

City of Maricopa Regional Transportation Plan Update
Scope of Work
Wilson & Company, November 6, 2014

The scope of work for this study focuses on three broad categories of activity: Preparation of an analysis of revenue available for transportation improvements through Development Agreements (DAs), Development Impact Fees, or Cash In-Lieu Arrangements; Creation of a Master Transportation Plan for the area within the city limits and annexation areas; and Updating the City of Maricopa Regional Transportation Plan (RTP) Update published in 2008, to include a mid-level analysis of the conceptual Val Vista and Anderson Parkway Planning Corridors. The objective of this analysis is to prepare the city to conduct a comprehensive study in the future to determine viability and potentially develop alternative parkway alignments. The study has been divided into two Phases to coincide with two fiscal years.

PHASE I – FY ending June 2015

Task 1.0 Study Overview, Goals, and Objectives

Purpose: Confirm the study purpose, study area, and general processes for the study.

1.1: The Wilson & Company (WCI) project team will need to meet with City staff to refine the scope of work to ensure current objectives and needs of the City are adequately addressed during the planning process.

1.2: Based on the approved scope of work, the study schedule will be defined.

1.3: The focused project study area for detailed studies and analysis for the Master Transportation Plan shall be defined as the area within the current City limits and identified annexation areas. The focused project area for the Regional Transportation Update will be within current city limits and the regional area. The regional area is defined as the area outside of the Maricopa Planning Area, to include the Central Arizona area and the Sun Corridor area. This is to ensure that regional connections to these vital areas are planned for the future. The project influence area for transportation modeling will be consistent with the 2008 RTP Update, which is shown on the City's municipal planning area (MPA) map, to include growth which has occurred since the last RTP Update in 2008.

1.4: Policies will be reviewed/refined relative to the following current plan elements:

- Regional Circulation Planning;
- Roadway/Streetscape;
- Public Transportation;
- Nonmotorized Circulation;
- Land Use & Development; and
- Quality of Life.

*Products: Project Work Plan and Schedule
Study Goals, Objectives, and Policies*

*Meetings: Internal Team Meeting – Problem Identification
Transportation Advisory Committee (TAC) #1 – Project Overview*

Task 2.0 Existing Conditions

Purpose: Update the existing conditions database of the 2008 RTP Update to support model validation/calibration efforts, identify current deficiencies, provide the foundation for traffic modeling, review programmed network improvements, identify required short-range improvements, and document issues requiring attention. The WCI Project Team will collect existing conditions data for the existing City limits, currently identified annexations areas, and the greater Maricopa MPA.

2.1: Existing population and employment data will be documented based on the 2010 census and recent activities conducted in conjunction with planning efforts associated with the Central Arizona Governments (CAG) Regional Transportation Plan (RTP).

2.2: The WCI Project Team will work with City staff to confirm existing data, specifically dwelling units (DUs), population, and employment, in the Maricopa Association of Governments (MAG) TransCAD regional travel demand model adequately reflects current socioeconomic conditions in the study area.

2.3: The City of Maricopa Development Services Department staff will provide the consultant project team existing traffic count data and relevant traffic impact studies completed for the study area.

2.4: The WCI Project Team will develop up-to-date information for the 2008 RTP Update document and existing conditions database to include:

- Jurisdictional or agency responsibility;
- Roadway functional classifications;
- Roadway number of lanes and cross-sections, including right-of-way width, median type, curb/sidewalk and bicycle facilities;
- Pavement type (paved or unpaved);
- Programmed roadway improvements identified by the City, Pinal County, Arizona Department of Transportation (ADOT) and the Maricopa Association of Governments (MAG);
- Traffic control device inventory; and
- Locations of bridges and drainage structures.

Available information will be provided to the Project Team by the City of Maricopa and other participating jurisdictions and agencies. As may be requested by the City, the WCI Project Team will conduct up to eight (8) hours of limited field observations to verify specific information provided.

2.5: Review and summarize all relevant transportation studies completed since publication of the 2008 RTP Update.

2.6: Conduct one (1) stakeholder meeting with Ak-Chin Indian Community (Ak-Chin) officials.

2.7: Conduct one (1) stakeholder meeting with Gila River Indian Community (GRIC) officials.

2.8: Update the MAG TransCAD regional travel demand model to reflect all revised and new data.

2.9: Perform capacity analyses of major roadway segments to identify existing capacity deficiencies. Planning level capacity thresholds by facility type will be used to estimate daily Level of Service (LOS).

2.10: Summarize existing transit and non-motorized travel conditions in the focused project study area.

2.11: Identify a list of candidate improvement projects based on existing deficiencies.

2.12: Assemble Working Paper No. 1 – Existing Conditions

Products: Working Paper No. 1 - Existing Conditions

- Current Roadway Conditions Report
- List of Short-Range Segment Improvement Projects

Meetings: TAC Meeting #2 – Review Existing Conditions

Task 3.0 Future Conditions

Purpose: This task will reference the year 2040 population and employment projections used to generate future travel demand forecasts. The socioeconomic data (SED) developed for the CAG Regional Transportation Plan (RTP) details 10-year population and employment growth increments between years 2020 and 2040. The MAG TransCAD model, using SED from the CAG RTP Focused Area regional travel demand model developed by ADOT, will be updated to include recently completed and currently programmed roadway improvements, which will define the Existing-plus-Committed (E+C) Base Roadway Network. Year 2040 deficiencies will be identified, employing the same methodology cited for Subtask 2.9

- 3.1: The WCI Project Team will work with City staff to confirm the accuracy of socioeconomic inputs at the Transportation Analysis Zone (TAZ) level for years 2020, 2030, and 2040 developed as part of the CAG RTP effort. Data will be developed based on a review of MAG model inputs, CAG RTP data, and data recently developed in conjunction with the SR-347 Design Concept Report (DCR).
- 3.2: Conduct one (1) stakeholder meeting with Ak-Chin officials to identify any anticipated development in the community.
- 3.3: Conduct one (1) stakeholder meeting with GRIC officials to identify and anticipated development in the community.
- 3.4: The Project Team will update the MAG regional travel demand model to reflect the future socioeconomic data and all recently completed and currently programmed improvements as the basis for defining future performance of the E+C Roadway Network.
- 3.5: Using model-generated traffic forecasts, estimate the LOS on all major roadway segments. List and describe year 2040 transportation system needs and deficiencies. Deficiencies will be based on analysis of daily traffic volumes versus capacity and overloaded links. City staff and community stakeholders will be consulted to obtain their views on future transportation deficiencies and possible solutions.
- 3.6: Compare the identified E+C Roadway Network deficiencies with findings and recommendations of the 2008 RTP Update.
- 3.7: Compile list of new additional roadway improvement needs for year 2040 conditions within the focused project study area.

Products: Working Paper No. 2 – Future Conditions

Meetings: TAC Meeting #3 – Review Future Conditions

First Round of Public Involvement – Project Overview, Existing, & Future Base Conditions (Public Open House and Council Worksession)

Task 4.0 Evaluation of Alternatives and Recommendation of Preferred Strategy

Purpose: Develop year 2040 roadway system improvement alternatives Planning level cost estimates will be developed for a preferred network alternative. Revenue sources, alternative funding strategies, and system operations and maintenance costs will be identified and an analysis of alternative revenue sources will be provided, paying specific attention to the City's current revenue sources (such as impact fees) and their potential, new sources already authorized by statutes, and possible sources. For all sources addressed, the WCI Project Team will provide some guidelines on revenue potential and limitations so the City Council can provide informed direction to staff on which, if any sources to pursue.

- 4.1: Compile list of additional new roadway improvement needs compared to the previous RTP.
- 4.2: Using the travel demand modeling tool, develop and test up to three (3) alternative improvement scenarios to accommodate estimated year 2040 travel demand. The number of alternative concepts will vary by the type and location of the deficiency. Critical long-range deficiencies affecting key facilities may require considerations of

alternatives involving improvements to existing facilities, development of new roadway corridors, and new freeway access traffic interchanges.

4.3: Identify preferred roadway network alternative and develop planning level improvement costs.

4.4: Identify operations and maintenance costs, existing revenue sources, and potential alternative funding strategies, with discussion about their revenue potential and limitations of use.

4.5: Identify pedestrian, bicycle, and transit improvements to accompany the preferred roadway network strategy.

Product: Working Paper No. 3 – Recommended Improvements

Meetings: TAC Meeting #4 – Review Recommended Improvements

Task 5.0 City Transportation Master Plan

The WCI Project Team will prepare a Transportation Master Plan (TMP) that will provide a comprehensive framework for developing the City's transportation system in the future. The TMP will be based on the stated goals and objectives found in the City's current General Plan and identify specific projects and programs to address future of transportation in the community.

5.1: The WCI Project Team will use socioeconomic, TAZ data, and other modeling tools to forecast needed arterials for connectivity to each TAZ cited in the City General Plan.

5.2: Use socioeconomic, TAZ data, and other modeling tools to forecast needed connectivity to regional freeways and parkways, including plans for connectivity to conceptual planned freeways and parkways, with particular emphasis given to connectivity with the Conceptual I-11/Hassayampa Freeway.

5.3: Classify the arterial and collector roadways within the context of the City General Plan, with consideration that if the City General Plan will undergo a major amendment during the time period of this RTP Update. One of the major reasons for the amendment is to accommodate the transportation changes necessary.

5.4: Create a beginning-level draft of Complete Streets principles, goals, and objectives that can be fully developed in the future, ultimately resulting in creation of a Complete Streets Design Guide. The intention of this task is to create steps to posture the City for a subsequent project to accomplish the goal of producing the Complete Streets Design Guide to support roadway policy and design decisions in the future and provide project sponsors with a framework for defining improvement projects.

5.5: Fully develop roadway standards into a recorded document that will be uniformly applied as developer requirements.

5.6: The WCI Project Team will develop a *Trails and Pathways Plan* with location, cross-section, and facility design standards with associated guidance for their application in a consistent manner relative to future development and enhancements of existing facilities. Activities will include:

- Overlaying the existing City Trails Plan on the future roadway network, and make recommendations on new proposed trails and paths.
- Provide recommended design standards for trails and paths if the existing design standards are inadequate.
- Identifying required rights-of-way to accommodate cross-sections and facility designs to guide new development; and
- Preparation of legal definitions to support enforcement.

5.7: The WCI Project Team will coordinate preparation of the Maricopa TMP with the outputs of Tasks 3-6 to ensure connectivity of City streets in the focused project study area to regional roadways defined within the context of the project influence area.

5.8: The WCI Project Team will incorporate into the Maricopa TMP system plans for each major mode of transportation with specific emphasis on future regional transit service opportunities associated with potential connectivity of the City with the Valley Metro (Maricopa County) transit system, including regional bus, Bus Rapid

Transit (BRT), Light Rail Transit (LRT), and Commuter Rail services. Potential connectivity with the Pinal County Central Arizona Transit System (CART) also will be explored and evaluated. Specific generalized plan elements will be developed, including:

- Roads and Streets Design Element;
- Complete Streets Element;
- Character Areas Element (Heritage District, Seven Ranches, Saddleback);
- Trails and Pathways Element (Pedestrian and Bicycle); and
- Transit Element.

In addition, the Maricopa TMP will include and Implementation Plan with a multimodal focus.

Products: Transportation Master Plan

Meetings: TAC Meeting #5 – Review TMP

Second Round of Public Involvement – TMP Recommendations (Public Open House and Council Worksession)

Task 6.0 – Draft City of Maricopa Regional Transportation Plan

Purpose: Compile working papers and technical reports; incorporate comments from the public, City staff, and other stakeholders.

6.1: Compile all review comments and input received on Working Papers.

6.2: Incorporate revisions and compile reports into a draft document, with updates to the following elements:

- Goals, Objectives, and Policies
- Roads and Streets Design Element
- Character Area Element
- Transit Element

6.3: Develop the following new elements:

- Complete Streets Element– policies and guidance for implementation
- Trails and Pathways Element

6.4: Produce internal draft for the Quality Assurance/Quality Control (QA/QC) process prior to distribution to City's Project Manager for review and approval.

6.5: Produce ten (10) bound copies of the Draft Final Report for distribution.

6.6: Conduct meeting with City staff to review Draft Final Report.

Product: Draft City of Maricopa Regional Transportation Plan

Meetings: TAC Meeting #6 – Review Draft Report

Third Round of Public Involvement – RTP (Public Open House and Council Worksession)

Task 7.0 – Final City of Maricopa Roadway Regional Transportation Plan

Purpose: To produce all final project reporting documents.

7.1: Compile all responses and comments received during the review of the Draft Final Report and as provided by the City's Project Manager and other key stakeholders.

7.2: Develop appropriate responses and revisions to be incorporated into copies of the Final Report for internal review.

7.3: Produce internal drafts of the Final Report and Executive Summary for QA/QC prior to distribution to co-project manager for review and approval.

7.4: Revise internal draft reports and produce ten (10) bound copies each of the Final Report and Executive Summary for distribution to the Technical Advisory Committee (TAC) and other selected stakeholders.

Task 8.0 Public Involvement

Purpose: The objectives of the public involvement effort will be threefold: 1) educate and inform the public about the various elements of the planning project (e.g., RTP Update, TMP, Complete Streets), 2) acquire meaningful feedback and input; and 3) inform the public about how their input is reflected in the final product. Wilson & Company will use existing communications channels familiar to the City staff and Maricopa residents. This will be the most effective means to reach out to the public, provide City Council briefings, and contribute to existing newsletters. Wilson & Company will work closely with City staff to identify the most effective existing channels of communications.

8.1: The WCI Project Team will work with City staff to develop and maintain a project mailing list, produce newsletter articles to coincide with public meetings, and notify the public of the project and public meetings. For public meetings, the City of Maricopa will pay for all direct mail costs, advertisements and meeting room costs (if any). All announcements, advertisements, displays, and other materials distributed to the public will be approved by the City of Maricopa Project Manager prior to distribution.

8.2: The WCI Project Team will provide graphic support for boards, maps, and/or displays pertinent to meetings. A list of possible subjects for these items includes:

- Existing Conditions;
- Population and Employment Growth Projections;
- Stakeholder Outreach and Coordination Efforts;
- Projected Roadway Deficiencies;
- Transportation Facilities Design Policies;
- Roadway Improvement Alternatives;
- Pedestrian, Bicycle, and Transit Improvements; and
- Revenue Sources/Alternative Funding Strategies.

8.3: At the public meetings, the WCI Project Team, led by the City of Maricopa Project Manager and other City staff, will present the findings and recommendations of the study to stakeholders and the community. Feedback and public input will help in addressing the local and regional transportation needs of the community.

8.4: In conjunction with the two rounds of public meetings, the WCI Project Team will conduct a separate study session for the City Council to gather from elected officials feedback and input related to draft improvement findings and recommendations.

8.5: The WCI Project Team will document findings/issues in a Summary Report. The Summary Report will include the press releases distributed prior to the meetings, mailing lists, comments received at the meeting and responses to each comment.

Product: Summary Report No. 1 - Public Involvement

PHASE II – FY ending June 2016

Task 9.0 Research on Developer Funding of Transportation Projects

Purpose: Compile data on the funding of transportation improvement projects and related Development Impact Fees and/or Development Agreements. The objective of this subtask will be to get a firm handle on the status of any revenue-affecting Development Agreements to enable the City to get a clear “snapshot” of collectable and uncollectable revenues or fees, and establish the circumstances surrounding each condition. (i.e. why the revenues are uncollectable)

9.1: The WCI Project Team will need to summarize legal standards relative to the exaction of funds from developers for the funding of transportation improvement projects.

9.2: The WCI Project Team will work with City staff to research and document development impact fee exactions and As Development Agreements to determine developer contributions to the funding of transportation infrastructure.

9.3: The WCI Project Team will develop an inventory of all pending developments to include:

- Stage of entitlement;
- Identification of all DA's with a cross reference to related development;
- Status of revenues, if any, collected to date and what revenues or fee requirements may have been waived by such agreements, stated in dollar amounts;
- Recommendations on the most effective way routing new DAs through the City's Development Services Department internal review/approval process to ensure appropriate coordination with the Planning & Zoning Division;
- Recommendations to guide preparation, review, and approval of DAs to ensure each is uniformly written and reflects the City's intention of standardizing, to the extent possible, concessions given
- Recommendations identifying DA categories of developer requirements that should be excluded from negotiation, due to the relative importance of those requirements. . (i.e. ., cannot negotiate away the cost of a bridge which would become necessary or be directly due, at least in part, to the new development).

Products: Technical Memorandum 1 – Developer Funding of Transportation Projects

*Meetings: Internal Team Meetings (2) – Progress, Findings, & Conclusions
Presentation to City Manager's office*

Task 10.0 Regional Connectivity Assessment

Purpose: To conduct a regional connectivity review and analysis to identify alternative future alignments for the Val Vista and Anderson parkway corridors and the Conceptual Interstate 11 (I-11), also referred to as the Hassayampa Freeway. This review and analysis will separately address the two parkway corridors respective of the Maricopa MPA and wider ramifications of regional connectivity within the perspective of Central Arizona and the Sun Corridor.

10.1: The WCI Project Team will address future parkway facilities in the Val Vista and Anderson parkway corridors by:

- Examining relevant completed and ongoing studies that include reference one or both of the two parkway corridors, especially the CAG RTP, MAG I-8 and I-10 Hidden Valley Transportation Framework Study, City of Maricopa General Plan, 2008 Maricopa RTP Update, City of Casa Grande General Plan, Casa Grande Small Area Transportation Study, MAG Southwest Area Transportation Study, City of Goodyear General Plan (Southern Goodyear), and other studies that may become known;
- Identifying a universe of potential parkway alignments in the respective corridors;

- Completing an overview of the corridor development potential by examining major opportunities and constraints to identify three promising candidate alignments (a “Fatal Flaw Analysis”);
- Identifying a preferred alignment
- Establishing geometric and design parameters for the preferred alignment to aid in protecting future rights-of-way, with the objective of posturing Maricopa to conduct a comprehensive study in the future to develop specific alignment.

10.2: The WCI Project Team will examine Maricopa’s relationship with Central Arizona and Sun Corridor. This examination will rely on studies identified in 4.7.1 as well as current information available for the Sun Corridor to identify:

- Potential issues, opportunities, and constraints associated with the future I-11 corridor, currently routed through the central portion of the Maricopa MPA;
- Likely geometric and design parameters for the proposed Interstate facility to aid in protecting future rights-of-way when an alignment is adopted; and
- Feasible locations for parkway/arterial interchanges with I-11.

*Products: Technical Memorandum No. 2 – Corridor Feasibility Assessment
Stakeholder Meetings (up to 4)*

Task 11.0 Compliance

Purpose: To identify areas not in conformance with City standards and define methodology to bring those areas into compliance

11.11: Develop guidance and standards for bringing wildcat areas into uniformity with City transportation standards to assure the integrity of the transportation grid system is maintained.

11.12: Analyze areas in the City that are not in compliance with standard setbacks and landscaping standards established by City Code and make recommendations on how to bring those areas into compliance.

Products: Technical Memorandum No. 3 – Compliance

Task 12.0 Drainage Assessment

Purpose: To develop methodology to integrate transportation related drainage infrastructure requirements into the City planning process.

12.1: The WCI Project Team will identify potential flood and drainage issues associated with additional future transportation infrastructure required to meet forecast needs. This investigation will:

- Identify flood or drainage infrastructure required for new roadway development;
- Recommend a standard method of establishing specific fees for various categories of infrastructure;
- Define a process for equitably attributing required improvements and associated DIFs with respect to developments requiring the infrastructure (Note: Building half a bridge is not reasonable; so, fees may need to be assessed and collected at different times; or, the CILA concept might apply whereby the first developer pays for the entire infrastructure up front with reimbursement in the future as other developments are planned that benefit from the previous improvement.)

Products: Technical Memorandum No. 4– Drainage