

September 6, 2016

TO: Members of the MAG Management Committee

FROM: Ed Zuercher, Phoenix, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, September 14, 2016 - 12:00 noon
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. Members of the Management Committee may attend the meeting either in person, by videoconference or by telephone conference call. The agenda and summaries also are being transmitted to the members of the Regional Council to foster increased dialogue between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. A working lunch will be provided.

Please park in the garage under the building, bring your ticket, parking will be validated. For those who purchased a transit ticket to attend the meeting, Valley Metro/RPTA will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
September 14, 2016**

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Pledge of Allegiance

3. Call to the Audience

An opportunity is provided to the public to address the Management Committee ON ITEMS THAT ARE NOT ON THE AGENDA THAT ARE WITHIN THE JURISDICTION OF MAG, or non-action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

4. Executive Director's Report

The MAG Executive Director will provide a report to the Management Committee on activities of general interest.

5. Approval of Consent Agenda

Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).

3. Information.

4. Information.

5. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*5A. Approval of the August 10, 2016, Meeting Minutes

5A. Review and approval of the August 10, 2016, meeting minutes.

*5B. MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program

Each year, the MAG Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and enables MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. On April 5, 2016, the MAG PSAP Managers were requested to submit their equipment requests for Fiscal Year (FY) 2018-2022 by July 15, 2016. The MAG Fiscal Year (FY) 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program were recommended for approval on August 11, 2016, by the MAG PSAP Managers Group and on August 25, 2016, by the MAG 9-1-1 Oversight Team. Please refer to the enclosed material.

*5C. FY 2017 MAG Early Phase Public Input Opportunity

To ensure public participation in the development of transportation plans and programs, MAG conducts a public input process that includes four-phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. MAG has completed the public involvement process for the fiscal year (FY) 2017 Early Phase Input Opportunity. In collaboration with agency partners, the Early Phase included an open house that was held on August 11, 2016, whereby members of the public and interested parties were invited to learn more about the transportation planning and programming process as well as rebalancing efforts currently underway for the Freeway and Highway programs of the Regional Transportation Plan. On August 22, 2016, MAG also held a Stakeholders Agency meeting to facilitate information sharing among agencies and solicit feedback on future transportation plans. Included in this Early Phase process were small group presentations, technical and policy

5B. Recommend approval of the MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program.

5C. Recommend acceptance of the Draft FY 2017 MAG Early Phase Public Input Opportunity Report.

committee meetings, and correspondence received in writing or by e-mail, telephone or online through the MAG website. Comments received during the FY 2017 Early Phase Input Opportunity will help guide the development of the Draft FY 2018-2022 MAG Transportation Improvement Program and the Draft 2040 MAG Regional Transportation Plan. The Early Phase provides the initial opportunity for the public to provide comment on transportation plans and programs prior to the development of draft documents by MAG policy committees, in accordance with federal law. Input received during the Early Phase is compiled within the Draft FY 2017 Early Phase Input Opportunity Report. Please refer to the enclosed material.

*5D. FY 2017 Road Safety Assessments and Project Assessments at Intersections and Corridors

The Fiscal Year (FY) 2017 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2016, includes a total of \$300,000 in MAG planning funds for performing Road Safety Assessments (RSA)s and Project Assessments (PA)s. Each year, more than 58,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections that result in nearly 19,000 persons being injured or killed each year. The MAG Transportation Safety Committee has recommended RSAs and PAs as a regional road safety initiative to help identify and address safety issues at high crash risk intersections. The RSAs involve site investigations by an RSA Team that results in a report with a list of recommendations for the local agency. The performance of a PA is the next logical step following an RSA, and results in a road safety improvement project that is designed up to 15 percent completion. Projects with completed RSAs and PAs have been utilized by local agencies to compete for federal road safety funds. A total of 44 RSAs and five PAs have been completed successfully by MAG. The typical cost of conducting an RSA or a PA is about \$35,000. A Working Group of the Transportation Safety Committee conducted extensive analysis of crash

5D. Recommend approval of the list of eight projects for performing seven Road Safety Assessments and developing one Project Assessment, to be completed with the available funding in FY 2017.

data to identify potential RSA and PA projects for FY 2017. The attached list of FY 2017 RSA and PA projects was recommended for approval by the Transportation Safety Committee on July 26, 2016. These projects will be assigned to qualified consulting firms under contract with MAG to provide on-call consulting services in the area of transportation safety planning. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

6. Domestic Violence Awareness Month

Domestic violence calls are among the most frequent, dangerous, and costly calls law enforcement responds to throughout the region. There were 107 domestic violence related deaths in Arizona last year. The MAG Protocol Evaluation Project has coordinated a regional response to domestic violence through the criminal justice system since 2010. This saves lives, time, and resources. Apache Junction Vice Mayor Robin Barker, MAG Regional Domestic Violence Council Chair, will provide an overview of the Resolution of Support for Domestic Violence Awareness Month. Please refer to the enclosed material.

7. Discussion of the CenturyLink Proposal for 9-1-1 Managed Services

In September 1985, the Maricopa Region 9-1-1 system was made available to the residents of this region. To administer the program, the MAG member agencies passed resolutions designating the City of Phoenix as the contracting agent. The Arizona Department of Administration (ADOA) administers the Emergency Telecommunications Services Revolving Fund for 9-1-1. The MAG committee process makes recommendations through the Regional Council to the ADOA for equipment and funding decisions. Due to limited revenue in the Emergency Telecommunications Revolving Fund, the State 9-1-1 Office has received a proposal from CenturyLink to provide a proposal on managed services for the State's PSAPs. On June 21, 2016, a presentation on proposed managed services for 9-1-1 in the MAG

6. Recommend approval of the Resolution of Support for Domestic Violence Awareness Month.

7. Recommend that the MAG member agencies consider the managed services proposal through the existing regional process at MAG, including the formation of a working group to review the technical, financial and policy implications of the proposal.

region was delivered by CenturyLink at a joint meeting of the MAG 9-1-1 Oversight Team and the MAG PSAP Managers Group. On July 25, 2016, a memorandum was sent to the MAG Management Committee, MAG 9-1-1 Oversight Team, MAG PSAP Managers and MAG Intergovernmental Representatives. On August 11, 2016, the MAG PSAP Managers Group and on August 25, 2016, the MAG 9-1-1 Oversight Team recommended that the MAG member agencies consider the managed services proposal through the existing regional process at MAG. Please refer to the enclosed material.

8. Amendment to Add \$873,400 to the HDR, Inc., Contract for the Interstate 10/Interstate 17 Corridor Master Plan and Amendment to the FY 2017 MAG Unified Planning Work Program and Annual Budget to Accept the Funds From the Regional Freeway and Highway Program

On August 12, 2013, the MAG Regional Council Executive Committee amended the FY 2014 MAG Unified Planning Work Program and Annual Budget for \$2,500,000 to develop the Interstate 10/Interstate 17 Corridor Master Plan. This work was previously being conducted by Arizona Department of Transportation (ADOT). The ADOT work was suspended and the project and funding have been transferred to MAG. The two environmental impact statement (EIS) studies for the corridor previously being conducted by ADOT were between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The project has evaluated more than 340 concepts for meeting future travel demand along Interstates 10 and 17 with extensive traffic engineering and safety analyses of the corridor's mainline and 31 traffic interchanges. These efforts have helped identify the best methods for accommodating traffic on the freeway, as well as circulation on local arterial streets intersecting the corridor. Additional consultant services are needed for conceptual engineering design studies to ensure the viability, constructability, and potential right-of-way needs along the corridor. These services will assist ADOT, Valley Metro, and other affected MAG

8. Recommend approval to add \$873,400 to the HDR, Inc., contract for the Interstate 10/Interstate 17 Corridor Master Plan and amend the FY 2017 MAG Unified Planning Work Program and Annual Budget to accept the funds from the Regional Freeway and Highway Program.

member agencies in the corridor to minimize their project development time for implementing the recommendations at the earliest opportunity. Adding the amount of \$873,400 to the HDR, Inc., contract is needed to conduct the additional services. Funding for these additional services is from the MAG Regional Freeway and Highway Program amount programmed for Interstate 10 and Interstate 17. Please refer to the enclosed material.

9. Ozone Boundary Designations

On August 9, 2016, the Arizona Department of Environmental Quality (ADEQ) conducted another stakeholder meeting on the ozone boundary designations. At the meeting, ADEQ reported that the Environmental Protection Agency (EPA) did not look favorably upon submitting the current Maricopa ozone boundary as the preferred option. The ADEQ indicated that the primary recommendation will now be the expansion of the current boundary to include the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County. ADEQ will present three other alternatives to not expand the boundary if the Queen Valley and/or Tonto National Monument monitors meet the standard. Based upon the 2014-2016 monitor data, both monitors are at 0.071 parts per million, which is slightly over the 0.070 parts per million standard. Until recently, the Tonto monitor was meeting the standard. However, it was discovered that the monitor had shut down on June 22, 2015 in the evening due to a pump failure. Since the monitor had six hours of data over the standard before it shut down, it would be counted as an exceedance, causing the monitor to violate the standard. ADEQ has indicated that if the monitor had not shut down and had the usual eight hours of data, the monitor would not have violated the standard due to the declining ozone concentrations in the evening. If the boundary is expanded as in the ADEQ primary recommendation, there will be tighter controls on business and industry in the new area and transportation conformity requirements will apply. These requirements could have a negative impact

9. Information and discussion.

on economic development in Pinal County. By September 1, 2016, ADEQ will submit the boundary recommendation to the Governor for consideration. By October 1, 2016, the Governor will submit the boundary recommendation to EPA. By October 1, 2017, EPA will finalize the ozone boundary designations based upon 2014-2016 monitor data and possibly 2017. In addition, the MAG comments submitted to ADEQ for the July 1, 2016, public hearing on the ozone boundary designations are attached. On August 31, 2016, the MAG Regional Council recommended that the Governor request that EPA delay the ozone boundary designation for up to one year in accordance with Section 107(d)(1)(B)(i) of the Clean Air Act since the Queen Valley and Tonto National Monument monitors are at 0.071 parts per million, just slightly over the 0.070 parts per million standard, to allow the overall downward trend in ozone concentrations to continue, and to allow EPA to consider the most up-to-date, complete, and sufficient monitor data for the ozone boundary designation. Please refer to the enclosed material.

10. Freight Viewer Update

The MAG Freight Transportation Plan was initiated in early 2016. As part of this project, MAG staff is developing a Freight Viewer that will illustrate freight related transportation corridors, projects, manufacturing/logistics clusters and identify economic development opportunities for the region. MAG staff will provide an overview of the draft freight viewer.

11. Legislative Update

An update will be provided on legislative issues of interest.

12. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting will be requested.

10. Information and discussion.

11. Information, discussion, and possible action.

12. Information.

13. Comments from the Committee

An opportunity will be provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Adjournment

13. Information.

MINUTES OF THE
MAG MANAGEMENT COMMITTEE MEETING
August 10, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Ed Zuercher, Phoenix, Chair	Gregory Rose, City of Maricopa
Patrick Banger, Gilbert, Vice Chair	Christopher Brady, Mesa
Matt Busby for Bryant Powell, Apache Junction	Kevin Burke, Paradise Valley
David Fitzhugh, Avondale	Carl Swenson, Peoria
Roger Klingler, Buckeye	# Louis Andersen for Greg Stanley, Pinal County
Gary Neiss, Carefree	Bruce Gardner for John Kross, Queen Creek
* Peter Jankowski, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Marsha Reed, Chandler	* Brian Biesemeyer, Scottsdale
Dr. Spencer Isom, El Mirage	* Bob Wingenroth, Surprise
# Brent Billingsley, Florence	Andrew Ching, Tempe
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	* Reyes Medrano, Jr., Tolleson
Grady Miller, Fountain Hills	Joshua Wright, Wickenburg
* Michael Celaya, Gila Bend	* Jeanne Blackman, Youngtown
* Pamela Thompson, Gila River Indian Community	Floyd Roehrich for John Halikowski, ADOT
Kevin Phelps, Glendale	Reid Spaulding for Joy Rich, Maricopa County
Brian Dalke, Goodyear	# Scott Smith, Valley Metro/RPTA
* Rosemary Arellano, Guadalupe	
# Darryl H. Crossman, Litchfield Park	

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

1. Call to Order

The meeting of the MAG Management Committee was called to order by Chair Ed Zuercher, Phoenix, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Louis Andersen, Mr. Brent Billingsley, Mr. Darryl Crossman, and Mr. Scott Smith joined the meeting via teleconference.

Chair Zuercher welcomed Mr. Roger Klingler, who was named Interim City Manager for the City of Buckeye.

3. Call to the Audience

Chair Zuercher recognized public comment from Ms. Dianne Barker, who stated that she is a resident of the City of Phoenix, which is an all American city. Ms. Barker expressed that she was happy that the U.S. women's multicultural gymnastics team won the gold medal at the Rio Olympics. She commented that one of the team members is said to be the best gymnast ever. Ms. Barker spoke of the positive teamwork she saw. Ms. Barker expressed her complaint about the lack of customer service demonstrated on the Valley Metro transit system. She said she was trying to transfer but was left by a bus at the transfer point. She said that Valley Metro staff advised her that riders should be at their bus stop five minutes before their bus is due to arrive. She questioned whether this means policy should overtake customer service. Ms. Barker said to strive beyond like in the Olympics and value the customer. She submitted documents for the record. Chair Zuercher thanked Ms. Barker.

Chair Zuercher recognized public comment from Mr. John Rusinek, who commented on the lot next door to his house. He said he received a letter from the Phoenix City Attorney, which he felt questioned his intelligence. Mr. Rusinek stated that the lot next door is 6,177 square feet. He spoke of the many vehicles that drive and park on the lot. Mr. Rusinek stated that they have to cross a dirt area to reach the gravel driveway. He said there is grass growing in the dirt. Mr. Rusinek stated that he has 100 pictures of that lot being used but the City will not look at them, nor will it look at his 11-year log. He noted that it took the City seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed. Chair Zuercher thanked Mr. Rusinek.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. Mr. Smith stated that on June 21, 2016, at the MAG office, CenturyLink provided a presentation on its managed services proposal for 9-1-1. Mr. Smith stated that in the 1980's, MAG established the 9-1-1 system in the region and its 9-1-1 committee process.

Mr. Smith stated that when 9-1-1 was established in this region, member agencies signed Resolutions agreeing to have the City of Phoenix serve as the contracting agent for the Maricopa Region 9-1-1 system. Mr. Smith stated that the City of Phoenix currently provides maintenance service on the 9-1-1 equipment to the Public Safety Answering Points in the MAG region, using funds from the 9-1-1 fund.

Mr. Smith stated that because Maricopa Region 9-1-1 is a regional system MAG expressed its concern that CenturyLink is meeting individually with member agencies regarding the managed services proposal. He noted that MAG staff has met with a representative from the Governor's Office and is meeting that afternoon with staff from the Arizona Department of Administration and the City of Phoenix on the 9-1-1 managed services proposal. Mr. Smith noted that the

managed services proposal will be discussed by the MAG Public Safety Answering Point Managers Group on August 11 and the MAG Oversight Team on August 25.

Mr. Smith stated that another element to this topic is the Regional Community Network, which is utilized by Maricopa Region 9-1-1, is the underground fiber connecting cities. Mr. Smith stated that the Regional Community Network originally was used to connect traffic centers in the region. He said that 9-1-1 was added to the Regional Community Network when the region's public safety departments wanted a redundant route for 9-1-1. Mr. Smith noted that 90 percent of the region's 9-1-1 population is covered by the Regional Community Network. He said that CenturyLink has indicated that the region's 9-1-1 system would no longer be able to use the Regional Community Network under its managed services proposal because it would be unable to vouch for it.

Mr. Smith stated that he and Phoenix Mayor Greg Stanton, Chair of the MAG Regional Council, were invited by U.S. Secretary of Transportation Anthony Foxx to attend the MPOwerment Roundtable and 50th Anniversary forum in Washington, D.C. He said that MAG is one of the most innovative MPOs in the U.S. Mr. Smith stated that transportation was under the Department of Commerce, until 50 years ago, when President Lyndon Johnson established the U.S. Department of Transportation in an effort to complete the interstate system. Mr. Smith stated that the interstate system is now virtually complete and it is time to return to its original purpose and focus of improving the economy.

Mr. Smith stated that Gilbert Mayor John Lewis resigned his office as mayor to assume the position of President and CEO of East Valley Partnership. He noted that Mayor Greg Stanton presented Mayor Lewis with a Resolution of Appreciation from MAG commemorating his contributions to the region. Mr. Smith displayed a photograph of the presentation.

Mr. Smith reported that the South Mountain Freeway lawsuit has not yet been decided. He added that staff will inform member agencies of any news that is received.

Mr. Smith stated that MAG's air quality special counsel is with the Department of Justice and the State of Arizona as deliberations continue on the lawsuit on PM-10 exceedances.

Mr. Smith stated that the Mandela Washington Fellowship group recently visited MAG. He expressed appreciation to the City of Tempe, which lent great assistance and Ms. Amy St. Peter, MAG Assistant Director, who organized the event. Mr. Smith added that the Mandela Washington Fellowship group visited to learn about MAG's best practices.

Mr. Smith stated that MAG's consultant, Capitol Strategies, received bipartisan Congressional support for expanding the zone of the Border Crossing Card from 75 miles to the entire State of Arizona. He noted that MAG had submitted letters of support for the expansion to the Department of Homeland Security. Mr. Smith stated that expanding the zone could provide an estimated \$181 million per year increase in sales tax in the State. He expressed that they hope the expansion will receive a positive determination by Homeland Security.

Chair Zuercher thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Chair Zuercher stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K were on the Consent Agenda.

Chair Zuercher recognized public comment from Ms. Dianne Barker, who said that she wanted to make some additions and clarifications to her statements in the June 8, 2016, MAG Management Committee minutes. These changes were provided in a written statement and are noted in underline: “Chair Crossman recognized public comment from Ms. Dianne Barker, who reported that she and Mr. Rusinek went to the Board of Supervisors meeting. She stated that Maricopa County is the primary regulator of air quality in this area per the Clean Air Act. Ms. Barker stated that the public is monitoring the behavior of elected officials and agency staff. She noted that transit ridership is down and this could be attributed to lower gas prices.” Ms. Barker added: and the lack of good customer service and positive advertising. Ms. Barker continued reading the June 8 minutes: “the former ADEQ director indicated the 23-year-old memorandum of understanding between MAG and ADEQ does not need to be updated, but she thinks it should be revised so we can get out of this air quality problem.” Ms. Barker added: The old 23 Memo needs consist revision-review and update-upgrade for the new. This is as expected under AZ State law in it’s creation, Title 49, Environmental Air Quality Chapter 3 et al 49-406, 49-506 A-G. Ms. Barker stated that lower transit usage is also attributed to the lack of customer service and good advertising. She said that more of the supervisors need to use transit to be closer to the problem. Good customer service is needed. Ms. Barker stated that the MOU needs to be revised. She said that she wanted all transportation and air quality staff to read Title 49, which is State law. Ms. Barker stated that the MOU needs review, revision, update, upgrade. She said this should be done on a near-annual basis. She said that she wanted to see each and every agency doing voluntary no-drive days. Chair Zuercher thanked Ms. Barker.

Chair Zuercher asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

Mr. Roger Klingler noted that in the letter from the Arizona Department of Transportation for agenda item #5E, Buckeye is noted as a Town, not a City. He requested that this change be made.

Mr. Smith apologized for not catching the error.

Mr. Floyd Roehrich noted that the correction was duly noted and would be made.

Mr. Klingler moved to recommend approval of Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, and #5K. Mr. Gregory Rose seconded. With no further discussion, the vote on the motion passed unanimously.

5A. Approval of the June 8, 2016, Meeting Minutes

The MAG Management Committee, by consent, approved the June 8, 2016, meeting minutes.

5B. Project Changes - Amendments and Administrative Modifications, as Necessary, to the FY 2017-2021 MAG Transportation Improvement Program, FY 2017 Arterial Life Cycle Program, and the 2035 Regional Transportation Plan

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP), FY 2017 Arterial Life Cycle Program, and 2035 Regional Transportation Plan as necessary, and of necessary project advancements, deferrals, modifications, and inclusion of detailed TIP listings for previously approved priority ordered projects related to apportioned Federal FY 2016 funding that are needed to balance the FY 2016 Obligation Authority or utilize FY 2016 Federal Transit Administration allocations based on the forthcoming final Obligation Authority distributions from the Arizona Department of Transportation and/or notifications by the region's transit Designated/Direct Recipient, supported by funding notices from the Federal Highway Administration and Federal Transit Administration. The Fiscal Year (FY) 2017-2021 MAG Transportation Improvement Program (TIP), FY 2017 Arterial Life Cycle Program (ALCP), and amendment to the 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on June 22, 2016. MAG submitted the request to approve and amend the State Transportation Improvement Program (STIP) to the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) on June 23, 2016, and approval to amend the STIP is currently pending. Project changes and additions to the TIP have been requested by member agencies. Further, the end of the federal fiscal year is approaching, and all FHWA sub-allocated funding (Obligation Authority), for Federal Fiscal Year (FFY) 2016 must be utilized or will be lost from the region. The Designated Recipient and Direct Recipient (City of Phoenix Transit Department) of certain FTA funding are currently preparing and submitting FY 2016 grant requests for federal approval. Project changes related to the FY 2017-2021 MAG TIP, FY 2017 ALCP, and the 2035 RTP, as appropriate, are needed at this time. On July 28, 2016, the Transportation Review Committee recommended approval.

5C. MAG Federally Funded, Locally Sponsored Project Development Status Report

The MAG Management Committee, by consent, recommended acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report. The MAG Federally Funded, Locally Sponsored Project Development Status Report was developed pursuant to the MAG Federal Fund Programming Guidelines & Procedures, approved by the MAG Regional Council on June 24, 2015. The Status Report provides information on the development and status of locally sponsored projects funded thorough the MAG competitive selection process for federal funds (primarily Congestion Mitigation and Air Quality Improvement Program funds and Transportation Alternatives Program funds) for Federal Fiscal Years 2017 and 2018 of the approved TIP. The Status Report performs two key functions: 1) Provides verification that federally funded, locally sponsored projects fully comply with the fiscal constraint requirements

of the Code of Federal Regulations (23 CFR §450). 2) Provides MAG with information necessary to make decisions to avoid the loss of federal funds as a result of federal “use it or lose it” requirements. On July 28, 2016, the Transportation Review Committee recommended acceptance of the MAG Federally Funded, Locally Sponsored Project Development Status Report.

5D. Memorandum of Understanding for Coordination of Transportation Planning Activities in the MAG and Sun Corridor Metropolitan Planning Organization Planning Areas in Pinal County

The MAG Management Committee, by consent, recommended approval of the Memorandum of Understanding for coordination of transportation planning activities in the MAG and Sun Corridor Metropolitan Planning Organization (SCMPO) planning areas in Pinal County. MAG shares the West Pinal PM-10 Nonattainment Area and West Central Pinal PM-2.5 Nonattainment Area with the Sun Corridor Metropolitan Planning Organization (SCMPO). The Code of Federal Regulations (23 CFR §450.314(b)) requires that where planning boundaries contain only part of a nonattainment or maintenance area, the parties responsible for transportation planning in the area develop a written agreement describing how transportation planning will be conducted for the nonattainment or maintenance area. Included with this agenda is a draft Memorandum of Understanding developed jointly by MAG, SCMPO, the Arizona Department of Environmental Quality and the Arizona Department of Transportation pursuant to the above referenced regulation. The Memorandum of Understanding largely documents planning coordination activities that are already in place and is limited to planning coordination activities only. The document has been reviewed by legal staff from all four parties to the agreement. On July 28, 2016, the MAG Transportation Review Committee recommended approval of the Memorandum of Understanding.

5E. Arizona Department of Transportation Red Letter Process

The MAG Regional Council approved the Red Letter Process in 1996 to provide early notification of potential development in planned freeway alignments. Development activities include actions on plans, zoning, and permits. The Arizona Department of Transportation (ADOT) has forwarded a list of notifications from January 1, 2016, to June 30, 2016. Twenty-five of the 186 notices received have an impact to the state highway system. ADOT is requesting that local municipalities visit with their respective staff and offices responsible to ensure participation in the Red Letter Program. This item was on the agenda for information and discussion.

5F. FY 2017 MAG Pedestrian and Bicycle Facilities Design Assistance Program

The MAG Management Committee, by consent, recommended approval of the six projects for the FY 2017 MAG Pedestrian and Bicycle Facilities Design Assistance Program: Tempe: Country Club Way Pedestrian Improvements and Bicycle Boulevard (\$72,608.25); Phoenix: 20th Street - Grand Canal to Glendale Avenue: Glendale Avenue - 20th Street to Squaw Peak Drive (\$69,967.95); Surprise: Grand Avenue Pedestrian Plaza (\$52,365.95); Mesa: Red Mountain Shared Use Pathway (\$70,408); Maricopa: Pedestrian and Bicycle Facilities at UPRR/SR 347 Overpass Project (\$70,408); Peoria: Skunk Creek Multi-Use Path: 73rd Avenue to 83rd Avenue (\$64,241.85). The FY 2017 MAG Unified Planning Work Program and Annual Budget, approved

by the MAG Regional Council in May 2016, includes \$400,000 for the MAG Design Assistance Program for Bicycle and Pedestrian Facilities. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary design portion of a bicycle or pedestrian project. On May 26, 2016, MAG member agencies were requested to submit project applications for the Design Assistance Program. The applications were due June 23, 2016. On July 19, 2016, the Bicycle and Pedestrian Committee reviewed and ranked the applications and voted to recommend approval of six projects for \$400,000. On July 28, 2016, the MAG Transportation Review Committee recommended approval of the six projects for the FY 2017 MAG Pedestrian and Bicycle Facilities Design Assistance Program.

5G. Amendment of the FY 2017 MAG Unified Planning Work Program and Annual Budget to Establish an On-Call Services Contract for Transportation Planning

The MAG Management Committee, by consent, recommended approval of an amendment to the FY 2017 MAG Unified Planning Work Program and Annual Budget to establish an On-Call Services Contract for Transportation Planning in the amount of \$400,000. MAG presently uses on-call services contracts to supplement staff capabilities with expertise in specialized areas of Intelligent Transportation Systems (ITS), Safety, and Travel Demand Modeling to expedite delivery of key programs in the MAG Work Program. These contracts have been successfully integrated into the delivery of studies and programs for ITS and Safety, and has helped advance the development of the next state-of-the practice tools for improving MAG's travel demand modeling services. MAG has utilized the On-Call Services Contract for transportation planning since 2010. Given this success, and as transportation planning demands continue to expand at MAG, a new On-Call Services Contract is sought for general transportation planning applications. The FY 2017 MAG Unified Planning Work Program and Annual Budget was approved by Regional Council in May 2016. An amendment is needed to provide a budget of \$400,000 for the FY 2017 On-Call Services Contract for Transportation Planning to be funded from the Proposition 400 sales tax.

5H. Amendment to the On-Call Project for FY 2016 Transportation Behavioral Model and Data

The MAG Management Committee, by consent, recommended approval of the amendment to the On-Call Project for FY 2016 Transportation Behavioral Model and Data to increase the on-call project budget by \$250,000. The Fiscal Year (FY) 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2015, includes on-call consulting services for FY 2016 Transportation Behavioral Model and Data. MAG has identified a number of additional improvements and updates to the regional transportation forecasting models that are required in order maintain currency of the regional forecast and its applicability to the regional planning tasks. In order to fully implement the identified improvements, including recalibration to the new transit on-board survey, updates with the newly collected traffic data, and purchases of the current traffic data sets that have become available, an amendment to the on-call project is required. The amendment will enable the inclusion of additional tasks designed to develop, calibrate and validate MAG transportation models as well as perform relevant data collection and analyses. The additional amount of funds needed for these additional model update tasks is \$250,000.

5I. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To address new Federal Highway Administration procedures to minimize inactive obligations and to assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, we are requesting that street sweeper projects be purchased and reimbursement requests be submitted to MAG within one year from the date of the MAG authorization letter. This item was on the agenda for information and discussion.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2017-2021 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. This item was on the agenda for consultation.

5K. Consultant Selection for the MAG Regional Transit Framework Study Update

The MAG Management Committee, by consent, recommended approval of the selection of the firm Nelson\Nygaard Consulting Associates, Inc. to conduct an update to the 2010 MAG Regional Transit Framework Study for an amount not to exceed \$200,000. The Fiscal Year (FY) 2017 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2016, includes \$200,000 for an update to the 2010 MAG Regional Transit Framework Study. The scope of work for this 18-month study will formalize the region's high-capacity transit system corridors by updating the work completed in the 2010 study through a planning horizon of 2040. A Request for Proposals was issued on June 20, 2016, and two proposals were received prior to the July 25, 2016, closing date. An evaluation team composed of member agencies and partners reviewed the proposals on August 2, 2016, and recommended to MAG the selection of the firm Nelson\Nygaard Consulting Associates, Inc. to conduct the study.

6. Domestic Violence Awareness Activities

Ms. Amy Robinson, MAG staff, introduced the Honorable Robin Barker, Vice Mayor of Apache Junction, and Chair of the MAG Domestic Violence Council. Vice Mayor Barker thanked the MAG Management Committee for their support of efforts taking place within the region to address domestic violence. These efforts help to save lives and keep our communities safe.

Vice Mayor Barker stated that October is Domestic Violence Awareness Month. She said that in preparation, a training event called "Beyond the Handcuffs: Improving Support for Abuse

Survivors,” is planned for August 18, 2016. Vice Mayor Barker stated that the event will be held at the Maricopa County Sheriff's Office Training Facility in Phoenix. The training will focus on the best practices in the criminal justice response to domestic violence.

Vice Mayor Barker stated that MAG will also be holding a press conference on the Protocol Evaluation Project on September 30, 2016. She explained that the Protocol Evaluation Project is an initiative funded by the Governor's Office and administered by MAG and additional criminal justice system partners to improve the way the region arrests and prosecutes domestic violence offenders.

Vice Mayor Barker stated that in addition to the training event, MAG creates a calendar of events taking place each October to highlight all of the domestic violence awareness events taking place throughout the region. She stated that the calendar will be updated as events are added. Vice Mayor Barker noted that the event registration form was included in the agenda packet and is also on the MAG website. She encouraged members to fill out the form for any domestic violence awareness events they would like to be added to the calendar.

Ms. Robinson noted that the upcoming training event will include speakers from law enforcement, prosecutors' offices, victim advocates, court staff and volunteers. She noted that this is a great opportunity to share best practices. Ms. Robinson stated that if any of agencies are hosting events for Domestic Violence Awareness Month, please let her know and the events will be listed on the domestic violence awareness calendar. She added that MAG staff will also provide technical assistance to any partner agency in conducting an event to raise awareness about the impact of domestic violence.

Chair Zuercher thanked Vice Mayor Barker and Ms. Robinson for their reports. He asked members if they had questions.

Vice Chair Patrick Banger stated that earlier this year, agencies in the region were notified by HUD that their uses for CDBG funds would no longer be allowed. He said the House of Refuge in the East Valley was severely impacted by this change. Vice Chair Banger asked the outcome or if another funding source had been identified.

Ms. Brande Mead, MAG staff, replied that the House of Refuge was a Continuum of Care program for homeless assistance. She noted that funding to eight different programs that provided transitional housing across the region was lost, including the program Vice Chair Banger mentioned. Ms. Mead stated that MAG staff worked with those agencies to transition the families and youth to either other programs or with other funders to sustain the programs. Ms. Mead reported that yesterday, MAG received a letter from HUD in response to MAG's appeal letter requesting reconsideration of its decision. HUD indicated in the letter it was denying the appeal. Ms. Mead stated that MAG staff have been working very closely with the agencies that lost funding. She noted that every youth and family that would have been impacted by that loss of funding have been transitioned or have a transition plan in place.

Mr. Dennis Smith stated that one issue associated with domestic violence is the booking and per diem rates of imprisonment at the County Jail. He said that these rates are always a concern to the cities. Mr. Smith stated that one area of focus in the domestic violence program is the lethality assessment. The lethality assessments could be very useful in the incarceration of those who need to be locked up. If cities are working with magistrates to have offenders released as soon as possible, it could be working at cross purposes. Mr. Smith stated that perpetrators get out of jail and are dangerous, not only to victims, but also to police officers answering the calls. He noted that domestic violence offenders need to be locked up.

Chair Zuercher congratulated Vice Mayor Barker on her Desert Peaks Award for her leadership on domestic violence issues. He thanked her again for coming to the meeting.

7. Update on MAG Website Redesign

Ms. Shannon Reed, MAG staff, stated that an effort is underway to redesign the MAG website to update the site's functionality and to better support new technology and mobile applications. She said that the MAG Executive Committee approved that Integrated Web Strategy LLC, be selected to provide research and strategic planning prior to programming and design of the website.

Ms. Reed stated that Integrated Web Strategy has conducted research that included internal and external stakeholder interviews, focus groups, and an online survey. She said that recommendations from the research included making navigation of the site easier, increasing multimedia content, showing related content, and creating a site for proper display of content.

Ms. Reed stated that Integrated Web Strategy conducted an audit using Google Analytics and heat mapping. She reported the top ten most visited pages on the MAG website. Ms. Reed stated that usage of the MAG website from April 2015 to April 2016. was analyzed and showed the number of new and returning visitors, average session time, total number of users and total number of page views. Ms. Reed noted that the new website will be Americans With Disabilities Act compliant.

Ms. Reed stated that next steps include building new website infrastructure by the MAG IT Division, preparing mockups of new web pages, incorporating recommended strategies, working internally to solidify navigation structure, working with MAG divisions to review current content, simplifying landing pages, restructuring resources and event calendars, and training division liaisons. Ms. Reed stated that the launch of the new website is targeted for April 12, 2017, to coincide with MAG's 50th Anniversary.

Chair Zuercher thanked Ms. Reed for her report. No questions from the committee were noted.

8. Planning for Autonomous Vehicles

Mr. Eric Anderson, MAG staff, reported on planning for autonomous vehicles. He said that MAG has been tracking vehicle technology and what it means for transportation planning. Mr. Anderson stated that he test drove a Tesla with the auto-pilot feature in January. He stated that the idea for auto-pilot cars has been around for a while – back to the 1950s and 1960s. He showed

advertisements – a 1957 ad for electric vehicles sponsored by an electric company and a 1961 ad for General Motors auto controlled vehicles that allowed them to follow an electromagnetic cable buried in the highway.

Mr. Anderson noted that today, cars sense where they are. He said that Chandler and Google are hot-weather testing autonomous vehicles. Scottsdale is working with Google and General Motors Cruise. Mr. Anderson pointed out that a local firm, Local Motors, builds autonomous transit vehicles and the vehicles are being used in the Washington, D.C. area and there will be another deployment in Las Vegas. He added that Local Motors recently gave a presentation at the MAG Economic Development Committee meeting.

Mr. Anderson stated that the commercial trucking industry is preparing for platooning. He noted the labor shortages and the high costs of labor and fuel have caused the industry to look at options that would increase efficiency and productivity of drivers, and platooning is an option. Mr. Anderson stated that the technology to platoon exists on trucks today, but regulatory relief and testing are needed.

Chair Zuercher asked for clarification of platooning. Mr. Anderson replied that a series of a few trucks goes nose-to-tail down the highway. Technology on the trucks sense there is one driver leading the truck train behind.

Mr. Anderson displayed a graphic of the logos of major corporations that are pouring billions of dollars into this technology. These companies include automobile companies, technology companies, and service companies. Mr. Anderson stated that software technology is proceeding more quickly than many people thought would happen. The big question is not if the technology is going to be incorporated into the fleet, but how quickly.

Mr. Anderson displayed a chart of the five levels (zero to four) of automation. He explained that level zero is no automation, level four is full self-driving automation. We are currently between level one (function specific automation, e.g., automatic braking) and level two (combined function automation). Level three is limited self-driving automation and is estimated to be implemented by 2020. Mr. Anderson said this is the level being utilized by Tesla that requires a driver to be in the driver's seat but the vehicle has the capability to drive itself. He noted that many state regulations require an operator be in the driver's seat. Mr. Anderson stated that level four is 100 percent self-driving autonomous penetration, utopian society, and is still in the future.

Mr. Anderson stated that Boston Consulting Group's analysis shows the sales of partially and fully autonomous cars are projected to surge by 2035 and will represent 25 percent of the global automobile fleet.

Mr. Anderson stated that the Transportation Research Board identified hundreds of questions about automation that need to be addressed in the areas of traffic engineering, roadway design, speed limits, and parking. He said there are also policy questions, such as how to incorporate automation into long range transportation plans, land use and urban form. Will drivers' education and licenses still be needed if cars are automated? Mr. Anderson stated that people might not even

own cars in the future and autonomous cars could make car sharing a more viable option. He indicated that he thought insurance and liability would be a couple of the largest areas to benefit from autonomous vehicles.

Mr. Anderson stated that highway capacity will increase with the implementation of autonomous vehicles, and vehicles will be able to travel closer together at higher speeds. He said that currently, the theoretical capacity of a freeway lane is 2,200 vehicles per hour. With a fully automated fleet, which is many years in the future, some experts feel the capacity could increase five-fold -- to approximately 10,000 vehicles per lane per hour.

Mr. Anderson stated that a survey showed that 81 percent of those in self driving cars would continue to watch the road. He noted that an 80 percent reduction in highway fatalities could occur with autonomous vehicles. This would result in lower auto insurance costs. Mr. Anderson gave as an example an insurance premium of \$1,158 for a Honda Accord today could decrease to a \$232 rate for an autonomous vehicle. Mr. Anderson summarized that there are a lot of implications with autonomous vehicles – more free time, lower expenses, and more freeway capacity without adding lanes.

Chair Zuercher thanked Mr. Anderson for his report and asked if there were questions.

Mr. Dennis Smith stated that at the MAG Economic Development Committee meeting, the representative from Local Motors expressed disappointment that the demo site for its bus, Olli, was on the East Coast. Mr. Smith noted that the representative received many inquiries from the mayors about how their jurisdictions could become a demo or beta testing site. He noted that the Olli buses are all-electric. Mr. Smith mentioned to the managers that their mayor might come to them to discuss becoming a Local Motors test site. Mr. Smith stated that the Local Motors tour was fascinating. He noted that it typically takes approximately seven years to take a new car from design to launch, however, Local Motors indicated its process can start in January and the vehicle is on the street in June.

Mr. Anderson stated that Local Motors has a program called Co-Creative in which anyone can submit suggestions and respond to design challenges issued through their website. He said that they are currently working with Airbus on a cargo delivery drone and asked for ideas. Mr. Anderson stated that winners could receive a stipend. He said they are soliciting creativity from around the world and are receiving a lot of ideas, instead of a couple from a design team. Mr. Anderson stated that Local Motors also utilizes 3-D printing of some of the parts for Olli. He said Local Motors also has a relationship with IBM on high-level systems analyses. Mr. Anderson stated that Olli will recognize repeat customers and will ask where they want to go today. He stated that Local Motors has a very open design system and welcomes people to visit and see how they do things and help them improve. Mr. Anderson expressed that he thought Local Motors is a company that could have significant benefits to the Valley.

Vice Chair Banger asked the types of evaluations being done on this technology and other forms of mass transit. Mr. Anderson replied that there are a lot of different opinions. Some think that the days of public transit are over and will be replaced by car sharing. Some think that

autonomous vehicles provide better access because they provide a better last mile connection. He said you can take your car to a transit stop, send your car home, and board transit. Mr. Anderson stated that there is no consensus on public transportation yet, but he thought there would always be a need for a form of public transportation.

Chair Zuercher noted that autonomous vehicle technology could have implications for Proposition 500 planning.

9. Legislative Update

Mr. Nathan Pryor, MAG staff, provided an update on legislative issues of interest. He first spoke of the federal FY 2016 TIGER Round 8 awards totaling \$500 million nationally. Mr. Pryor stated that no projects in Arizona received a TIGER award in Round 8. He said that the MAG region supported SR-189 and I-15 in the Nogales area to better facilitate freight movement to and from Mexico. Mr. Pryor noted that the Virgin Islands and Guam received awards.

Mr. Pryor stated that a \$54 million FASTLANE grant was awarded to Interstate 10 improvements from Phoenix to Tucson. He extended congratulations to ADOT for securing this grant.

Mr. Pryor stated that MAG received the invoice in excess of \$2.5 million for the administration and collections fee for the Arizona Department of Revenue. He explained that fees resulted from HB 2617 and HB 2708 and are collected from MAG and PAG sales taxes. Mr. Pryor stated that the funds will be taken from MAG's Proposition 400 funds in late September.

10. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

11. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mr. Gregory Rose expressed his appreciation to Mr. Nathan Pryor for his assistance in the City's search for a new Intergovernmental Affairs Director. He said that Mr. Pryor was very helpful in identifying the skill set and experience needed.

Dr. Spencer Isom stated that the Arizona Metropolitan Trust recently passed the gavel to the new Chair, Mr. Bryant Powell, and Vice Chair, Mr. David Fitzhugh. He noted that the Trust was formed in 2012 by El Mirage, Youngtown, Avondale, and Apache Junction, and they have since

welcomed Buckeye Valley Fire District, Pinal County, Fountain Hills, and Sun City Fire Department. Dr. Isom explained that the Arizona Metropolitan Trust provides medical, dental, vision, life, and short term disability insurance. He said that the Trust does not accept everyone, so if interested take a look at what they have to offer. Even if a city is self-insured the Arizona Metropolitan Trust might save them some money.

Chair Zuercher noted that the next Management Committee meeting is scheduled for September 14, 2016.

Adjournment

There being no further business, the meeting was adjourned at 1:10 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 6, 2016

SUBJECT:

MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program

SUMMARY:

Each year, the Public Safety Answering Point (PSAP) Managers submit inventory and upgrade requests that are used to develop a five-year equipment program that forecasts future 9-1-1 equipment needs of the region and will enable MAG to provide estimates of future funding needs to the Arizona Department of Administration (ADOA). The funding request for FY 2018 is required to be submitted to the ADOA by December 15, 2016.

The ADOA Order of Adoption stipulates allowable funding under the Emergency Telecommunications Services Revolving Fund. The Emergency Telecommunications Services Revolving Fund is funded by the monthly 9-1-1 excise tax on wireline and wireless telephones. The 9-1-1 excise tax is currently 20 cents per month, which is the lowest monthly 9-1-1 collection in the United States. The State 9-1-1 Office has determined that sufficient revenue will be collected to allow for continued network and equipment maintenance services, but no capital expenditures to replace aging 9-1-1 will be funded until near the end of the fiscal year when budget overages are determined. The State 9-1-1 Office has indicated the 9-1-1 funds will not cover reimbursements for logging recorders, additional 9-1-1 call taking positions, and new PSAPs.

PUBLIC INPUT:

None.

PROS & CONS:

PROS: The five-year equipment program assists the MAG 9-1-1 Oversight Team to forecast future equipment needs of the region and will enable MAG to provide estimates regarding future funding needs to ADOA.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None.

POLICY: The process for approval of the PSAP funding request and five-year equipment program, which includes recommendations from the MAG 9-1-1 Oversight Team and Management Committee and approval by the Regional Council, demonstrates greater participation by management.

ACTION NEEDED:

Recommend approval of the MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program.

PRIOR COMMITTEE ACTIONS:

On August 25, 2016, the MAG 9-1-1 Oversight Team recommended approval of the MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program.

MEMBERS ATTENDING

P. Jay Strebeck, Phoenix Fire Department,
Chair
John Locklin, Mesa Fire Department,
Vice Chair
Mark Hubler for Terry Garrison, Glendale Fire
Department
Fred McCann for Miryam Gutier-Elm,
Maricopa County Sheriff's Office

Benny Pina for Roy Minter, Peoria Police
Department
Jesse Cooper, Phoenix Police Department
Tom Melton, Scottsdale Police Department
* Brenda Buren, Tempe Police Department
Toni Rogers for Lawrence Rodriguez,
Tolleson Police Department

* Those members neither present nor represented by proxy.
Attended by telephone conference call. + Attended by videoconference call.

On August 11, 2016, the MAG Public Safety Answering Point (PSAP) Managers Group recommended approval of the MAG FY 2018 PSAP Annual Element/Funding Request and FY 2018-2022 Equipment Program.

MEMBERS ATTENDING

Domela Finnessey, Surprise Police
Department, Chair
Michelle Potts, Chandler Police Department,
Vice Chair
Jerry Ward for Lisa Eminhizer, Apache
Junction Police Department
* Mike Sgrillo, Avondale Police Department
Jim Tortora, Buckeye Police Department
* Stephanie Beebe, Ft. McDowell Yavapai
Nation
Janet Laird, Gilbert Police Department
Loretta Hadlock, Glendale Police Department
Chris Nadeau, Goodyear Police Department
Fred McCann, Maricopa County Sheriff's
Office
Cari Zanella, Mesa Police Department
Shauna Henrie, Paradise Valley Police
Department
Anje Reimer, Peoria Police Department

* Dan McNeme, Phoenix Police Department
* Rachel Harris for Curtis Thomas, Salt River
Pima-Maricopa Indian Community Police
Department
Karen Sutherland, Scottsdale Police
Department
Patrick Cutts, Tempe Police Department
Toni Rogers, Tolleson Police Department
* Ken Lutkiewicz, Wickenburg Police
Department
@ Trish Pryce, ASU Police Department
@ Lynn Koliboski, DPS
* @ David Demers, Luke AFB Fire Department
@ Doreen Wasick, Mesa Fire & Medical
Department
@ Martha Johnson, Phoenix Fire Department
* @ Ellen White, Rural Metro Fire
Department/Southwest Ambulance

* Those members neither present nor represented by proxy.
@ Ex-Officio member
Attended by Teleconference + Attended by videoconference

CONTACT PERSON:

Liz Graeber, Phoenix Fire Department, 602-534-9775, or Nathan Pryor, MAG, 602-254-6300.

MAG FY 2018 PSAP ANNUAL ELEMENT/FUNDING REQUEST

SYSTEM IDENTIFICATION: Maricopa Region 9-1-1
 AGENCY SUBMITTING: Phoenix Fire Department
 ADDRESS: 150 S. 12th St., Phoenix, AZ 85034

CONTACT: Liz Graeber
 TELEPHONE #: (602) 534-9775
 DATE: 20-Jul-16

Calendar Year	2017						2018					
TOTAL	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June

Wireline												
Maintenance:												
\$1,752,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000	\$146,000

911 Monthly Service:												
\$3,024,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000	\$252,000

Customer Premise Equipment												
\$6,100,000	\$100,000	\$165,000	\$150,000	\$250,000	\$150,000	\$60,000	\$350,000	\$300,000	\$100,000	\$4,000,000	\$450,000	\$25,000

Special Projects/Misc maintenance												
\$630,000	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500	\$52,500

Wireless												
Maintenance:												
\$0												

911 Monthly Service:												
\$3,365,040	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420	\$280,420

Addressing/Mapping/GIS												
\$44,000	\$11,000			\$11,000			\$11,000			\$11,000		

Customer Premise Equipment												
\$500,000	\$500,000											

Special Projects												
\$3,000,000	\$3,000,000											

FY TOTALS												
\$18,415,040	\$4,341,920	\$895,920	\$880,920	\$991,920	\$880,920	\$790,920	\$1,091,920	\$1,030,920	\$830,920	\$4,741,920	\$1,180,920	\$755,920

Equipment:												
Upgrade Peripherals							\$50,000					
ASU PD	911 System Upgrade						\$165,000					
ASU PD	logging recorder						\$150,000					
Avondale PD	911 System Upgrade						\$250,000					
Buckeye PD	2 positions						\$50,000					
DPS	logging recorder						\$150,000					
Fort McDowell PD	911 System Upgrade						\$60,000					
Gilbert PD	911 System Upgrade						\$350,000					
Mesa Fire	2 positions, logging recorder						\$300,000					
Mesa Police	4 positions						\$100,000					
Phoenix PD	911 System Upgrade						\$4,000,000					
Peoria PD	911 System Upgrade						\$450,000					
Tolleson PD	1 position						\$25,000					

Equipment Total \$6,100,000

Equipment figures are only estimates - will have preliminary quotes before submitting to ADOA

MAG FY2018-2022 PSAP Equipment Program

	FY2018	FY2019	FY2020	FY2021	FY2022
Apache Junction PD					
ASU PD	Logging recorder	No requests	No requests	No requests	No requests
Avondale PD					
Buckeye PD	2 additional positions	No requests	No requests	No requests	No requests
Chandler PD					
DPS	Logging recorder	No requests	No requests	No requests	No requests
Ft. McDowell					
Gilbert PD	No requests	No requests	No requests	No requests	No requests
Glendale PD					
Goodyear PD	No requests	No requests	No requests	No requests	No requests
Luke AFB	No requests	No requests	No requests	No requests	No requests
MCSO	No requests	No requests	No requests	No requests	No requests
Mesa Fire	2 additional positions	2 additional positions	2 additional positions	2 additional positions	2 additional positions
Mesa PD	4 additional positions	No requests	Logging recorder	No requests	No requests
Paradise Valley PD					
Peoria PD	New building move	No requests	No requests	No requests	No requests
Phoenix Fire	No requests	10 additional positions	2 additional positions	2 additional positions	2 additional positions
Phoenix PD					
Rural Metro PD					
Salt River PD	No requests	No requests	No requests	No requests	No requests
Scottsdale PD	No requests	No requests	No requests	No requests	No requests
Surprise PD	No requests	No requests	No requests	1 additional position	No requests
Tempe PD					
Tolleson PD	1 additional position	No requests	No requests	No requests	No requests
Wickenburg PD					

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY...for your review

DATE:

September 6, 2016

SUBJECT:

FY 2017 MAG Early Phase Input Opportunity Report

SUMMARY:

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The fiscal year (FY) 2017 Early Phase input opportunity was conducted from August 1 to 31, 2016, and provided the public and stakeholders with an opportunity to provide feedback and input on the transportation planning and programming effort, as well as project suggestions in areas in which funding was available. All of the project suggestions received were forwarded to the appropriate MAG member agency for review and possible inclusion into a draft listing of projects that will eventually compose the Draft FY 2018-2022 Transportation Improvement Program (TIP) and the Draft 2040 Regional Transportation Plan (RTP).

On August 11, 2016, MAG hosted an open house for members of the public. MAG staff presented information on MAG's public involvement process, transportation planning and programming processes and the rebalancing efforts related to the regional Freeway and Highway program. On August 22, 2016, MAG held a Stakeholder Agency meeting to facilitate information sharing among agencies and solicit feedback on future transportation plans. New to the Early Phase process this planning cycle was the creation of an online comment form, which allows individuals the opportunity to go online to azmag.gov/comment and submit comments. Feedback also is welcomed at all MAG policy and technical committees. As a result of a direct mailing to the MAG public involvement mail list and regional libraries, MAG also received comments via telephone, mail and email correspondence.

All feedback received during the public involvement phases is compiled into the attached Draft FY 2017 MAG Early Phase Input Opportunity Report. The report is presented to policymakers for review and consideration during the MAG transportation planning and programming process, to provide public input prior to committee action.

PUBLIC INPUT:

The FY 2017 Early Phase Input Opportunity was held from August 1 to 31, 2016. Input received during the phase is contained in the attached FY 2017 MAG Early Phase Input Opportunity Report.

PROS & CONS:

PROS: The FY 2017 Early Phase Input Opportunity provides an early opportunity for the public to provide comment on transportation plans and programs prior to development of draft documents by MAG policy committees, in accordance with federal law.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input is to be considered in the development of the Draft FY 2018-2022 MAG Transportation Improvement Program and 2040 Regional Transportation Plan.

POLICY: The Input Opportunity Report conveys the public participation results of engagement to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines. An update of the Plan was approved by the Regional Council in April 2014. The Early Phase process fulfills federal requirements as well as adheres to MAG's adopted public participation plan.

ACTION NEEDED:

Recommended acceptance of the Draft FY 2017 MAG Early Phase Input Opportunity Report.

PRIOR COMMITTEE ACTIONS:

No previous actions have been taken on the FY 2017 MAG Early Phase Input Opportunity Report.

CONTACT PERSON:

Leila Gamiz, MAG Community Outreach Specialist, (602) 254-6300.

FY 2017 EARLY PHASE INPUT OPPORTUNITY REPORT

August 2016



Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 200

Phoenix, Arizona 85003

Telephone: (602) 254-6300

Fax: (602) 254-6490

E-mail: lgamiz@azmag.gov

Contact Person: Leila C. Gamiz

Title VI Notice to the Public

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act" continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The input is then collected and entered into the Draft FY 2017 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

All public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, were available upon request.

INPUT OPPORTUNITIES

During the Early Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2017 Early Phase Input Opportunity is included in this report.

SUMMARY OF INPUT

A summary of input gathered during the Early Phase Input Opportunity is included below:

- ▶ Complaint about the lack of customer service demonstrated on the Valley Metro transit system. I was trying to transfer but was left by a bus at the transfer point. Valley Metro staff advised me that riders should be at their bus stop five minutes before their bus is due to arrive. I question whether this means policy should overtake customer service.
- ▶ Comment about the lot next door to my house. The lot next door is 6,177 square feet, 100 percent more than allowed and many vehicles drive and park on the lot. Vehicles have to cross a dirt area to reach the gravel driveway. I have 100 pictures of that lot being used, but the City will not look at them, nor will it look at my 11-year log. It took the city seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.
- ▶ Would like for you to have better bus benches on Central north from Glendale to Dunlap.
- ▶ Arizona State Route (SR) 30 from SR-85 to Loop 303 should be a minimum four lanes, best to be six lanes.
- ▶ SR-85 should have a bypass around Gila Bend. SR-74 west of Lake Pleasant Road to US-60 should be four lanes.
- ▶ I-10 west light rail needs to be moved up to happen now; this will move considerably more people than the line going up Central or to Metro Center.
- ▶ I-17 from Bell Road to I-10: Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
- ▶ I-17 from Anthem Way to Cordes Junction: With just two lanes each way (in Maricopa and Yavapai counties) this long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.
- ▶ Happy Valley Road bridge over I-17: With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Pinnacle Peak Road bridge over I-17: With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Happy Valley Road from 107th Avenue to I-17: Has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
- ▶ Transit: Interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.
- ▶ Please consider the countywide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
- ▶ A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.
- ▶ MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections.
- ▶ Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.

- ▶ Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
- ▶ Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at ¾ inch spacing) creates a surface for superior traction and useful benefit.
- ▶ The area on Hunt Highway leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe.
- ▶ Amtrak Station here in Phoenix, AZ.
- ▶ On all those new roads now in the planning stage, please use warmer spectrum LED lighting.
- ▶ We need to connect the furthest Northeast Red Mountain 202 Loop in Mesa to the Beeline Highway (SR-87) and Shea Blvd. close to Fountain Hills.
- ▶ There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd.
- ▶ I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
- ▶ Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers.
- ▶ The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
- ▶ I wish to echo the thoughts about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone.
- ▶ The city of Surprise would like to formally submit three projects for consideration and modeling into MAG's Regional Transportation Plan Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.
- ▶ It is time to extend Southern Avenue from Dean Road to MC 85.
- ▶ If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.
- ▶ It took a supervisor two months to respond to my complaint.
- ▶ Customer service should be efficient, pleasing, and it should incorporate listening.
- ▶ People would rather be treated nice than be right.
- ▶ Thank you to everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was signed into law on December 4, 2015. The new enabling legislation, Fixing America's Surface Transportation Act, or "FAST Act," continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), in December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG

The MAG process for public involvement receives public opinion in accordance with federal requirements and provides opportunities for early and continuing involvement in the transportation planning and programming process.

public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan, which was updated in April 2014, sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2017 Early Phase Input Opportunity was conducted from August 1–31, 2016. Input collected during that phase is included in the FY 2017 Early Phase Input Opportunity Report. The Early Phase process provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The purpose of this document, the *FY 2017 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

In addition, continuous outreach is conducted throughout the annual update process and includes activities such as small and large group presentations to community and civic groups, the distribution of press releases, informational materials, newsletters, and coordination with the Citizens Transportation Oversight Committee (CTOC). During this phase, comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 business hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements included a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process was designed to include transportation stakeholders as outlined in TEA-21 and to include input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules, which was confusing to members of the public. With changes included in the guiding principles adopted at the 1999 meeting, which came to be known as the Casa Grande Resolves, the state and regional planning and programming processes have been combined. (*See page 6.*)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. The Regional Council approved an update to the plan in April 2014. This plan also conforms to guidelines delineated in the FAST Act.

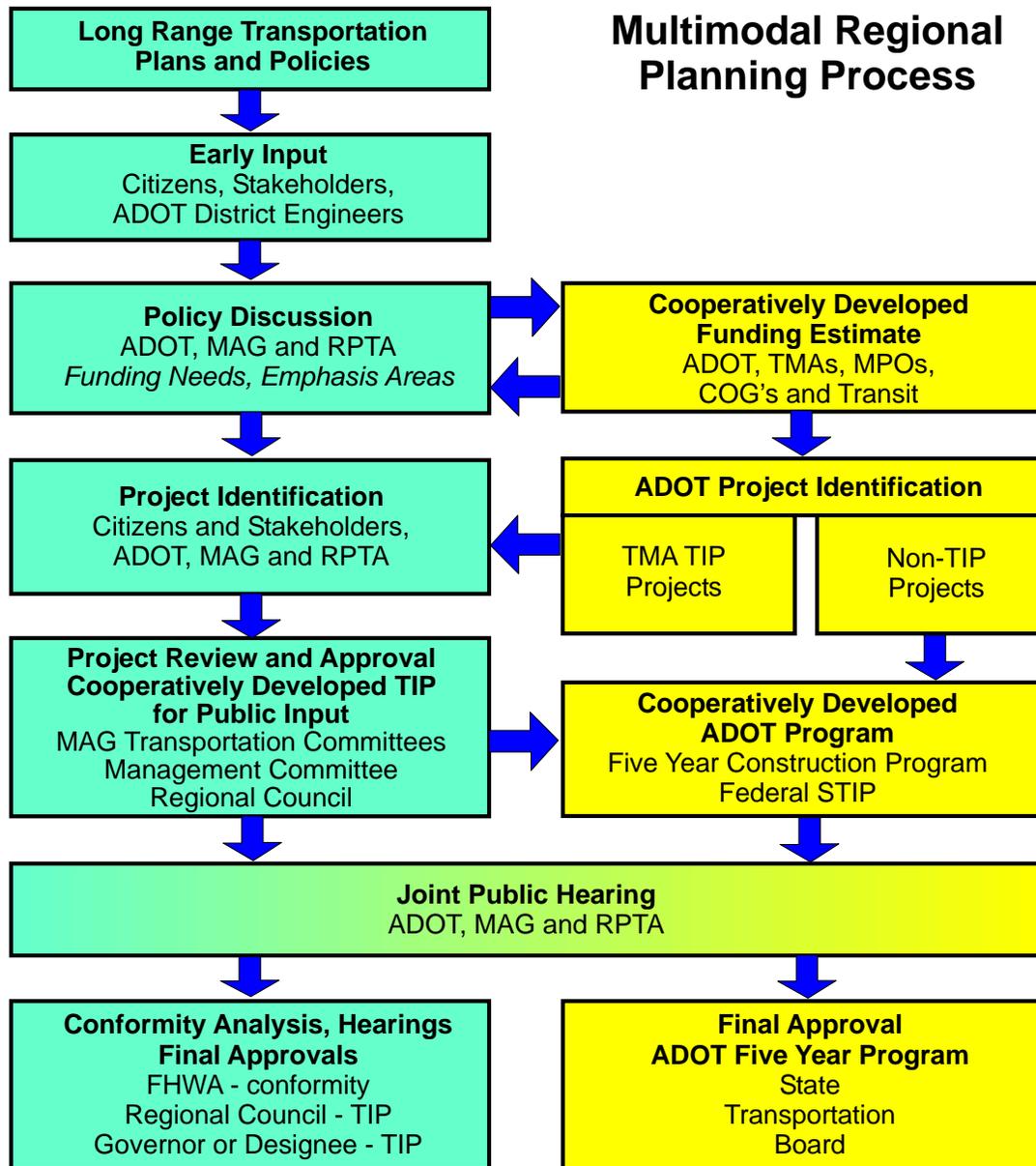


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **TMA:** Transportation Management Area
- * **FHWA:** Federal Highway Administration
- * **RPTA:** Regional Public Transportation Authority
- * **COG:** Council of Governments
- * **MPO:** Metropolitan Planning Organization

Guiding Principles

New Arizona Transportation Planning and Programming Process Casa Grande Resolves

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of the Early Phase public involvement events through a variety of methods. The open house was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic* (largest statewide circulation newspaper) and *La Voz* (Spanish language) publications. A postcard notice also was sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, comments/suggestions/questions are responded to at the time of the interaction or within 48 business hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Participation in special events, in partnership with ADOT, Valley Metro, and METRO whenever possible. Comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 business hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee. Monthly summaries of the Regional Council through the Regional Council Activity Report.
- ◆ Use of GovDelivery, an electronic subscription and automated notification system, to allow automated notifications of updates to all major MAG project pages. The GovDelivery service monitors specific website pages for changes, and when a change is detected, e-mail subscribers are notified. Users can choose to subscribe to as many pages as they wish free of charge.

Additional outreach activities included updating the MAG Web site at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to lgamiz@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues of importance to the cities, towns and tribal communities that make up its membership.

II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during the Final Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, AUGUST 10, 2016.

Comment from Dianne Barker, Phoenix resident

Comment: Ms. Dianne Barker stated that she is a resident of the City of Phoenix, which is an all American city. Ms. Barker expressed that she was happy that the U.S. women's multicultural gymnastics team won the gold medal at the Rio Olympics. She commented that one of the team members is said to be the best gymnast ever. Ms. Barker spoke of the positive teamwork she saw. Ms. Barker expressed her complaint about the lack of customer service demonstrated on the Valley Metro transit system. She said she was trying to transfer but was left by a bus at the transfer point. She said that Valley Metro staff advised her that riders should be at their bus stop five minutes before their bus is due to arrive. She questioned whether this means policy should overtake customer service. Ms. Barker said to strive beyond like in the Olympics and value the customer.

Comment by John Rusinek, Phoenix resident

Comment: Mr. John Rusinek commented on the lot next door to his house. He said he received a letter from the Phoenix City Attorney, which he felt questioned his intelligence. Mr. Rusinek stated that the lot next door is 6,177 square feet, 100 percent more than allowed. He spoke of the many vehicles that drive and park on the lot. Mr. Rusinek stated that they have to cross a dirt area to reach the gravel driveway. He said there is grass growing in the dirt. Mr. Rusinek stated that he has 100 pictures of that lot being used but the City will not look at them, nor will it look at his 11-year log. He noted that it took the City seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON AUGUST 31, 2016.

Comment from Dianne Barker, Phoenix resident

Comment: Ms. Dianne Barker spoke about how bus customer service is polarized. Ms. Barker stated that on June 15th, she was riding the I-10 Rapid and connecting to another bus near the intersection

of Elliott and Kyrene. The driver of the bus Ms. Barker was on cleared the intersection and honked to advise the driver of the Route 108 bus of Ms. Barker's attempt to catch it. However, the bus driver of the Route 108 bus did not wait and took off without Ms. Barker on board. Missing the bus caused Ms. Barker to be an hour late to her appointment. Ms. Barker stated that she filed a complaint with customer service and requested that a supervisor return her call. Ms. Barker stated that it took a supervisor two months to respond to her request. Ms. Barker stated that she felt as if she was being punished when she was asked if she knew the policy that instructs passengers to be at their stop five minutes prior to the arrival of the bus. Ms. Barker wondered if it's prudent to make such a statement, as it seemed a bit unreasonable to ask passengers if they were at the bus stop five minutes prior to the bus arriving and if they were not, then they would not be allowed to ride the bus. In the end, Ms. Barker stated that she received an apology and felt a genuine care for her complaint. Ms. Barker stated that she uses tools to make connectivity and that awareness and customer service is needed. Complaint responses should be customized and not discounted.

Comment from Marvin Rochelle, Phoenix resident

Comment: Mr. Marvin Rochelle began his comments by greeting the Regional Council and Mayors. Mr. Rochelle thanked everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system, which was approved in November 2015 and one that he's advocated for since 2007. Mr. Rochelle stated that for the most part, the updated system is working with minor glitches related to a deficiency in personnel training and information. Mr. Rochelle stated that he represents not only the physically but also visually challenged community and that he has heard from doctors praising the change as patients are now on time to their appointments. Mr. Rochelle ended by thanking everyone and encouraging progress.

COMMENTS RECEIVED DURING THE EARLY PHASE OPEN HOUSE ON THURSDAY, AUGUST 11, 2016.

Comment from Maria Hernandez, Phoenix resident

Comment: Would like for you to have better bus benches on Central north on Glendale to Dunlap. Need to keep drunk people out of our buses and light rail. I take the bus and light rail a lot. I am a senior citizen and a student at Phoenix College.

Comment from Claude Mattox, Phoenix resident

Comment: AZ SR-30 from SR 85 to Loop 303 should be a minimum four lanes, best to be six lanes. SR 85 should have a bypass around Gila Bend. SR 74 west of Lake Pleasant Road to US 60 Should be four lanes. I-10 west light rail needs to be moved up to now, this will move considerably more people than Central or Metro Center.

Comment from Dianne Barker, Phoenix resident

Comment: Vision diagram (see Appendix B), 48th Street area “multi-modal” transportation station.

SUMMARY OF THE EARLY PHASE STAKEHOLDERS MEETING ON MONDAY, AUGUST 22, 2016.

MAG in partnership with the Arizona Department of Transportation (ADOT), the city of Phoenix Public Transit Department, Valley Metro and Valley Metro Rail (METRO), hosted an Early Phase Transportation Stakeholders meeting to facilitate information sharing among agencies and to solicit their feedback on future transportation plans. In addition to the agencies previously noted, the following agencies also attended: Arizona Game and Fish Department, Arizona State Land Department, City of El Mirage, City of Peoria, City of Scottsdale, City of Surprise, Maricopa County Air Quality Department, Maricopa County Department of Transportation, Pinal County, and the Town of Gilbert.

The meeting began with presentations from MAG staff related to the public involvement process, transportation planning and programming, and current rebalancing efforts of the regional freeway and highway program. The presentations concluded with an overview of upcoming important dates to help stakeholders in understanding the MAG planning and programming processes.

Following the presentations, a stakeholder discussion was held where individuals were encouraged to share information, ask questions, or discuss future projects. Following is an overview of the items discussed among agency stakeholders and MAG staff.

A representative from Pinal County asked whether the current MAG freeway/highway program rebalancing effort affected facilities in the Pinal County portion of the MAG planning area. In addition, the Pinal County representative stated that the agency wants to work with MAG and ADOT to obtain funding for needed freeway/highway improvements in the Pinal County area of MAG.

MAG staff stated that the ongoing Proposition 400 freeway/highway rebalancing will be limited to Maricopa County. By state statute, Proposition 400 funds can only be spent in Maricopa County, so the rebalancing effort is limited to that portion of the MAG planning area. However, this process will help inform freeway/highway planning for the whole region. In addition, in keeping with the MAG Transportation Improvement Program “Call for Projects,” a portion of suballocated federal Surface Transportation Funds are available to MAG member agencies, including those in Pinal County. Additionally, federal Congestion Mitigation and Air Quality Funds are available to MAG member agencies in Pinal County in air quality nonattainment and maintenance areas.

The Pinal County representative asked if upcoming MAG regional transportation studies included the Pinal County portion of the MAG planning area. MAG staff stated that yes, upcoming MAG transportation studies, including the Regional Transit Framework Study Update, the Regional Commuter Rail Study Update, and the Superstition Vistas Transportation Framework Study, will include the Pinal County portion of the MAG planning area.

Subsequently, the Pinal County representative added that as part of the State Route (SR) 24 Design Concept Report/Environmental Document process, Pinal County is attempting to identify approximately \$1.0 to \$1.5 million in design dollars for the extension of SR-24 to Ironwood Road in Pinal County. Maps and listings of all Pinal County Regional Transportation Authority proposed projects were provided to MAG staff. MAG stated that it would be interested in obtaining the noted information and coordinating closely with Pinal County on SR-24 and other projects.

In opening the floor for additional discussion, the Arizona State Land Department participant asked who the project manager would be for the upcoming MAG Superstition Vistas Transportation Framework Study. MAG staff stated that Quinn Castro would be the project manager for the Superstition Vistas Transportation Framework Study. MAG, with an anticipated solicitation announcement of December 2016 or January 2017, is currently preparing a draft Request for Proposals (RFP) for the study. The goal is to contract with a consultant within six weeks after the RFP announcement and MAG is looking forward to the participation of the State Land Department and Pinal County as potential members of the study team.

The representative from Pinal County stated that the county has hired a consultant to perform a San Tan Valley Special Area Study and outlined that the boundaries of the study generally include the area from Elliot Road to Hunt Highway and from Meridian Road to the Central Arizona Project Canal. MAG staff acknowledged that it is looking forward to coordinating the Superstition Vistas Transportation Framework Study closely with the San Tan Valley Special Area Study.

A city of Surprise representative inquired about the current freeway/highway rebalancing process and if MAG would be considering new projects or if only projects that had already been identified and previously deferred would be reincorporated into the Regional Transportation Plan. The city of Surprise representative added that since Proposition 400 was voted with different modal emphasis for east/central/west areas, the earlier rebalancing of the program affected different areas in different ways and that there is a concern as to how these effects can be addressed. Finally, the city of Surprise representative asked if the Regional Transportation Plan update would consider projects proposed in studies that have been conducted and/or will new projects (not previously identified in Proposition 400) also be considered and analyzed for possible inclusion in the rebalancing efforts.

MAG staff stated that criteria has been developed and presented to the MAG Transportation Policy Committee and Regional Council for consideration as the basis for developing the list of projects for rebalancing. The rebalancing scenarios approved by the Regional Council in 2009 and 2012 were based on principles consistent with original planning goals and objectives used to establish the Regional Transportation Plan in 2003. MAG staff added that recent guidance has identified the “project priorities” criteria as an important priority, with consideration given to legacy projects that were previously moved out of the program. Other criteria such as project readiness, travel demand, and cost have also been identified for this rebalancing effort. MAG staff reiterated that the analysis process is still underway, and that at this time, nothing has been approved. MAG staff anticipates presenting a tentative rebalancing program scenario to MAG policy committees later this fall.

Furthermore, MAG staff stated that no projects previously in the program have been “sunsetting;” however, while projected cash flow balances afford an opportunity to bring some projects back into

the program, other projects will remain deferred until additional funding becomes available. Depending on the analysis, it might be possible to accommodate some smaller projects that respond to changing travel demand conditions within this rebalancing effort. The final project listing could potentially be a mixture of both. The Regional Transportation Plan will be updated considering a combination of information from studies and agency input.

City of Surprise representatives then asked about the timeframe to submit proposals to MAG for projects to be considered in the rebalancing process. The city of Surprise has a specific project that it is discussing with the city of Peoria for joint submittal; however, this coordinated effort may take a few weeks. MAG staff stated that considerations are underway with all MAG member agencies regarding the rebalancing effort. It is recommended that agencies contact MAG staff to obtain information on the status of this coordination effort and/or provide input to the process.

In response to MAG staff's public involvement presentation where public comment received during the Early Phase noted the need for investment in the Maricopa Trail, a Maricopa County Department of Transportation (MCDOT) representative stated that the Maricopa Trail is progressing with completion anticipated within the next three years. The MCDOT representative urged agencies to connect their trail systems to this regional system if they are not already a part of it.

A town of Gilbert representative asked if the rebalancing process would first accumulate project costs and then see how such costs line up with the total funding available. Or, will cushioned funding targets be identified whereby project selections would be required to fit within that cushion? MAG staff stated that current projections indicate that approximately \$640 million may be available for the highway/freeway rebalancing process. At this time, the target is to be conservative and identify projects totaling approximately \$500 to \$550 million for rebalancing, keeping approximately \$100 million unprogrammed for now. If future funding surpluses are realized or new funding sources are identified, additional projects may be able to be added back into the program.

With no further discussion initiated by attendees, the meeting concluded.

COMMENTS RECEIVED THROUGH ONLINE COMMENT FORM DURING THE EARLY PHASE.

Comment from Mike Duncan, Phoenix resident

Comment: For Early Phase One

Here is my top six list:

1. I-17 from Bell Road to I-10—Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
2. I-17 from Anthem Way to Cordes Junction—With just two lanes each way (in Maricopa and Yavapai counties), this long corridor is plagued by weekend traffic delays and is very

susceptible to extremely long accident closures and backups. This segment is especially overdue for added capacity.

3. Happy Valley Road bridge over I-17—With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
4. Pinnacle Peak Road bridge over I-17—With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
5. Happy Valley Road from 107th Avenue to I-17 has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
6. Transit interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

Comment from John Hinz, Phoenix resident

Comment: I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE EARLY PHASE.

E-mail from Jan Hancock, Phoenix resident

Comment: I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
2. The Maricopa Trail links 24 cities and communities with each other, providing a nonmotorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using nonmotorized pathways.
4. MAG's Valley Path program and the Maricopa Trail fully synchronize together with each other to bring the nonmotorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to Valley Path, Maricopa County's Maricopa Trail and the associated nonprofit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide nonmotorized travel corridors between and into each community.

E-mail from Marie Lange, Valley resident

Comment: A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.

Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.

E-mail from Dave McElvain, Valley resident

Comment: My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long-term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo affect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.

4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at $\frac{3}{4}$ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat Island, increased efficiency and INVESTMENT to our future.

E-Mail from Dan Haney, Valley resident

Comment: If you are requesting thoughts on improvement or building of roads, then I have a couple of comments. The area on Hunt Highway leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

E-Mail from Debra Momon, Valley resident

Comment: Amtrak Station here in Phoenix AZ.

E-Mail from Dan Heim, President, Desert Foothills Astronomy Club

Comment: I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan, so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as Rayleigh scattering. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to Arizona annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the August 11 Open House.

E-Mail from Mayor Jay Schlum, Fountain Hills resident

Comment: Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request. We need to connect the furthest northeast Red Mountain 202 Loop in Mesa to the Beeline Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from West Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions). MDOT has a study from 5+ years ago already prepared showing route and connections. Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency.

E-Mail from Maynard Blumer, Paradise Valley resident

Comment: In response to your request for comments on MAG transportation: I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan for connecting 32nd St. on the South to 40th St. on the North.

Please see my attached paper for your study and consideration.

Thank you for asking and for your service.

E-Mail from Gail Wilt, Valley resident

Comment:

1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-

a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again—perhaps at a higher fee.

Letter from Walt Gray, Phoenix resident

Comment: The process for public hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgements and, therefore, the public will not be learned in a transparent, timely manner. (*Editor's Note: Please see Appendix B for complete letter*).

E-Mail from Sam Insana, President of the Phoenix Astronomical Society and Valley resident

Comment: I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to schoolchildren, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

E-Mail from Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express and Valley resident

Comment: Implementing transportation service to the Valley and working with existing transportation nonprofits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the Valley in a cost-effective manner (*Editor's Note: Please see Appendix B for complete e-mail*).

E-Mail from Stephen Procaccini, Phoenix resident

Comment: My first priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver.

Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online as soon as possible. It seems like all I ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

My second priority relates to the first: With commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. I am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options than just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, I'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

Letter from Bob Wingenroth, City Manager, City of Surprise

Comment: In conjunction with the "Early Phase Transportation Stakeholder Meeting," the city of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR-303 at Litchfield Road, Corridor Optimization along US-60, and US-60/Jomax Road Interchange (*Editor's Note: Please see Appendix B for complete letter*).

E-mail from Chris Bright, Valley resident

Comment: Now that 303 is extending along Cotton Avenue, it is time to look again at the street grid/map.

Notice that we now have many north/south freeway routes. BUT, still only one east-west (10). What would work, due to low cost, low disruption factor, and least amount of land used (as well as the "visuals" factor) is a SuperStreet from Cotton/303 to Highway 85 west of Buckeye. MC-85 is ready to go now, from Cotton to Southern Avenue. When MC-85 becomes Monroe, it won't suffice, because it is only a commercial (and narrow) roadway.

SO: time to extend Southern Avenue thru from Dean Road to MC-85. Acquire LAND now, while it is still cheap—and get plenty of width! Southern Avenue is the industrial corridor of the future through Buckeye.

Superstreet! Not a disruptive and costly freeway, please.

III. OPEN HOUSE/STAKEHOLDER MEETING AGENDA

Stakeholder Meeting Agenda



Stakeholder Agency Meeting

FY 2017 RTP and TIP Development
Early Phase Input Opportunity

Monday, August 22, 2016

1:30 p.m.

302 N. 1st Avenue, Second Floor, Saguaro Room

1:30 p.m. Welcome and Introductions

Eric Anderson, MAG Transportation Director

1:40 p.m. Presentations

Leila Gamiz, MAG Community Outreach Specialist
Review of public comments to-date

Teri Kennedy, MAG Transportation Improvement Program Manager
Planning and programming

Quinn Castro, MAG Transportation Engineer
Rebalancing of Freeway and Highway program

2:00 p.m. Stakeholder Discussion, Information Sharing and Questions

Opportunity for attendees to suggest projects, share information and ask questions.

3:00 p.m. Adjourn

**IV. APPENDIX A.
PUBLICITY MATERIAL**

Public Notice

EARLY PHASE TRANSPORTATION PLANNING OPEN HOUSE

Thursday, August 11, 2016

Open House: 11:00 a.m. to 12:30 p.m.

Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

MAG will host an Open House August 11, 2016, from 11:00 a.m.-12:30 p.m. Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A presentation will be given at 11:15 a.m.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to lgamiz@azmag.gov, or call (602) 254-6300.

Postcard

Front of Postcard

Please Join Us!

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its *Early Phase Input Opportunity* from August 1-31, 2016.

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ON THE MOVE



PARTNERS IN PROGRESS

Early Phase Open House

Thursday, August 11, 2016

11:00 a.m. to 12:30 p.m.

302 North 1st Avenue, Phoenix

Second Floor - Ironwood Room

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.

Back of Postcard



You're invited!

From the Front Page

AUGUST WEATHER CHART

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
1 Monday	5:41	7:28	0.00	116 (1972) 68 (1950)	103 80	
2 Tuesday	5:42	7:27	0.00	113 (2011) 70 (1940)	108 86	
3 Wednesday	5:43	7:26	0.00	114 (2009) 66 (1956)	110 87	
4 Thursday	5:43	7:25	0.00	116 (1975) 68 (1962)	111 88	
5 Friday	5:44	7:24	0.00	114 (1969) 69 (1965)	112 89	
6 Saturday	5:45	7:23	0.00	114 (1999) 68 (1949)	106 92	
7 Sunday	5:45	7:22	0.37	112 (2012) 66 (1928)	107 79	
8 Monday	5:46	7:21	0.00	116 (2012) 67 (1963)	102 80	
9 Tuesday	5:47	7:20	Trace	114 (2012) 70 (1930)	107 86	
10 Wednesday	5:48	7:19	0.00	116 (2003) 68 (1949)	105 87	
11 Thursday	5:48	7:18	0.22	113 (1962) 65 (1949)	97 76	
12 Friday	5:49	7:17	0.00	115 (2012) 64 (1960)	108 90	
13 Saturday	5:50	7:16	0.00	115 (2012) 69 (1948)	114 89	
14 Sunday	5:50	7:15	Trace	117 (2015) 69 (1925)	117 93	
15 Monday	5:51	7:14	0.00	115 (2015) 66 (1968)	115 93	
16 Tuesday	5:52	7:13	0.00	113 (2018) 64 (1918)	112 93	

Use blanks to fill in daily highs and lows.

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
17 Wednesday	5:52	7:11	0.00	114 (2013) 64 (1918)	108 91	
18 Thursday	5:53	7:10	0.00	112 (2011) 62 (1918)	107 88	
19 Friday	5:54	7:09	0.00	113 (1986) 63 (1918)	107 86	
20 Saturday	5:55	7:08	0.00	112 (1986) 58 (1917)	107 88	
21 Sunday	5:55	7:07	0.00	110 (2007) 62 (1916)	107 89	
22 Monday	5:56	7:06	0.00	113 (2011) 65 (1917)	105 88	
23 Tuesday	5:57	7:04	0.00	114 (2011) 61 (1968)	107 87	
24 Wednesday	5:57	7:03	0.00	115 (1985) 61 (1965)	108 88	
25 Thursday	5:58	7:02	0.05	113 (2011) 65 (1965)	100 84	
26 Friday	5:59	7:01	0.00	117 (2011) 65 (1928)	106 84	
27 Saturday	5:59	6:59	0.15	113 (2009) 64 (1920)	108 82	
28 Sunday	6:00	6:58	0.00	113 (2009) 64 (2008)	109 81	
29 Monday	6:01	6:57	0.13	113 (2009) 64 (1920)	111 80	
30 Tuesday	6:01	6:55	Trace	113 (2011) 64 (1920)	108 83	
31 Wednesday	6:02	6:54	0.37	113 (1950) 62 (1962)	106 77	

Slaying

Continued from Page 3A

Senior Living facility near Rural and Guadalupe roads and barricaded himself in a maintenance shed while police attempted to contact him.

After an hour, a Tempe SWAT team arrived on scene, entered the facility and found Hollins dead. Officers did not find a weapon in Hollins' possession and were unable to find one hidden in the facility. But they did find narcotics on his person.

Hollins' family held a candlelight vigil outside the crime scene near Rural and Guadalupe roads on Wednesday night. The following night, approximately 60 people attended a vigil at the same spot.

Franklin described

Hollins as a "good kid" and said he believes his stepson fell through the cracks of the state's mental-health system. According to Franklin, Hollins had been broken up with his girlfriend and was unemployed and struggling in school.

Hollins was placed in a diversion program in 2014 for marijuana-possession and drug-paraphernalia charges, court records show. A spokesman for the Maricopa County Attorney's Office said Hollins was arrested in April on suspicion of armed robbery, but no charges were filed.

Hollins' family held a candlelight vigil outside the crime scene near Rural and Guadalupe roads on Wednesday night. The following night, approximately 60 people attended a vigil at the same spot.

A rally for Hollins was planned for Saturday evening, but Maupin and Coleman, Hollins' mother, declined to attend after organizers allegedly used "violent rhetoric and anti-police messages" in their promotion of the event.

Hollins' death was the 15th fatal officer-involved shooting in Maricopa County so far in 2016, according to a database of fatal police shootings kept by the Washington Post. Also on Wednesday, Scottsdale police shot and killed 24-year-old Dylan Libert, who they say brandished a knife at a shopping center near 92nd Street and Shea Boulevard.

Republic reporters Ryan Sanistevan and Garrett Mitchell contributed to this article.

Weather

Continued from Page 1A

a half has shown typical monsoon weather.

But pressure moving from Mexico has left southeastern Arizona with cooler weather because the air isn't traveling fast.

"To cool off in July, August and September, it has to rain," Crimmins said. "Otherwise that high pressure is baking us."

Crimmins said the lack of rain isn't unusual, but he expects to see more precipitation for the rest of the summer.

Phoenix Sky Harbor International Airport reported 0.89 inches of rain in July, which narrowly topped the month's normal rainfall

total of 0.88 inches.

Of that rain, 0.56 inches came from Friday's storm.

Areas outside of Phoenix have experienced more rain, but they're still below normal rainfall for the month.

In Flagstaff, the July total rainfall to date is 1.54 inches, and in Tucson the total rainfall for the month to date is 1.75 inches.

The drier climate and fewer monsoon showers and thunderstorms have taken a toll on the weather, but that's expected to change as we get into August.

August typically brings highs in the mid-100s and lows in the 80s, with highs exceeding 100 degrees an average of seven days each August.

Last year, high temperatures in August failed to break the centu-

ry mark only once, when it topped out at 97 degrees.

Seasoned desert dwellers know to look toward low temperatures for relief, and lows in July rarely dip below 80 degrees in the Phoenix area. So far this year, lows have failed to drop below 90 degrees on seven days.

That's hot, and August isn't much better in that regard.

As July wrapped up, forecasts called for some precipitation and below-normal temperatures in the Phoenix area. In fact, high temperatures in the Valley should remain in the high 90s or low 100s through Saturday.

Soak it up, Phoenix: Overall, this August is still expected to be hotter than normal, with a little more rain than we've come to expect.

Circles

Continued from Page 1A

the existing building that were not part of the first plan will be saved, with more details still to be worked out with the city, said Jason Rose, a project spokesman hired after the demolition controversy.

Plans also include several "ambitious" projects by local artists, including three murals ranging

from two to five stories tall, according to the press release. A multi-story steel structure along Central Avenue would "symbolize the building's partial razing but ultimately its rebirth," it said.

The parking garage screening design would look like art, Rose said. The plan proposes art projects inside, as well as maintaining the exterior pillarlike sign.

Additionally, 10 units would have reduced rents for local artists. An agreement with the city would

determine the details, according to the release.

Rose said the new design is a reimagining of the project and not a final plan. Conversations with the city and community will continue, he said.

The Phoenix City Council has final say on a tax break for the site.

Community reaction to the new plan is mixed. Some downtown leaders support the changes but say awarding the incentive will require more work.

The Roosevelt Action

Association sent a letter to the city asking leaders to restart discussions on a tax break for the project.

But the association does not support the tax break and asked for features such as additional preservation and museum space, the letter states.

Representatives of the project said Friday that the developer will agree to some of those requests.

After numerous meetings, the association reached an impasse with the developer, President Sherry Rampy said. Over-

all, the project does not give enough community benefit for public money, she said.

The Phoenix Historic Preservation Commission considered stricter historic preservation standards for projects seeking tax breaks from the city after the Circles demolition. A range of concerns, including whether the site could be sold to another developer, also are exacerbated by the surprise tax-on-down, Rampy said.

"Now we have to make

sure we don't give a reward for behavior like that," she said.

Wayne Rainey, owner of the Roosevelt Row gallery MonOrchid, said the new plan is aesthetically "pretty beautiful." He said he supports restarting negotiations.

Rainey will be looking for additional details on the potential tax break, especially as they relate to a workforce housing component, he said.

"There's got to be a give-back there," Rainey said.

Register by today to vote in this month's primary

MARY JO PITZL THE REPUBLIC/ACORN/COURTNEY

At the end of this month, for the third time this year, Arizona voters will head to the polls. And today is the deadline to register if you want to be among those voters.

The Aug. 30 statewide primary will determine the party nominees for U.S. Senate, Congress, the Arizona Legislature and the Arizona Corporation Commission.

In addition, the first round of voting for a number of municipal elections, from Apache Junction to Wickenburg, will be on the ballot. Here are key dates and actions to keep in mind.

• Today at 11:59 p.m.: The deadline to register to vote. Contact your county

recorder or go online at services.az.gov.

• Wednesday: The start of early voting.

• Aug. 19: The last day to request an early ballot.

Note to independents: You can vote in this primary, but you must select a partisan ballot (Democratic, Green or Republican) and the Libertarians run a closed primary. Let your county recorder know which ballot you want.

• Aug. 24: The recommended last day to mail in your ballot to ensure it's counted.

• Aug. 30: Primary day; polls open at 6 a.m. and close at 7 p.m.

The Arizona Clean Elections Commission is mailing a voter guide this week that contains statements from statewide

and legislative candidates. Watch for it in your mailbox or read it online.

Election information is available from the commission, as well as the Arizona Secretary of State's Office, at www.az.gov, vote, and county recorders.

Polling places are likely to be different from those used for the March 22 presidential preference election and the May 17 special election that dealt with education and

pension reform. Maricopa County is reverting to local precinct-based polls for this election, meaning voters must go to their assigned poll.

There will be 700-plus polling locations in the county, compared with the 117 voting centers that were in place May 17.

Check your polling place with your county recorder, watch for the notice in the mail or go online at recorder.maricopa.gov/pollingplace.



Maricopa County plans to have 700-plus polling locations for the Aug. 30 primary, which should help prevent long lines.

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Please Join Us!

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Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to lgsmize@azmag.gov. For disability accommodations, call (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS
Your participation is encouraged and appreciated.

ON THE MOVE

PARTNERS IN PROGRESS

Early Phase Open House
Thursday, August 11, 2016
11:00 a.m. to 12:30 p.m.
302 North 1st Avenue, Phoenix
Second Floor - Ironwood Room

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.

¡Acompáñenos!



¿Tiene un proyecto o programa de transporte que le gustaría ver realizado en la región? La Asociación de Gobiernos de Maricopa (MAG) quiere conocer sus ideas. MAG llevará a cabo la Fase Inicial de planificación del 1 de agosto, hasta el 30 de agosto de 2016.

Las ciudades, pueblos y gobiernos locales, presentarán próximamente su solicitud para incluir proyectos en el Programa de Mejoramiento de Transporte (TIP) para los próximos cinco años. La fase inicial representa una gran oportunidad para que el público proponga proyectos que puedan incluirse en el TIP.

Exposición Sobre la Fase Inicial

Jueves 11 de agosto de 2016, 11:00 a.m. a 12:30 p.m.

302 North 1st Ave., Phoenix

Sala de Conferencias Ironwood – Segundo Piso

Durante esta reunión habrá personal presente para contestar sus preguntas y tomar comentarios. Puede pasar en cualquier momento de la exposición para aprender más acerca del sistema de transporte y de como usted puede ayudar en el proceso de planificación. Habrá una breve presentación a las 11:15 a.m. para informar e incentivar al público.

Sus comentarios serán aceptados hasta las 5:00 p.m. del 31 de agosto de 2016. Puede enviar un correo electrónico a lgamiz@azmag.gov. Para hacer arreglos de acomodaciones especiales, llame al (602) 254-6300.

El proceso de participación pública para el desarrollo del Programa de Mejoramiento de Transporte (TIP) de MAG, satisfice los requisitos de participación pública del Programa de Proyectos de Tránsito (POP).



LAZ00001729.01

TV Y MÁS

Gaby Spanic, sin exclusividad con nadie

DIANA GARCÍA
CORRESPONSAL EN LA CD. DE MÉXICO

Después de que Gaby Spanic demandara a TV Azteca por incumplimiento de contrato, la actriz asegura que puede trabajar donde más le convenga.

"Lo único que sí puedo decir es que soy una mujer libre, que puedo trabajar en cualquier empresa", aclaró la actriz, quien así responde a los chismes que decían que mientras esté en juicio, no puede trabajar en ninguna otra televisora.

Sin dar mayores detalles de la demanda que interpuso, y sin pensar en regresar a las telenovelas donde es una protagonista muy exitosa, Gaby por ahora está enfocada en la puesta en escena "Un Picasso", a la que se incorpora tras la salida de Aracely Arámbula.

"De esa situación, de la demanda, se están encargando los abogados, yo no sé nada de derecho, yo soy actriz y Dios me ha bendecido de estar en esta puesta, con tanta gente talentosa y maravillosa", expresó.

Para la actriz, es un honor trabajar al lado de don Ignacio López Tarso, a quien admira desde hace tiempo.

"Mira nada más a quien tengo aquí a mi lado, a una institución a quien admiro muchísimo, un maestro para mí, la primera vez que lo vi se me puso la piel chinita y le dije: 'no sé qué decirle, lo único



FRANCISCO MORALES/LA VOZ

Entre las telenovelas que Gaby Spanic protagonizó en Televisa está "La Usurpadora", uno de los mayores éxitos en la historia del melodrama en México.

que me nace del corazón es abrazarlo" y lo abracé muy fuerte, es un hombre maravilloso en todos los sentidos un excelente actor", señaló.

¡GRAN APERTURA!

Comida y Bebidas ¡GRATIS! Premios, ¡Y Mucho Más!

BAIZ

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Este 30 de Julio, 2016 a las 9:00am

480-718-9227

Lunes a Viernes de
8:00am a 9:00pm
1858 W Baseline Rd.
Mesa, AZ 85202

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7/29/2016 AL 8/05/2016



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**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE
EARLY PHASE INPUT OPPORTUNITY**

Leila Gamiz

From: Martin Lucero <Martin.Lucero@surpriseaz.gov>
Sent: Wednesday, August 31, 2016 7:17 AM
To: Leila Gamiz
Cc: Teri Kennedy; Bob Hazlett
Subject: Input for the Early Phase Transportation Stakeholders Meeting and MAG's four-phased public input process
Attachments: SCH_4F_00716083015190.pdf

Mrs. Gamiz,

You will find attached a signed letter from the City of Surprise providing three projects which we would like to have considered in the MAG's four-phased public input process and in the upcoming MAG RTP. Please let me know if you need any further documentation or information.

Sincerely,

Martin Lucero

Transportation Planning Manager
City of Surprise | 16000 N. Civic Center Plaza | Surprise, AZ 85374
phone: 623.222.3142 | fax: 623.222.3001

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at www.surpriseaz.gov.

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31 Aug 2016 14:17:06 -0000

Leila Gamiz

From: steve procaccini <sprocaccini@cox.net>
Sent: Monday, August 29, 2016 11:21 PM
To: Leila Gamiz
Subject: Early Phase Input Opportunity

Hello,

My 1st priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver. Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online asap. It seems like all i ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

my 2nd priority relates to the first: with commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. i am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options that just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, i'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

Thanks much.

Stephen Procaccini


From: hancockjan@aol.com
To: [Leila Gamiz](#)
Cc: RJCardin@mail.maricopa.gov; lfsnead@gmail.com
Subject: MAG Early Phase Input Opportunity
Date: Sunday, July 31, 2016 10:05:34 AM

To MAG Regional Planners:

I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide **Maricopa Trail** as one of the most important projects to support in the 5-year MAG Transportation Improvement Program.
2. The **Maricopa Trail** links 24 cities and communities with each other, providing a non-motorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean-air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using non-motorized pathways.
4. MAG's **Valley Path** program and the **Maricopa Trail** fully synchronize together with each other to bring the non-motorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to **Valley Path**, Maricopa County's **Maricopa Trail** and the associated non-profit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide non-motorized travel corridors between and into each community.

Thank you.

Jan Hancock
805 N. 4th Ave
The Embassy - Suite 703
Phoenix, AZ 85003-1306
P - 602-252-8387
C - 602-550-1314
Toll Free: 877-727-7117
F - 602-253-2789
E - HANCOCKJAN@aol.com
LinkedIn: www.linkedin.com/in/janhancock/

From: [Doug Lange](#)
To: [Leila Gamiz](#)
Subject: Input Opportunity
Date: Monday, August 01, 2016 9:41:45 AM

MAG Transportation Improvements:

A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.

It is a safety issue! There is a large amount of people using the trail at this intersection and I have lost count on how many times that I have personally witness near miss accident. Myself and my husband were also almost hit by a car (actually brushed our legs.) People rush trough the light in all directions. In the winter when the Hotel Valley Ho is full, this intersection becomes very, very busy with people.

If I could plan it for the city of Scottsdale I would make a trail bridge over 68th street but have it be more than just a simple foot bridge. (This would be a big dream) I envision a bridge that was like a table with the four legs going to each side of the canal and the 'top of the table' being an observation deck with benches and maybe small picnic tables and plants (like the High Line Park in NYC.) It would anchor the west side entrance to downtown Scottsdale as well as be a stopping/resting point to the trail with an amazing views Camelback Mountain. It would be a public mini park with places to sit and gather unlike the Waterfront bridge that has trolleys going over it. The observation deck/park would connect to the small mini park that is already in the north west corner of the canal and 68th street. (This 'park' is really a green rain-wash area and is more like a hole)

[High Line \(New York City\) - Wikipedia, the free encyclopedia](#)



High Line (New York City) - Wikipedia, the free encyclopedia

By having the 'The Canal High Park' (a name I am giving it) as the anchor maybe the

open dirt area on the east side of 68th would be developed as well as bring more development to the west side of Goldwater along 5th ave.

Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.

Thank you,
Marie Lange
602-491-7650

From: [Dan Haney](#)
To: [Leila Gamiz](#)
Subject: FW: Suggestions for better transportation
Date: Tuesday, August 02, 2016 9:41:39 AM

If you are requesting thoughts on improvement or building of roads then I have a couple of comments. The area on Hunt Hwy leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

Thanks,
Dan

From: [Dan Heim](#)
To: [Leila Gamiz](#)
Subject: input on Transportation Improvement Program
Date: Tuesday, August 02, 2016 2:04:55 PM

Greetings Leila,

I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as *Rayleigh scattering*. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to AZ annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the Aug 11 Open House.

Dan Heim
President
Desert Foothills Astronomy Club
www.dfacaz.org

From: [Dave McElvain](#)
To: [Leila Gamiz](#)
Subject: RE: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 9:22:37 AM

My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo effect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.
4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining @ ¾ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat island, increased efficiency and INVESTMENT to our future.

Thank you for letting me get this on record. If I can be of any assistance to the department, I am available. Unfortunately, I am out of town on the 11th, so I will not be able to make the open house.

From: Maricopa Association of Governments [mailto:mag@service.govdelivery.com]
Sent: Tuesday, August 02, 2016 9:06 AM
To: Dave McElvain
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



Early Phase Transportation Planning Open House

Thursday, August 11, 2016
Open House: 11:00 a.m. to 12:30 p.m.
Short Presentation: 11:15 a.m.

From: [DEBRA MOMON](#)
To: [Leila Gamiz](#)
Subject: RE: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 12:22:59 PM

Amtrak Station here in Phoenix AZ

"The body of the human world is sick. Its remedy and healing will be the oneness of the kingdom of humanity. Its life is the Most Great Peace. Its illumination and quickening is love. Its happiness is the attainment of spiritual perfections. It is my wish and hope that in the bounties and favors of the Blessed Perfection we may find a new life, acquire a new power and attain to a wonderful and supreme source of energy so that the Most Great Peace of divine intention shall be established upon the foundations of the unity of the world of men with God. May the love of God be spread from this city, from this meeting to all the surrounding countries. Nay, may America become the distributing center of spiritual enlightenment, and all the world receive this heavenly blessing! For America has developed powers and capacities greater and more wonderful than other nations. While it is true that its people have attained a marvelous material civilization, I hope that spiritual forces may animate this great body and a corresponding spiritual civilization be established. May the inhabitants of this country become like angels of heaven with faces turned continually toward God. May all of them become the servants of the Omnipotent One. May they rise from present material attainments to such a height that heavenly illumination may stream from this center to all the peoples of the world."
(Abdu'l-Baha, The Promulgation of Universal Peace)

Subject: FY 2017 - Early Phase Transportation Planning Open House
Date: Tue, 2 Aug 2016 11:05:47 -0500
To: debramomon@hotmail.com
From: mag@service.govdelivery.com

From: [Jay Schlum](#)
To: [Leila Gamiz](#)
Cc: [Curt Dunham & Peggy Fiandaca](#)
Subject: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 4:54:50 PM
Attachments: [Connection needed between 202 & Bee Line SR87.tiff](#)

MAG team:

Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request.

We need to connect the furthest NE Red Mountain 202 Loop in Mesa to the BeeLine Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from Was Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions).

MDOT has a study from 5+ years ago already prepared showing route and connections.

Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency. [See attached work of art I put together ;-)]

Jay Schlum (602)301-7855 Phone & Text
Fountain Hills Mayor / Councilman 2004-2012
SONORAN LIFESTYLE REAL ESTATE | The Jay & Dori team | Realtor, GRI
[LinkedIn](#) | [Team Web Site](#) | [Relocation Guide](#)

From: Maricopa Association of Governments [mailto:mag@service.govdelivery.com]
Sent: Tuesday, August 02, 2016 9:06 AM
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress

Early Phase Transportation Planning Open House

Thursday, August 11, 2016
Open House: 11:00 a.m. to 12:30 p.m.
Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you!

MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities,



Fountain Hills

To Payson &
White Mountains

Scottsdale

Shea Blvd

Bee Line Hwy SR 87

needed
connection

Loop 202 Red Mountain

Mesa

H. MAYNARD BLUMER, FAIA, FCSI CONSULTING ARCHITECT ©

FELLOW of the AMERICAN INSTITUTE OF ARCHITECTS
FELLOW CONSTRUCTION SPECIFICATIONS INSTITUTE

8517 N. 49th STREET
PARADISE VALLEY
ARIZONA 85253
Phone: 480 - 948 - 6632
bluehmaynard@q.com
August 2, 2016

Suggestion for
Transportation Planning
Maricopa Association of Governments

Complete connection of 32nd St. on the South to 40th St. on the North through a natural mountain pass.

Purpose:

- Provide North-South local traffic relief for problem created by the Phoenix Mountains.
- Reduce auto emissions at Tatum Blvd. and Lincoln Dr. intersection, said to be a major environmental problem.
- Reduce Tatum Blvd. traffic overload.

Original traffic plan included this traffic outlet through the mountains, halfway between Hwy. 51 and Tatum Blvd.

Portions of the original plan have been completed as follows:

32nd Street has been constructed for the traffic load from Washington St. to Lincoln Drive including:

1. Rights-of-way acquired north of the canal to Lincoln Drive.
2. A wide Canal bridge has been constructed.
3. A wide roadway was cut through a large mountain between the canal and Lincoln Drive.

40th Street north of the Mountains has been constructed for the traffic load providing access to following cross streets:

1. Shea Blvd.
2. Cactus Road
3. Thunderbird Road
4. Greenway Road
5. Bell Road.
6. Union Hills Drive.

What remains: The connection through the Mountain Preserve.

A natural route through the mountains dictated the 32nd St. to 40th St. link alignment.

Suggested construction: An elevated precast causeway, similar to those used in the Smoky Mountains Parkway to:

1. Preserve the natural mountains.
2. Not disturb the wild life (birds, javelin, coyotes, bobcats, mountain lions, etc.)
3. Not provide driving access from the causeway into the Preserve.
4. Provide scenic view of the Preserve.
5. Provide a safe on grade hiking trail through the Preserve.
6. Provide more economical construction and safer driving than a graded roadway.

The Arizona State Highway did have a video of the Smoky Mountain Causeway construction by Taliesin Architects.

Respectively Submitted,

H. Maynard Blumer

From: [MAYNARD BLUMER](#)
To: mag@service.govdelivery.com
Cc: [Leila Gamiz](#); [Maricopa Association Governments](#); [M Collins](#); [Maynard Blumer](#)
Subject: Re: FY 2017 - Early Phase Transportation Planning Open House
Date: Tuesday, August 02, 2016 4:53:28 PM
Attachments: [160902 32nd to 40th.doc](#)

MAG Transportation Planning,

In response to your request for comments on MAG Transportation I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the NE quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan. for: ***Connecting 32nd St on the South to 40th St on the North.***

Please see my attached paper for your study and consideration.

Thank you for asking and for your service

Maynard

H. Maynard Blumer, FAIA, FCSI, Consulting Architect (Ret.)
8517 N. 49th St., Paradise Valley, Az. 85253
480-948-6632 bluehmaynard@q.com

From: "Maricopa Association of Governments" <mag@service.govdelivery.com>
To: bluehmaynard@q.com
Sent: Tuesday, August 2, 2016 9:05:47 AM
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



Early Phase Transportation Planning Open House

Thursday, August 11, 2016
Open House: 11:00 a.m. to 12:30 p.m.
Short Presentation: 11:15 a.m.
MAG Offices, Ironwood Room



Comments may also be submitted via email to lgamiz@azmag.gov or online at azmag.gov/comment

Let us hear from you!

Name (Required) DIANNE BARKER

Address 809 N. 5th AVE., #303

City and Zip Code (Required) PHOENIX 85003 Phone Number 480.334.0677

Email dd/barker88@gmail.com

Comments:

re: EARLY Phase TRANSPORTATION PLAN

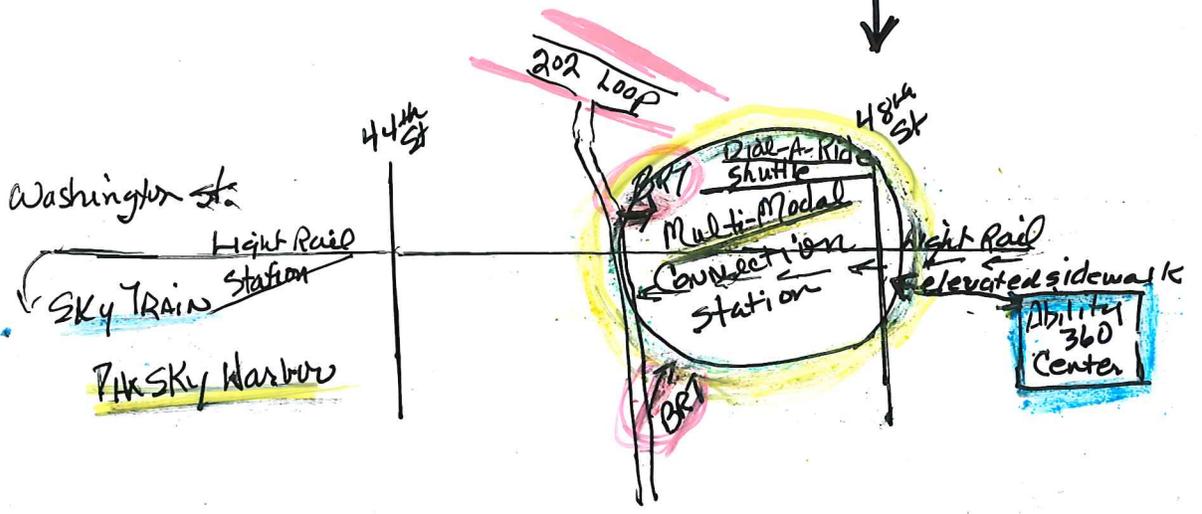
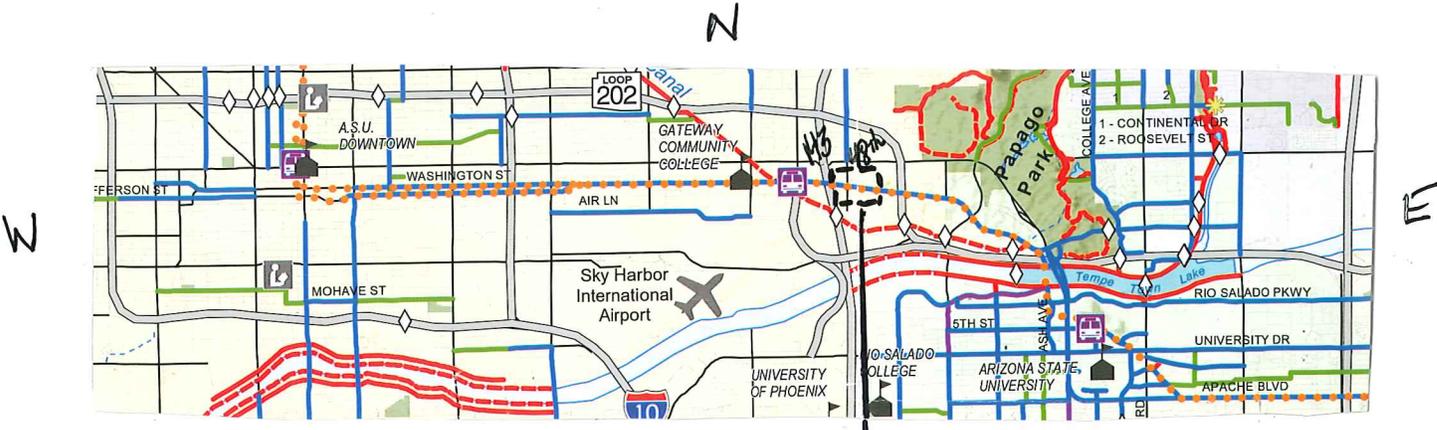
Submission: VISION DIAGRAM (Attached)

48th Street Area "Multi Modal" Transportation Station

I am interested in (please check all that apply):

Receiving the Newsletter Attending Meetings Other "Multi-Modal" Progress

METROPOLITAN PHOENIX AREA



From: [Gail Wilt](#)
To: [Leila Gamiz](#)
Subject: paratransit
Date: Sunday, August 14, 2016 2:42:50 PM

1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screenreaders (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix DAR. ... If possible without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
4. Thanks! ... Gail Wilt

From: insanas@aol.com
To: [Leila Gamiz](#)
Subject: MAG Transportation Improvement Program
Date: Monday, August 22, 2016 3:27:23 PM

Dear Leila Gamiz,

I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to school children, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President, Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

Sincerely, Sam Insana President of the Phoenix Astronomical Society

From: [c.j.b](#)
To: [Leila Gamiz; lgamiz@azmag.gov](mailto:lgamiz@azmag.gov)
Subject: SW valley road planning.
Date: Wednesday, August 31, 2016 10:35:01 AM

Now that 303 is extending along Cotton Av, it's time to look again at the street grid/map.

Notice that we now have many north/south fwy routes. BUT -still only **one** east-west (10).

What would work, due to low cost, low disruption factor, and least amount of land used (as well as the "visuals" factor) is a **SuperStreet** from Cotton / 303 to Hwy 85 west of Buckeye.

MC85 is ready to go now, from Cotton to Southern Av. When MC85 becomes Monroe, it won't suffice, because it is only a commercial (and narrow) roadway.

SO: time to extend Southern Av thru from Dean Road to MC 85. Acquire LAND now, while it is still cheap - and get plenty of width ! Southern Av is the industrial corridor of the future thru Buckeye.
Superstreet ! Not a disruptive & costly freeway, please.

--

Chris Bright txt to: **602.696.8903**



Office of the City Manager
16000 N Civic Center Plaza
Surprise, Arizona 85374
Phone 623-222-1100
Fax 623-222-1021

August 30, 2016

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003

Attention: Leila Gamiz,
Community Outreach Specialist

Subject: Projects to be Considered for Inclusion into the RTP Update

Dear Ms. Gamiz:

In conjunction with the "Early Phase Transportation Stakeholder Meeting" the City of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.

SR303 at Litchfield Road

As part of the "Future SR 303L Traffic Interchange Site Evaluation, US 60 to Happy Valley Parkway" (Project No. 303 MA 119 H6896 01D), Parsons Brinckerhoff had identified option 6 as a viable location for a future transportation interchange along SR 303L.

The analysis included approximate funding cost, versatility of half or full diamond configuration, required right-of-way and service to local entities. The Dysart/Litchfield Alternative (Option 6) provided the most versatility in TI configuration and service to both the City of Surprise and Peoria. This interchange, as indicated in the analysis, costs the least and requires less right-of-way than the other options. The construction of this interchange will provide additional relief to neighboring regional facilities such as the intersections of US 60 / 163rd Avenue and SR 303 and El Mirage Road, by providing secondary access points to communities bounded by US60 to the west and SR303 to the south.

Corridor Optimization along US60

Although US-60/Grand Avenue is controlled and maintained by the Arizona Department of Transportation (ADOT), its regional significance, and importance to the City of Surprise and other local agencies has been the subject of numerous studies, improvement projects, and public interest. This facility effectively divides the City in half and serves multiple purposes, including local access, commuter travel, and freight movement.

As outlined in the Corridor Optimization, Access Management Plan, and System Study (COMPASS) this corridor needs to have improvements to restrict unwarranted access and to provide the pedestrian facilities such as sidewalks, bikeways and transit facilities that have been left out from other federally funded projects. These gaps limit the modal split that could occur and encourage the use of automotive vehicles. The City of Surprise would like to group all the

improvements that have been identified in the COMPASS and MAG Design Assistance Grants into one Corridor improvement project.

US60 and Jomax Road Interchange and New Arterial Parkway

The project involves the design and construction of an interchange on US60 in the vicinity of Jomax Road to replace an existing at-grade crossing, improving traffic efficiency and safety. The City of Surprise is also proposing a "New Arterial Parkway" connecting Jomax Road, Happy Valley Parkway and the proposed Interchange at SR303 and Litchfield. This network of streets will allow motorists alternative routes other than the intersection US 60 and 163rd Ave to access Surprise's City Center and other local neighborhoods along US 60. The separation of this local and regional traffic will provide a constant movement of traffic, with fewer accidents occurring on US 60.

This interchange has also been identified in the Hassayampa Framework Study as the starting point for the White Tanks Freeway. By connecting the "New Arterial Parkway" and the future White Tanks Freeway, this project would provide the capacity necessary to accommodate City of Surprise planned growth of the SPA 2 region. The City anticipates 40% of its residential growth in the next 20 years within the outlined corridor and a large commercial and industrial center to the west of US60.

In order to move these projects forward and to further identify needs and obstacles, the City of Surprise has begun the conversation with regional partners, utilities and private land holders. The City of Surprise believes that the time is appropriate to place these projects in for consideration into the RTP update process.

Thank you for your assistance with this request.

Sincerely,



Bob Wingenroth
Surprise City Manager
City of Surprise
16000 N. Civic Center Plaza
Surprise, AZ 85374

CC:

Eric Anderson
Transportation Director
Maricopa Association of Governments

Bob Hazlett
Senior Engineer
Maricopa Association of Governments

Teri Kennedy
TIP Manager
Maricopa Association of Governments

Let us hear from you!

First Name *

Mike

Last Name *

Duncan

Address *

Zip Code *

E-mail Address *

mwd@mail.maricopa.gov

Comments

For Early Phase One
Here is my top six list.

I-17 - from Bell Road to I-10
Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.

I-17 - from Anthem Way to Cordes Junction - with just 2-lanes each way (in Maricopa and Yavapai counties)
This long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.
This segment is especially overdue for added capacity.

Happy Valley Road bridge over I-17 – with just one lane for each direction
Peak-time delays are extreme and backups extend to the mainline freeway.

Pinnacle Peak Road bridge over I-17 – with just one through lane for each direction
Peak-time delays are extreme and backups extend to the mainline freeway.

Happy Valley Road - from 107th Avenue to I-17
has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.

Transit – interconnection routes - are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

Walt Gray


walt1gray.1914@gmail.com

COMMENTS: Early Phase Public Hearing for 2035 Transportation Plan

1. The process for Public Hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgments and, therefore, the public will cannot be learned in a transparent, timely manner. The result is the Government has unusual power in disseminating information and controlling feedback. Most of the information disseminated is passive, leaving the public to obtain information from consultants and ask questions in private without the benefit of how information dissemination and questions may vary from person to person. The Government should not fear public discourse about Transportation Plans nor about any other type of Infrastructure Project or Program because the US is a Democracy and the Public should play a dominant role in such a form of Government. Along these lines, the summary video or power point of the 2035 Transportation Plan should be more detailed without exceeding a half-hour length so the Public receives the same basic information. In addition, questions and comments should be made and replied to in public. This way the Government and the Public know at the same time what the public interest and will are. Anything short of this is a waste of time because Public Hearings have been poorly attended since the current process was instituted a number of years ago. Typically, Public Hearings in the Phoenix metro area are attended by more staff and consultants than members of the Public. How can this be a Public Hearing? This process also is inconsistent with other public hearing and meeting processes in the Phoenix metropolitan area. For example, the Phoenix City Council allows public testimony at all City Council meetings, as well as Subcommittee meetings, including testimony on a \$35 billion, 30-year Transportation Program. We in the Public also are continually influenced by others through print and electronic media, books and other types of meetings. The Government should not have the right to restrict public discourse nor be afraid of it because public discourse is intrinsic in a Democracy. I will take this issue up this week with the West Side Town Hall Advisory Committee, of which I am the Coordinator, and hopefully we will have more to say on this issue and have the outline of an Action Plan at the Regional Council meeting on August 31.

2. I strongly object to the Decision to purchase property in the South Mountain Freeway corridor and demolish buildings prior to final Disposition of the Suit against the project. What is particularly unnerving is the heavy handed Government action to strongly influence the Court ruling on the project. This shows disrespect for the judicial system. Additionally, the Government has known from the beginning of the right-of-way purchases that the Judge assigned to the case is a Native American. The continuation of purchases and demolitions following the ruling on the Temporary Injunction shows cultural insensitivity because given the status of Race in America her ruling will receive strict scrutiny regardless of the way she ultimately rules. The Government has known from the beginning that the Temporary Injunction ruling ultimately would be subject to a full hearing on the case, which was held in May of this year. As you know, the court ruling is due any day. I strongly urge the Government to drop any discussions about a possible appeal. This would show respect for the judicial system, the judge and the unusually difficult circumstances for this ruling. Additionally, the Government still must negotiate with the Gila River Tribe for the widening of I-10 through the Tribe's land. I also will urge PARC not to appeal in the interest of community harmony and healing. I cannot speak for the Gila

River Tribe because they are faced with potentially permanent changes in culture and lifestyle.

I decline to comment any further on the Early Phase of the 2035 Transportation Plan. My focus will be on changing the current public hearing process.

Cc:

Merchants for a Better Maryvale

West Side Town Hall Advisory Committee

West Side Town Hall Steering Committee

PARC

Will Freedom Ride from Wickenburg Again?

Summary of Need: In early 2015, the only department store in Wickenburg closed, leaving seniors on fixed incomes to shop at two dollar stores, two grocery stores and CVS. A selection of age-appropriate shoes, underwear, clothing and budget home goods and medical supplies is virtually non-existent in Wickenburg. The closest department store shopping is Wal-Mart, 31 miles away in Surprise. There is no public transportation from Wickenburg to Surprise. Taxi cabs charge at least \$80 roundtrip to Surprise. Seniors living on \$700 - \$1,000 per month, cannot afford this expense. Most seniors over the age of 70 do not shop online because they do not have computers or are not able to operate computers due to vision impairment or lack of computer skills. Seniors sometimes get transportation from friends or family. For some, asking is difficult and for others, they wear out their transportation sources. For those who cannot drive or don't have transportation, the inability to shop for budget-priced goods including medicine, home goods or even age-appropriate footwear and undergarments negatively affects quality of life.

Seniors inability to get transport to medical specialists in the valley is an entire other subject. Wickenburg Community Hospital is implementing upgrades, but seniors needing something as simple as cataract surgery must go to the valley for this service or, in some cases, just not get the treatment at all.

Finally, the inability to get to needed services/products in the valley amplifies feelings of isolation, seclusion and depression often experienced by seniors without transportation.

Summary of History: In October, 2011 after five years, the Valley Metro 660 Connector with stops at Wickenburg, Wittmann, Sun City West and Arrowhead Mall, ceased operation. The route was intended to operate as a lifeline to valley services for people without transportation options. The downturn in the economy reduced sales tax revenues for Valley Metro and an average of three riders per trip made it a logical cut. The service was operating four trips per day, five days per week.

What Has Changed, What Will Make it Work: Now is the time to implement a transportation service from Wickenburg to the valley because:

- 1) The availability of age-appropriate goods and budget goods has decreased more in Wickenburg.
- 2) The number of potential clients has increased – there are more seniors and older seniors who no longer feel comfortable driving in city traffic.

3) Wickenburg's economy is growing, with new healthcare services for seniors and professions for working-age adults available. A well-designed public transit system that operates on a schedule matching the needs of those who use it can produce real benefits for Wickenburg's seniors while strengthening economic development efforts.

In January, 2015 a community collaboration between the Town of Wickenburg, The Salvation Army, FSL and Wickenburg Community Services Corporation began operating Wickenburg's Freedom Express a 60+ senior transportation program in Wickenburg. Trained volunteer drivers and one paid coordinator/dispatcher transport registered clients in two vans insured by the Town of Wickenburg. After 18 months of operation, Wickenburg's Freedom Express has registered 220+ clients and provided 7,500+ rides around Wickenburg. The most frequently asked question from registered clients and the public is, "do you go to the valley?"

As the Transportation Coordinator for Wickenburg's Freedom Express, I see the need for transportation to low-cost and age appropriate goods every day. Just like the rest of Arizona, Wickenburg has more seniors, and more "senior" seniors who used to drive, but are no longer able or safe to drive. Many of these seniors are experiencing visual impairment, especially from macular degeneration which makes computer shopping and driving virtually impossible.

Our clients tell us regularly that the Freedom Express is a "life-saver", that we have significantly improved their lives by helping them get out and get active. They like freedom to be independent and don't want to rely on others for every ride they need. That said, seniors must be encouraged to try public transit for the first time and view it as a scary option. When the 660 Connector was operating, many people had not tried public transit in Wickenburg and/or had no way to get to the bus stop. Now that they have tried Wickenburg's Freedom Express, and have options to get to a bus stop, they will be more open to trying public transportation to the valley. Another comfort factor is that Northwest Valley Connect is now on the other end in Surprise to help riders navigate the public transportation options in the valley. This service works with clients to help them get to their destinations using a variety of transportation options and service referrals in the Surprise area.

Implementing transportation service to the valley and working with existing transportation non-profits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the valley in a cost-effective manner. If you have any questions, please contact Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express at cward@fsl.org or (928)684-7894 X 102. Thank you for your consideration.

Let us hear from you!

First Name *

John

Last Name *

Hinz

Address *

Zip Code *

85009

E-mail Address *

none

Comments

I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

I am interested in (please check all that apply)

Receiving the Newsletter

Attending Meetings

Other

Your listening to the voters

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MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 6, 2016

SUBJECT:

FY 2017 Road Safety Assessments and Project Assessments at Intersections and Corridors

SUMMARY:

The Fiscal Year (FY) 2017 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2016, includes a total of \$300,000 in MAG planning funds for performing Road Safety Assessments (RSAs) and Project Assessments (PAs).

Each year, more than 58,000 crashes occur on the local and arterial street system in the MAG region. About half of these crashes occur at intersections that result in nearly 19,000 persons being injured or killed each year. The MAG Transportation Safety Committee has recommended RSAs as a regional road safety initiative to help identify and address safety issues at high risk intersections. A total of 44 RSAs has been successfully completed by MAG. Performance of a Project Assessment (PA) is the next logical step following an RSA or a similar investigation. The development of a PA would result in a road safety improvement project that is designed up to 15 percent completion. Projects with completed PAs would be better positioned to compete for federal road safety funds. Five (5) PAs have been completed in the two previous program cycles.

A total of \$300,000 is currently available from the FY 2017 MAG Work Program for conducting Road Safety Assessments and developing Project Assessments, utilizing MAG qualified on-call consultants. A total of seven (7) RSA sites and development of a PA at one (1) site have been recommended as FY 2017 projects. A Working Group of the Transportation Safety Committee conducted extensive analysis of crash data to identify potential RSA and PA projects for FY2017. The RSAs and PAs will be carried out by seven (7) qualified MAG on-call consultants that are currently under contract with MAG.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The RSAs provide recommendations in a final report that can lead to safety improvements that range from low-cost improvements to major infrastructure changes. Projects that involve major infrastructure changes would require additional investigations such as Project Assessments or Design Concept Reports. Local agencies could also utilize RSA findings to support their applications to Arizona Department of Transportation (ADOT) for statewide Highway Safety Improvement Program funds. RSAs are considered a proactive step toward addressing road safety issues. Inclusion of the development of PA's in this program takes the recommendations of an RSA to the next step. Development of PAs will provide the minimum amount of further investigation necessary to proceed with seeking funding or programming roadway safety improvements.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The RSAs are performed by a small multi-disciplinary team that typically consists of a traffic engineer, a planner, a police officer and a human factors expert. Team members are drawn

from the consultant's staff, MAG staff and volunteers from local agencies. The RSA program relies on the participation of volunteers with law enforcement and traffic safety expertise. The RSA program is also helping develop RSA expertise among local agency staff. The development of PA's will be closely coordinated with ADOT.

POLICY: Upon completion of each RSA, a final report is provided by MAG to each affected local agency with the recommendation that the agency prepare and keep on file a response to each recommendation in the RSA final report along with a planned timeline for implementation and potential funding sources. The documents generated from a PA will provide more detailed information and refinement of recommendations of an RSA or other study conducted by the local agency for prioritization and planning purposes and possible generation of infrastructure projects in the local agency capital improvement program.

ACTION NEEDED:

Recommend approval of the list of eight projects for performing seven Road Safety Assessments and developing one Project Assessment, to be completed with the available funding in FY 2017.

PRIOR COMMITTEE ACTIONS:

On July 26, 2016, the MAG Transportation Safety Committee reviewed the list of candidate RSA and PA projects identified by the Working Group and recommended seven (7) RSAs and one (1) PA project with an estimated total cost of \$300,000.

- 1) One intersection RSA project in the City of Glendale and the City of Peoria at Bell Road and 83rd Avenue (listed at #1 in the attached handout) - estimated at \$42,000.
- 2) Two intersection RSA projects and one corridor RSA project in the City of Phoenix (listed as #2, #5 and #6) - estimated at \$41,000, two at \$35,000 each, respectively.
- 3) Two intersection RSA projects in the City of Tempe; one in coordination with the City of Phoenix at Southern Avenue and 48th Street, and one at Baseline Road and the I-10 interchange, (listed as #3 and #4) - estimated at \$35,000 and \$41,000 respectively.
- 4) One intersection RSA project in the City of Scottsdale at Scottsdale Road and Osborn Road (listed as #7) - estimated at \$35,000.
- 5) One PA project in the Town of Gilbert at Val Vista Drive and Elliot Road (listed as #8) - estimated at \$35,000.

The measure was voted on at the July 26, 2016 meeting and passed unanimously.

MEMBERS ATTENDING

- Chandler: Dana Alvidrez (Chair)
- AAA Arizona: Ned Ferns for Cristy Robinson
- AARP: Tom Burch
- ADOT: Kerry Wilcoxon
- Apache Junction: Shane Kiesow
- * ASU: Robert Gray
- * Avondale: Tom Peterson
- * Buckeye: Jason Mahkovtz
- # El Mirage: Nick Russo
- # FHWA: Kelly LaRosa
- Gilbert: Leslie Bubke
- Glendale: Kiran Guntupalli
- * GOHS: Alberto Gutier

- # Goodyear: Hugh Bigalk
- * Litchfield Park: Mike Gillespie
- Maricopa County: Angel Cobb for Nicolaas Swart
- Mesa: Renate Ehm
- * Paradise Valley: Jeremy Knapp
- # Peoria: Mannar Tamirisa for Jamal Rahimi
- Phoenix: Rick Russ for Kerry Wilcoxon
- * Scottsdale: George Williams
- Surprise: Dana Owsiany
- # Tempe: Julian Dresang
- * Valley Metro: Adiran Ruiz

- * Those members neither present nor represented by proxy.
- # Attended by Telephone. + Attended by Videoconference.

CONTACT PERSON:

Sarath Joshua, MAG, (602) 254-6300.

FY2017 Road Safety Assessment (RSA) and Project Assessment (PA)
Recommended List of Projects

Project No.	Project Type	Agency	Location	Estimated Cost
1	RSA	Glendale/Peoria	BELL RD & 83RD AVE	\$ 42,000.00
2	RSA	Phoenix	NORTHERN AVE & 7TH ST	\$ 41,000.00
			DUNLAP AVE & 7TH ST & CAVE CREEK	
			HATCHER RD & 7TH ST	
3	RSA	Tempe/Phoenix	SOUTHERN AVE & 48TH ST	\$ 35,000.00
4	RSA	Tempe/ADOT	BASELINE RD & I 0101	\$ 42,000.00
5	RSA	Phoenix	MCDOWELL RD & 67TH AVE	\$ 35,000.00
6	RSA	Phoenix	CAMELBACK RD & 35TH AVE	\$ 35,000.00
7	RSA	Scottsdale	SCOTTSDALE RD & OSBORN RD	\$ 35,000.00
8	PA	Gilbert	VAL VISTA DR & ELLIOT RD	\$ 35,000.00

Total Estimated Cost	\$ 300,000.00
Total Amount Available	\$ 300,000.00

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:

September 6, 2016

SUBJECT:

Domestic Violence Awareness Month

SUMMARY:

Domestic violence calls are among the most frequent, dangerous, and costly calls law enforcement responds to throughout the region. There were 107 domestic violence related deaths in Arizona last year. The MAG Protocol Evaluation Project has coordinated a regional response to domestic violence through the criminal justice system since 2010. This saves lives, time, and resources. Apache Junction Vice Mayor Robin Barker, MAG Regional Domestic Violence Council Chair, will provide an overview of the Resolution of Support for Domestic Violence Awareness Month.

PUBLIC INPUT:

None has been received.

PROS & CONS:

PROS: The *Beyond the Handcuffs: Improving Support for Abuse Survivors* training event will share best practices in domestic violence investigation and prosecution to increase regional capacity to address domestic violence. The Domestic Violence Awareness Month calendar provides a comprehensive list of events taking place throughout the valley, and provides municipalities an opportunity to highlight their activities.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The annual training event will share best practices in domestic violence investigation and arrest to increase regional capacity to address domestic violence.

POLICY: Practices shared during the training event and during Domestic Violence Awareness Month will inform policies related to domestic violence response.

ACTION NEEDED:

Recommend approval of the Resolution of Support for Domestic Violence Awareness Month.

PRIOR COMMITTEE ACTIONS:

On September 30, 2015, the Regional Council approved and signed the 2014 Resolution of Support for Domestic Violence Awareness Month.

MEMBERS ATTENDING

- Mayor W.J. "Jim" Lane, Scottsdale, Chair
- * Mayor Greg Stanton, Phoenix, Vice Chair
- * Vice Mayor Robin Barker, Apache Junction
- Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- * Councilmember Mike Farrar, Carefree

- Councilmember Dick Esser, Cave Creek
- Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- * Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation

- Mayor Linda Kavanagh, Fountain Hills
- * Mayor Chuck Turner, Gila Bend
- * Governor Stephen Roe Lewis, Gila River Indian Community
- Mayor John Lewis, Gilbert
- Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear
- # Mayor Rebecca Jimenez, Guadalupe
- Mayor Thomas Schoaf, Litchfield Park
- Mayor Christian Price, City of Maricopa
- Supervisor Denny Barney, Maricopa County
- Mayor John Giles, Mesa
- * Mayor Michael Collins, Paradise Valley
- Mayor Cathy Carlat, Peoria
- Supervisor Todd House, Pinal County

- Mayor Gail Barney, Queen Creek
- * President Delbert Ray, Salt River Pima-Maricopa Indian Community
- * Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- * Mayor John Cook, Wickenburg
- Mayor Michael LeVault, Youngtown
- # Mr. Roc Arnett, Citizens Transportation Oversight Committee
- Mr. Joseph La Rue, State Transportation Board
- * Councilmember Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

On September 24, 2014, the Regional Council approved and signed the 2014 Resolution of Support for Domestic Violence Awareness Month.

MEMBERS ATTENDING

- Mayor Michael LeVault, Youngtown, Chair
- Mayor W. J. "Jim" Lane, Scottsdale, Vice Chair
- Vice Mayor Robin Barker, Apache Junction
- Mayor Kenneth Weise, Avondale
- Mayor Jackie Meck, Buckeye
- * Councilmember Mike Farrar, Carefree
- * Councilmember Reginald Monachino, Cave Creek
- # Mayor Jay Tibshraeny, Chandler
- Mayor Lana Mook, El Mirage
- Mayor Tom Rankin, Florence
- * President Ruben Balderas, Fort McDowell Yavapai Nation
- Mayor Linda Kavanagh, Fountain Hills
- Mayor Steven Holt, Gila Bend
- * Governor Gregory Mendoza, Gila River Indian Community
- Mayor John Lewis, Gilbert
- * Mayor Jerry Weiers, Glendale
- Mayor Georgia Lord, Goodyear

- Mayor Rebecca Jimenez, Guadalupe
- # Mayor Thomas Schoaf, Litchfield Park
- # Mayor Christian Price, City of Maricopa
- Supervisor Steve Chucuri, Maricopa County
- Mayor John Giles, Mesa
- # Mayor Scott LeMarr, Paradise Valley
- # Mayor Bob Barrett, Peoria
- * Mayor Greg Stanton, Phoenix
- Supervisor Todd House, Pinal County
- Mayor Gail Barney, Queen Creek
- * President Diane Enos, Salt River Pima-Maricopa Indian Community
- Mayor Sharon Wolcott, Surprise
- Mayor Mark Mitchell, Tempe
- * Mayor Adolfo Gamez, Tolleson
- Mayor John Cook, Wickenburg
- # Mr. Roc Arnett, Citizens Transportation Oversight Committee
- Mr. Joseph La Rue, State Transportation Board
- Mr. Jack Sellers, State Transportation Board

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

CONTACT PERSON:

Amy Robinson, Human Services Planner, (602) 254-6300.

RESOLUTION OF SUPPORT FOR
Domestic Violence Awareness Month

A Resolution of Support for October as Domestic Violence Awareness Month.

Whereas, domestic violence is prevalent throughout the region as reported by 40 percent of MAG survey respondents saying that they personally knew someone who has experienced domestic violence, and

Whereas, the trauma and suffering caused by domestic violence destroys families, threatens the safety of neighborhoods, and weakens the ability of communities to thrive, and

Whereas, the region spends an estimated \$18-\$26 million a year addressing domestic violence through the criminal justice system as reported in a MAG study, and

Whereas, the MAG Regional Domestic Violence Council was formed in 1999 to provide a forum for communication and action to effectively address, prevent, and eradicate domestic violence, and

Whereas, the MAG Regional Council is dedicated to ensuring the safety of domestic violence survivors and holding abusers accountable, now therefore,

Be it resolved that the members of the MAG Regional Council express our support of October as Domestic Violence Awareness Month.

PASSED AND ADOPTED BY THE MAG REGIONAL COUNCIL THIS 28TH DAY OF SEPTEMBER 2016

ATTEST:

Mayor Greg Stanton, Chair, MAG Regional Council

Dennis Smith, MAG Executive Director

DRAFT

Suggested Members of the Managed Services Proposal Working Group:

Co-Chair, Chris Brady, City Manager, Mesa

Co-Chair, Kevin Phelps, City Manager, Glendale

Jay Strebeck, Assistant Chief, Phoenix Fire Department, Chair of the MAG 9-1-1 Oversight Team

John Locklin, Battalion Chief, Mesa Fire Department, Vice Chair of the MAG 9-1-1 Oversight Team

Domela Finnessey, City of Surprise, Chair of the MAG Public Safety Answering Point Managers

Michelle Potts, City of Chandler, Vice Chair of the MAG Public Safety Answering Point Managers

Dan Cotterman, City of Goodyear, Chair of the MAG Technical Advisory Group

Staffed by:

Liz Graeber, Administrator, Maricopa Region 9-1-1

Nathan Pryor, Government Relations Manager, MAG

Audrey Skidmore, Information Technology Manager, MAG

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

September 6, 2016

SUBJECT:

Amendment to Add \$873,400 to the HDR, Inc., Contract for the Interstate 10/Interstate 17 Corridor Master Plan and Amendment to the FY 2017 MAG Unified Planning Work Program and Annual Budget to Accept the Funds From the Regional Freeway and Highway Program

SUMMARY:

On August 12, 2013, the MAG Regional Council Executive Committee amended the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget for \$2,500,000 to develop the Interstate 10/Interstate 17 Corridor Master Plan following upon environmental studies that were previously being conducted by the Arizona Department of Transportation (ADOT). The ADOT work was cancelled and the project and funding were transferred to MAG. The subject of this agenda item is an additional services amendment for completing the Corridor Master Plan. Adding the amount of \$873,400 to the HDR, Inc., contract is needed to conduct the additional services.

Environmental Impact Statement (EIS) studies for capacity expansion of both Interstate 10 and Interstate 17 were underway for a number of years. Since the studies were initiated, a number of factors changed, including the 2008 economic downturn, which impacted revenues and the evolving demographics of population, employment, and travel in the Valley. Also, the proposed projects that were being studied for each corridor substantially exceeded the resources available by almost three billion dollars; the combined programmed amounts from the Regional Transportation Plan total \$1.47 billion. In addition, potential airspace conflicts with Sky Harbor International Airport have resulted in a decision to cancel both EIS studies.

Staff from MAG, ADOT, Federal Highway Administration (FHWA), Valley Metro, as well as the cities of Chandler, Phoenix, and Tempe, met in a workshop to study these matters and through discussion identified a path forward that includes establishing a Corridor Master Plan for one corridor that stretches from the I-17/SR-101L "North Stack" for 35-miles to the SR-202L "Pecos Stack," rather than as two separate corridor studies. Together, both corridors represent the backbone of the region's transportation network, nicknamed "The Spine." Together, Interstate 10 and Interstate 17 comprise more than 40 percent of daily freeway travel in the Valley.

Since starting in February 2014, the project has completed a preliminary Purpose and Need Statement, developed a comprehensive Needs Assessment Report, and evaluated more than 340 concepts for meeting current and future travel demand along Interstates 10 and 17. These reports have required extensive environmental, traffic engineering, and safety analyses of the corridor's mainline and 31 traffic interchanges, including:

- A comprehensive traffic weaving study of 62 locations along both freeway's mainlines, including crash analyses, to identify if additional capacity could improve travel conditions or potentially further exacerbate the functionality for through traffic.

- Pavement condition, structural analyses, and flood data to understand the life-cycle needs for replacing aging infrastructure, particularly along the Interstate 17 segments, for staging recommendations in the Corridor Master Plan.
- An extensive discovery process that required mapping of environmental justice communities, known environmental issues, schools, parks, and businesses to identify constraints and avoidance requirements within the corridor.
- Coordination and collaboration with Valley Metro for four crossings of Interstate 17 by future light rail lines.
- Technology analyses, working with ADOT's recently created Transportation System Management and Operations division (TSMO), to identify the depth of potential operational improvements possible in the corridor that will improve travel (saturation) flow rates and allow more traffic to be accommodated on the Interstates 10 and 17 mainline without the need for additional travel lanes.
- Traffic analysis of the arterials crossing the corridor - a mile on either side of the freeways - to identify opportunities for improving surface traffic flow and accessibility to adjacent land uses.

With all of the data collected for this project, MAG has identified that additional consultant services are needed for a greater level of evaluation, to include conceptual engineering design studies. This considerable data set from the data discovery process, coupled with the complexities of accommodating existing and future travel demand for Interstate 10 and Interstate 17 among multiple modes, clarifies the need for additional greater engineering and planning efforts to establish this Corridor Master Plan's recommendations. These studies are needed to ensure the viability, constructability, and potential right-of-way needs of multiple alternatives and ultimately final recommendations for improving the 35-mile corridor and its 31 traffic interchanges.

As this project moves toward the final public engagement opportunities later this year, it will be important to have the best possible engineering data available about potential recommendations from the Corridor Master Plan. Also, these services will also assist ADOT, Valley Metro, and other affected MAG member agencies in the corridor to minimize their project development time for implementing the recommendations at the earliest opportunity.

Funding for this additional services amendment is from the Regional Area Roadway Fund (RARF) study funds that have already been identified for both the Interstate 10 and Interstate 17 corridors. These funds have been transferred from ADOT to MAG for completing the Corridor Master Plan project.

PUBLIC INPUT:

Stakeholder engagement on the Corridor Master Plan has been a continuing effort. The most significant outreach occurred in February and March 2015 with recurring comments to consider options for alternate modes, technology enhancements, and across-freeway improvements for surface streets, bicyclists, and pedestrians. The next significant outreach is planned for later this year.

PROS & CONS:

PROS: Presently, the Regional Freeway and Highway Program has programmed \$1.47 billion for improving both corridors. A Near-Term Improvement Strategy has been identified and programmed for construction along an Interstate 10 portion of the corridor, from Broadway Road to the SR-202L Pecos Stack. As demonstrated during the planning of all projects comprising the Regional Freeway and Highway Program, the more conceptual engineering that can be completed at this Corridor Master Plan project, the more informed stakeholders and decision makers will be in considering the potential recommendations for this project.

CONS: Significant resources have been expended by MAG on this Corridor Master Plan, as well as FHWA and ADOT for previous environmental studies. All of these resources continue to contribute toward successfully completing this project with recommendations that will meet the long-term travel demand in the Interstate 10 and Interstate 17 corridor.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The combined Interstates 10 and 17 corridor provides a critical function and its long-term operation will be key to economic activity and the region’s quality of life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of these additional services will result in a plan for Interstate 10 and Interstate 17 that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this Corridor Master Plan will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along the Interstates 10 and 17.

ACTION NEEDED:

Recommend approval to add \$873,400 to the HDR, Inc., contract for the Interstate 10/Interstate 17 Corridor Master Plan and amend the FY 2017 MAG Unified Planning Work Program and Annual Budget to accept the funds from the Regional Freeway and Highway Program.

PRIOR COMMITTEE ACTIONS:

Since the project started in 2014, the Transportation Policy Committee has received eight updates on the progress of the Corridor Master Plan, and MAG staff has provided updates to the MAG Regional Council, Management Committee, Transportation Review Committee, Street Committee, and the Bicycle and Pedestrian Committee. In addition, presentations have also been provided to the Citizen’s Transportation Oversight Committee (CTOC), the City of Phoenix’s Transportation and Infrastructure Committee, and the transportation commissions in Chandler and Tempe.

No prior committee actions have been taken on this requested action.

CONTACT PERSON:

Bob Hazlett, Senior Engineering Manager, 602 254-6300.



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 E-mail: mag@azmag.gov ▲ Web site: www.azmag.gov

June 24, 2016

Ms. Heidi Haggerty
 Arizona Department of Environmental Quality
 1110 West Washington Street
 Phoenix, Arizona 85007

Dear Ms. Haggerty:

The Maricopa Association of Governments (MAG) is pleased to submit comments on the May 31, 2016 Arizona Department of Environmental Quality (ADEQ) 2015 Ozone NAAQS Boundary Recommendation Draft Report. We appreciate that the Draft Report includes as the first recommendation that the current Maricopa ozone boundary will not need to be expanded if the Queen Valley or Tonto National Monument monitors do not violate the 2015 ozone standard based upon future ozone design values. This recommendation aligns with MAG's comment that monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors.

Additional comments in support of not expanding the current Maricopa ozone boundary at this time are attached to this letter. We look forward to working cooperatively with the Arizona Department of Environmental Quality in our efforts to improve air quality. If you have any questions on our comments, please do not hesitate to contact Lindy Bauer at (602) 254-6300.

Sincerely,

Dennis Smith
 Executive Director

— A Voluntary Association of Local Governments in the Maricopa Region —

June 24, 2016

MAG Comments on the May 31, 2016
Arizona Department of Environmental Quality (ADEQ)
2015 Ozone NAAQS Boundary Recommendation Draft Report

1. On page 31, the ADEQ “recommends four data-contingent 2015 Ozone NAAQS nonattainment area boundaries for the Phoenix area.” The first boundary listed by ADEQ recommends that the nonattainment area boundary for the 2015 ozone standard remain the same as the current nonattainment area boundary for the 2008 ozone standard, if neither the Queen Valley monitor in Pinal County or the Tonto National Monument monitor in Gila County violate the 2015 ozone standard based upon future ozone design values. This first recommendation is consistent with MAG Regional Council action taken on April 27, 2016, approving that a letter be sent to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. The May 3, 2016 letter to ADEQ also stated that monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation. A copy of the May 3, 2016 letter to ADEQ is attached to these comments.
2. On page 36, ADEQ discusses the long-term and short-term downward trends in ozone concentrations at the Queen Valley and Tonto National Monument monitors in support of retaining the existing Maricopa ozone nonattainment area as the recommended boundary for the 2015 ozone standard. In addition to the information presented by ADEQ on this page, the following information provides additional evidence as to why the Maricopa ozone nonattainment area boundary should not be expanded at this time:
 - A. Preliminary exceedances of the 2015 ozone standard at the Queen Valley and Tonto National Monument monitors in the 2016 ozone season may in some cases be the result of exceptional events caused by wildfires and stratospheric intrusions of ozone.

Located north and east of the Queen Valley and Tonto National Monument monitors, the Juniper fire burned in the Tonto National Forest from mid-May to mid-June 2016. Satellite photos show smoke from the Juniper fire blowing towards the Queen Valley and Tonto National Monument monitors on multiple dates. Exceedances of the 2015 ozone standard occurred at the Queen Valley and Tonto National Monument monitors in late May and early June when the Juniper fire was most active, making it possible that the Juniper fire contributed to these recorded ozone exceedances. Additionally, the exceedance on April 24, 2016 at the Queen Valley monitor may have been influenced by stratospheric intrusion of ozone, as indicated by weather conditions during the exceedance. Exclusion of exceedances during this period as exceptional events will lower the ozone design values at these monitors and may result in the Queen Valley and Tonto National Monument monitors meeting the 2015 ozone standard with data from the 2016 ozone season, making expansion of the Maricopa ozone nonattainment area boundary unnecessary.

- B. Preliminary 2016 ozone concentrations at the Queen Valley monitor were recorded while the monitor was operating with a consistent bias towards recording higher ozone concentrations than may have actually occurred.

ADEQ staff has indicated that ozone calibration trend data at the Queen Valley monitor was consistently biased upward by 2.5 to 3 percent through early June of the 2016 ozone season. This could result in the Queen Valley monitor recording ozone concentrations that are approximately 0.002 parts per million (ppm) higher than they actually were. This is not an insignificant value, given that some of the preliminary 2016 exceedances recorded at the Queen Valley monitor are only 0.001 to 0.002 ppm higher than the 2015 ozone standard. Additionally, a 0.002 ppm difference in 2016 ozone concentrations may determine whether the monitor meets or violates the standard with 2014-2016 ozone concentration data. Monitor concentrations during this period (approximately April - June 5, 2016) at the Queen Valley monitor should be critically evaluated given the known high bias of the recorded ozone concentrations and may be an over-representation of actual ozone concentrations at the monitor.

- C. The Queen Valley and Tonto National Monument monitors are located in or very near the Tonto National Forest, making these monitors subject to high levels of background ozone.

EPA's white paper¹ on background ozone acknowledges that background ozone concentrations are known to be highest in the rural areas of the intermountain west, including locations such as the Tonto National Monument monitor situated in the middle of the Tonto National Forest, and the Queen Valley monitor located on the edge of the Tonto National Forest. These areas are particularly subject to increases in ozone from natural sources such as vegetation, wildfires, and stratospheric intrusions, along with ozone from interstate and international transport. EPA's white paper estimates that in 2017, 67% of the ozone concentration at the Queen Valley monitor and 64% of the ozone concentration at the Tonto National Monument monitor will be due to background ozone. This in contrast to the current Maricopa nonattainment area, where the estimated contribution of background ozone in 2017 is 52%. Since background ozone concentrations are uncontrollable, expanding the Maricopa nonattainment area to include the rural Tonto National Monument and Queen Valley monitors will provide no clear benefit in reducing background ozone concentrations or in meeting the 2015 ozone standard at these monitors.

¹ *Implementation of the 2015 Primary Ozone NAAQS: Issues Associated with Background Ozone. White Paper for Discussion.* U.S. Environmental Protection Agency. December 30, 2015.

May 3, 2016

Mr. Misael Cabrera, Director
Arizona Department of Environmental Quality
1110 West Washington Street
Phoenix, Arizona 85007

Dear Mr. Cabrera:

The Maricopa Association of Governments (MAG) has appreciated the opportunity to participate in the Arizona Department of Environmental Quality (ADEQ) stakeholder meetings on the 2015 Ozone Standard Boundary Designations. On April 27, 2016, the MAG Regional Council took action to approve sending a letter to ADEQ requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation.

On April 14, 2016, ADEQ conducted a stakeholder meeting and proposed an expansion of the Maricopa eight-hour ozone nonattainment area to include portions of Pinal County and Gila County. Based upon 2013-2015 monitor data, the Queen Valley monitor in Pinal County and the Tonto National Monument monitor in Gila County are at 0.071 parts per million compared to the 2015 ozone standard of 0.070 parts per million. The data for the Tonto monitor excludes an exceedance caused by a wildfire exceptional event in 2015. On February 29, 2016, MAG staff provided information to ADEQ showing a downward trend in the concentrations at both monitors from 2001-2015 (see attachment).

In accordance with the Clean Air Act, states are required to submit their area designation recommendations by October 1, 2016 to the Environmental Protection Agency (EPA) based upon 2013-2015 data. By October 1, 2017, EPA will finalize the designations based upon 2014-2016 data. For this reason, EPA encourages states to review and consider preliminary 2016 air quality data in their designation recommendations. This is stated on page 4 of the EPA memorandum, Area Designations for the 2015 Ozone National Ambient Air Quality Standards dated February 25, 2016.

If the Maricopa eight-hour ozone nonattainment area is expanded as ADEQ is proposing, there will be tighter controls on business and industry in the new area and transportation conformity requirements will apply. These requirements could have a negative impact on economic development in Pinal County.

Again, MAG is requesting that the Maricopa ozone boundary not be expanded at this time, since the Queen Valley and Tonto National Monument monitors only slightly exceed the standard and there is a downward trend at the monitors. Monitor data from the 2016 ozone season should be evaluated first to determine if the monitors have met the standard or if it is necessary to revise the boundary recommendation.

We look forward to working cooperatively with the Arizona Department of Environmental Quality in our continuing efforts to improve air quality. If you have any questions, please do not hesitate to contact Lindy Bauer or me at (602) 254-6300.

Sincerely,

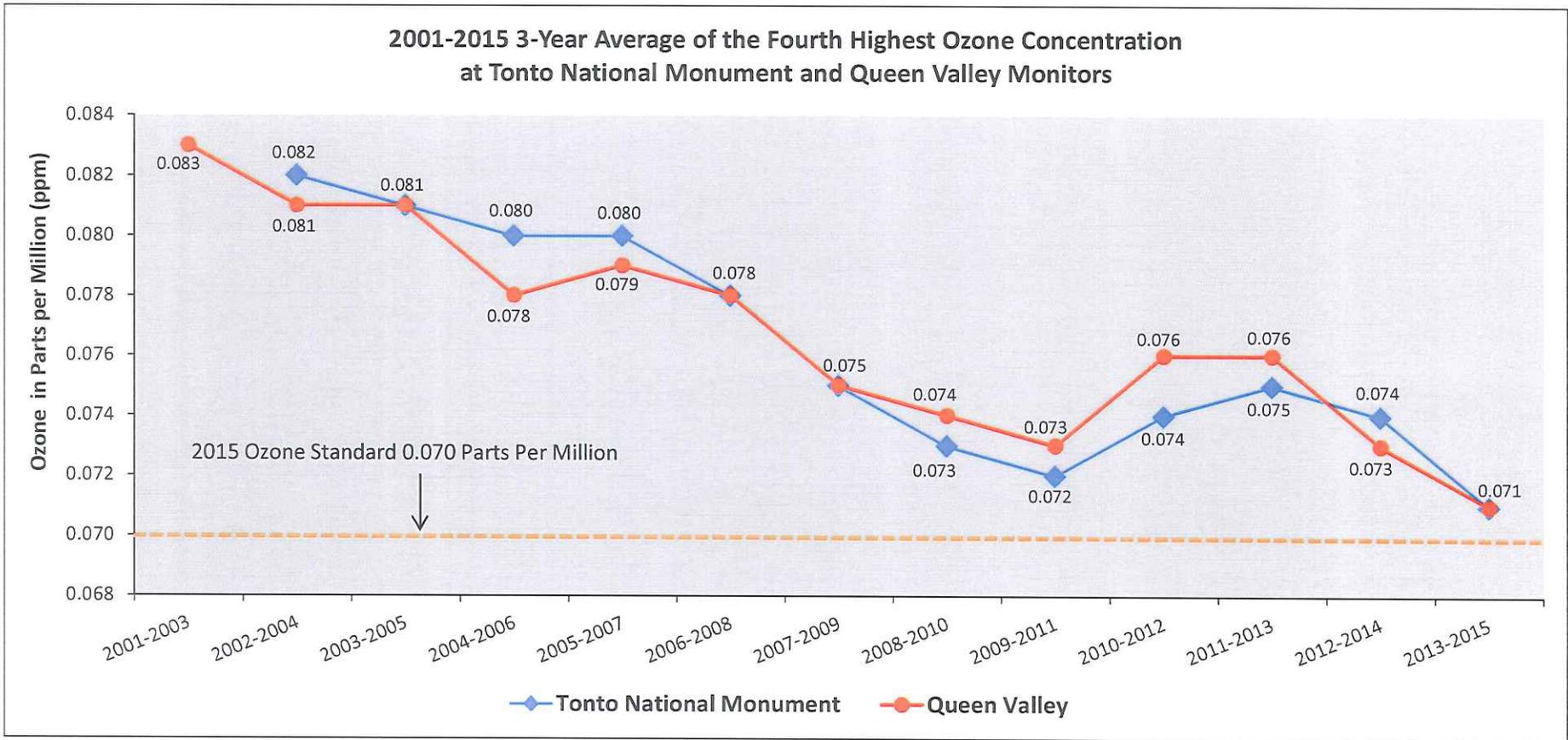
A handwritten signature in black ink, appearing to read "Dennis Smith". The signature is fluid and cursive, with the first name "Dennis" written in a larger, more prominent script than the last name "Smith".

Dennis Smith
Executive Director

cc: MAG Regional Council
Greg Stanley, Pinal County
Irene Higgs, Sun Corridor Metropolitan Planning Organization
Ken Hall, Central Arizona Governments
Timothy Franquist, Arizona Department of Environmental Quality

Monitor	2001-2015 FOURTH HIGHEST OZONE CONCENTRATIONS (parts per million)														
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Tonto National Monument		0.087	0.084	0.077	0.084	0.081	0.076	0.078	0.072	0.070	0.076	0.078	0.072	0.072	0.070
Queen Valley	0.079	0.083	0.087	0.073	0.084	0.079	0.076	0.080	0.070	0.072	0.078	0.078	0.073	0.068	0.074

Monitor	2001-2015 3-YEAR AVERAGE OF THE FOURTH HIGHEST OZONE CONCENTRATIONS (parts per million)												
	2001-2003	2002-2004	2003-2005	2004-2006	2005-2007	2006-2008	2007-2009	2008-2010	2009-2011	2010-2012	2011-2013	2012-2014	2013-2015
Tonto National Monument		0.082	0.081	0.080	0.080	0.078	0.075	0.073	0.072	0.074	0.075	0.074	0.071
Queen Valley	0.083	0.081	0.081	0.078	0.079	0.078	0.075	0.074	0.073	0.076	0.076	0.073	0.071



Data Source: U.S. EPA Air Data (<http://www3.epa.gov/airdata>) accessed on April 26, 2016.

Note: The June 20, 2015 exceedance of 0.079 ppm at the Tonto monitor is excluded from the data as an exceptional event caused by the Lake Fire in San Bernardino County, California