dorado Holdings	AS													
Tribal Outreach														
GRIC	RTA/PC													
Ak-Chin	RTA/PC													
Tohono O'odham	RTA/PC													
Other Outreach														
Superstition Vistas	GS													
Civic groups	TA													
Chambers of commerce	TA													
BOS Approval														
Prepare BOS resolution	BOS										*7/6			
BOS resolution include deadline to file	PC										*7/6			
Pinal BOS adopts resolution	BOS										*7/6			
Press release -BOS approves	PC										*7/7			
Election Support														
Hire election services firm	PWD										*7/10			
Prepare advertisement for notice to file	PWD										*7/7			
Post notice newspaper & web to file a	PWD										*7/7			
Close receipt of pro/con	PWD											*8/10		
Obtain contract for printer	PWD										*7/7			
Provide content of VIP to election cons	PWD													
Prepare 1st proof of VIP	PWD												*9/21	
Provide 2nd proof of VIP	PWD													
Prepare sample ballot	PWD													
Collect pro/con arguments	PWD													
Provide sample ballot and pro/con to	PWD										*8/18			
VIP art files sent to printer	PWD											*9/16		
Print VIP	PWD													

Pinal County Regional Transportation Authority
Schedule for November Election

Task	Name	Status	2017											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
Mail VIPs	PWD													
Military and overseas voting starts	PWD											*9/23		
Early voting	PWD												*10/11	
Last day to vote	PWD													*11/7