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COUNCIL ITEM OF SPECIAL INTEREST: NORTHERN PARKWAY UPDATE

Staff Contact: Jack Friedline, Director, Public Works

Staff Presenter: Jack M. Lorbeer, Transportation Planning Manager

Purpose

This item is in response to a Council Item of Special Interest by Councilmember Tolmachoff requesting an update on the Northern Parkway project. This report provides the City Council with the latest information, including recent and future events.

Background (2001-2015)

Northern Parkway is a planned high capacity, partially access-controlled roadway extending from the Loop 303 to Grand Avenue (US 60). The project will connect the central and western portions of Glendale, reducing congestion and facilitating traffic flow from new developments in the western area.

This project was first conceived in 2001, and was included on ballot initiatives for funding and approved by Glendale voters in 2001, countywide voters in 2004 (Proposition 400), and Peoria voters in 2005. A partnership to build the Northern Parkway was formalized through an Intergovernmental Agreement (IGA) in December of 2008 between Glendale and the Cities of El Mirage and Peoria, and Maricopa County. The IGA included the local funds for the design concept for the ultimate configuration and a commitment to fund a portion of the Parkway.

The ultimate configuration of the Northern Parkway project was estimated in 2009 at \$612.65 million dollars. The project is split into two components: 1) A funded project now estimated at \$328.6 million and 2) an unfunded project estimated in 2009 at \$291.1 million. The funded project is comprised of 70% regional money from the Arterial Life Cycle Program (ALCP) with a 30% local match. The local match is split with Glendale at

40%, Maricopa County at 30%, Peoria, at 20% and El Mirage at 10%.

Glendale took the lead in financing the project design concept report (DCR) and obtaining the environmental clearances at the onset of the project. Both the DCR and the environmental clearance were approved by the US Department of Transportation in May 2010.

Northern Parkway between Sarival Avenue and Dysart Road opened to traffic in December 2013. Grade Separated Interchanges (GSI) at Litchfield and Reems Roads were completed in January 2015. Landscaping was completed in March 2015. Through a separate IGA in 2011, between Glendale and Maricopa County, the city agreed to maintenance responsibilities for Northern Parkway between Sarival Avenue and Dysart Road. In Fiscal Year 2015-16 the estimated cost of maintaining the four mile section was \$300,000. Maintenance of Northern Parkway is paid out of the Transportation Sales Tax Fund (GO Program).

Northern Parkway Financial Information

The latest information from the Maricopa Association of Governments (MAG) shows the current and remaining regional and local contributions for the funded project.

Contributions for Northern Parkway To Date

Contribution	Made	Remaining	% Made	Contribution Total
Regional	\$79,118,102	\$156,800,000	33.5	\$235,918,102
MCDOT	\$7,501,750	\$18,652,147	28.7	\$26,153,897
Glendale	\$31,111,300	\$3,760,563	89.2	\$34,871,863
Peoria	\$2,686,765	\$14,749,167	15.4	\$17,435,932
El Mirage	\$1,000,000	\$7,717,966	11.5	\$8,717,966
Flood Control	\$5,544,275	-	-	\$5,544,275
TOTAL	\$126,962,192	\$201,679,843		\$328,642,035

The financial table shows that Glendale has already contributed nearly 90% of its entire local match for the funded project. The remaining \$3,760,563 is programmed in the GO Program between FY 2016-17 and FY 2025-26. The contributions from all sources are adequate to construct the funded project from the Loop 303 to Grand Avenue. Additional funding will be needed to complete Northern Parkway to its ultimate configuration.

Recent Events Regarding Northern Parkway (2016)

Upon completion of the first four miles of Northern Parkway in 2015, Maricopa County requested a reassessment of the project scope based upon the impacts of the 2008 recession on potential development

surrounding the parkway corridor. The Maricopa County Department of Transportation (MCDOT) hired a consultant in July 2016 to re-review the MAG travel forecasts out to the year 2040. The results showed a lowering of projected 2040 volumes, but did not warrant a reduction in the project scope from the 2010 DCR. Additionally, MAG employment forecasts for a post-2040 timeframe shows an additional 150,000 jobs in developing areas of several cities surrounding the parkway corridor.

At the conclusion of the reassessment of the travel forecasts, the City/County Managers of the partner agencies held a series of meetings to provide direction on the next steps in the Northern Parkway project. These meetings culminated on November 9, 2016 when a consensus was reached to move forward with the project following the 2010 DCR design with minor modifications such as the size of the Agua Fria Bridge.

Next Steps in the Northern Parkway Project (2017-2025)

The next section of Northern Parkway to be completed is from its current terminus just west of Dysart Road to 111th Avenue (see attached map). With agreement by the project partners now in place, MCDOT as the lead agency will have their consultant re-review and complete the DCR design incorporating any final comments from partner agencies. The MCDOT project manager anticipates an advertisement date for construction in September 2017. In general, the funded improvements for this section consist of roadway widening/frontage roads, Grade Separated Interchanges (GSI) at Dysart Road and El Mirage Road (similar to those at Reems Road and Litchfield Road) and a new bridge over the Agua Fria River. Completion of this section will replace the existing two lane Northern Avenue and will make the entire corridor a multi-lane facility.

The section east of 111th Avenue to Grand Avenue will include additional roadway widening and several intersection improvements. The scheduling for this section will need to be finalized so that the available ALCP funds are spent by the conclusion of the program at the end of 2025.

A new life cycle cash flow analysis will also need to be prepared including both the regional and local remaining financial contributions and schedule (Glendale has already contributed 90% of its contributions). This will be incorporated into the next update to the MAG ALCP beginning in January 2017.

Summary

The resumption of the Northern Parkway project is a positive step forward for the City of Glendale. Northern Parkway will provide regional connectivity to the state highway system, serve expected population and employment growth, improve safety of travel within Glendale, reduce travel time, improve access across the Agua Fria River, and enhance flood protection. Completing the funded Northern Parkway project will also support Glendale, the surrounding cities, and the county in planning development that is compatible with the Parkway and that would utilize the added capacity and mobility provided by the Parkway. The Parkway will attract quality development that will help support the local tax base. Completion of the funded project will also emphasize the importance of the long-standing partnership between neighboring communities in being able to work together for a common goal.