

October 16, 2013

TO: Members of the MAG Transportation Review Committee

FROM: David Fitzhugh, City of Avondale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, October 24, 2013, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

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 Alex Oreschak or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on August 21, 2013 all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership based on the attendance of the three (3) previous MAG TRC meetings. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Alex Oreschak at (602) 254-6300 if you have any questions or need additional information.

TENTATIVE AGENDA

	COMMITTEE ACTION REQUESTED
1. <u>Call to Order</u>  For the October 24, 2013 meeting, the quorum requirement is 14 committee members.	
2. <u>Approval of Draft September 26, 2013 Minutes</u>	2. Approve Draft minutes of the September 26, 2013 meeting.
3. <u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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 Transportation Review Committee requests an exception to this limit.	3. For information and discussion.
4. <u>Transportation Director's Report</u>  Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.	4. For information and discussion.
5. <u>Consent Agenda</u>  Consent items are marked with an asterisk (*). Committee members may request that an item be removed from the consent agenda to be heard.	5. Recommend approval of the Consent Agenda.
<u>CONSENT AGENDA*</u>	
5A. <u>Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program</u>	5A. Recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the

The fiscal year (FY) 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified thirty times. Since then, there is a need to modify projects in the programs. Please refer to Attachment 1 for list of proposed project changes in the Arterial Life Cycle and Highway Programs.

Regional Transportation Plan 2010 Update.

#### ITEMS TO BE HEARD

6. FY 2014-2017 MAG Highway Safety Improvement Program (HSIP) Second Call for Projects

Since FY 2010, MAG has been receiving an annual suballocation of federal Highway Safety Improvement Program (HSIP) funds from ADOT to be programmed for qualifying road safety improvements. For FY2014-2017, the HSIP suballocation to MAG is \$1.9 million per year. On July 1, 2013, MAG issued a call for road safety improvement projects to be programmed in FY2014-2017. A total of six projects proposed by member agencies were reviewed and recommended by the Transportation Safety Committee (TSC). This list of projects was approved by the Regional Council on September 25, 2015. However, not all available HSIP funds were programmed for projects. Remaining funds in each fiscal year were: FY2014 - \$360,592, FY2015 - \$1,256,932, FY2016 - \$1,000,793, FY2017 - \$372,630.

At the September 24, 2013 TSC meeting, the committee recommended a second call for projects to program the remaining HSIP funds for local agency safety improvement projects, and any remaining HSIP funds to be utilized for safety planning projects identified through the on-going Strategic Transportation Safety Plan. The second call for projects was

6. For information, discussion and possible action to recommend approval of the additional list of safety projects for FY 2014-2017 projects.

issued on October 2, 2013. All proposed projects will be reviewed by the TSC at a special meeting held on October 22, 2013. The additional list of safety projects for FY2014-2017 recommended by the TSC will be provided at the Transportation Review Committee meeting.

7. MAG Strategic Transportation Safety Plan

The MAG Transportation Safety Committee, established in 2004, developed the region's first Strategic Transportation Safety Plan (STSP) in 2005. In 2006, the development of a Strategic Highway Safety Plan (SHSP) became a federal requirement for all states in order to utilize federal funds for road safety improvements. The MAG STSP provided valuable input to the state's first SHSP that was developed in 2007.

MAP-21 legislation places a heavy emphasis on safety with new requirements for safety goals, targets and performance measures forthcoming soon. The Highway Safety Improvement Program (HSIP) is the core program in MAP-21 that provides federal funds for safety projects. Earlier this year the state launched a project to develop a new SHSP that would help address the new MAP-21 requirements. MAG also began a project to develop a comprehensive update to the 2005 STSP, utilizing new analytical capability available at MAG. These two planning efforts are being closely coordinated. An overview will be provided on planned activities and progress to date.

8. Regional Light Rail Project Report Cards

Valley Metro Rail will provide an update of the current Light Rail Projects including an overview of the project, schedule, and current happenings. Please see the attached Light Rail Project Report Cards.

7. For information and discussion.

8. For information and discussion.

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| 9. <u>Maricopa County Parkway Feasibility Studies Update</u><br><br>Maricopa County will provide an update on completed and underway parkway feasibility studies.   | 9.     For information and discussion. |
| 10. <u>Request for Future Agenda Items</u><br><br>Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting will be requested.                         | 10.    For information and discussion. |
| 11. <u>Member Agency Update</u><br><br>This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities. | 11.    For information.                |
| 12. <u>Next Meeting Date</u><br><br>The next regular Transportation Review Committee meeting will be scheduled Thursday, December 12, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.   | 12.    For information.                |

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

September 26, 2013

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Avondale: David Fitzhugh, Chair	Litchfield Park: Julius Diogenes for Woody Scoutten
Phoenix: Rick Naimark, Vice Chair	Maricopa (City): David Maestas for Paul Jepson
ADOT: Kwi-Sung Kang for Floyd Roehrich	Maricopa County: John Hauskins
Buckeye: Jose Heredia for Scott Lowe	Mesa: Scott Butler
*Cave Creek: Ian Cordwell	* Paradise Valley: Jim Shano
Chandler: Dan Cook	Peoria: Andrew Granger
El Mirage: Sue McDermott	# Queen Creek: Troy White
#Fountain Hills: Randy Harrel	Scottsdale: Todd Taylor for Paul Basha
*Gila Bend: Eric Fitzer	Surprise: Dick McKinley for Terry Lowe
*Gila River: Steven Johnson	Tempe: Shelly Seyler
Gilbert: Leah Hubbard	Valley Metro: John Farry
Glendale: Debbie Albert	# Wickenburg: Vince Lorefice
Goodyear: Cato Esquivel	Youngtown: Grant Anderson for Jeanne Blackman

EX-OFFICIO MEMBERS ATTENDING

*Street Committee: Charles Andrews, Avondale	*Bicycle/Pedestrian Committee: Denise Lacey, Maricopa County
*ITS Committee: Catherine Hollow, City of Tempe	*Transportation Safety Committee: Renate Ehm, City of Mesa
FHWA: Ed Stillings	
* Members neither present nor represented by proxy.	+ - Attended by Videoconference # - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Steve Tate, MAG
John Bullen, MAG	Kristen Sexton, City of Avondale
Alice Chen, MAG	Clemenc Ligoki, MCDOT
Bob Hazlett, MAG	Steven Wilcox, AECOM
Roger Herzog, MAG	Greg Haggerty, Dibble Engineering
Teri Kennedy, MAG	Ben Spargo, HDR
Alex Oreschak, MAG	Matt Tsark, Strand Associates
Brian Rubin, MAG	

1. Call to Order

Chairman David Fitzhugh from the City of Avondale called the meeting to order at 10:00 a.m. Chairman Fitzhugh noted that the quorum requirement for the September 26, 2013 TRC meeting was 14 committee members. Chairman Fitzhugh also noted that there were two handouts at the table; a summary transmittal and two tables for Agenda Item #7, and a flyer with information on the Arizona Passenger Rail Conference.

2. Approval of Draft August 29, 2013 Minutes

Mr. Rick Naimark from the City of Phoenix motioned to approve the minutes. Mr. Andrew Granger from the City of Peoria seconded, and the motion passed by a unanimous voice vote of the Committee.

3. Call to the Audience

4. Transportation Director's Report

Chairman Fitzhugh invited Mr. Eric Anderson, MAG Transportation Director, to provide the Transportation Director's Report.

Mr. Anderson noted that HURF revenues to continue to be flat, though there was some positive growth in the Vehicle License Tax (VLT) from new car sales. Additionally, gas tax revenues were flat and overall HURF revenues were similar to where they were in 2004, at a \$1.2 billion annual rate. In August, the revenues from the ½ cent sales tax had revenue growth of 10%, the first double digit growth since September 2011. Before that, the last double digit growth was in February 2007.

The MAG Regional Council approved draft goals, objectives, and process for the Transportation Alternatives program on Wednesday September 25. The application and instructions for infrastructures projects were made public following that meeting. Mr. Anderson directed any questions or follow-up to Ms. Eileen Yazzie at MAG.

Mr. Anderson noted that in August, 2013, the MAG Executive Committee and Regional Council approved changes to the by-laws affecting quorum requirements for technical committees, including the TRC. The new requirements state that quorum counts will exclude any member who misses 3 meetings in a row. That member is still considered a committee member, but is not counted toward quorum requirements. This rule change should make it less challenging for some committees to meet quorum requirements regularly.

5. Consent Agenda

Addressing the next item of business, Chairman Fitzhugh directed the Committee's attention to the consent agenda items 5A - Transportation Review Committee Meeting Schedule Change, 5B - Project Changes - Amendment and Administrative Modification to the FY2011-2015 MAG Transportation Improvement Program, and 5C - Job Access Reverse Commute Coordination - Lead Agency Change. Chairman Fitzhugh asked the Committee if there were any questions or

comments. Seeing none, Chairman Fitzhugh requested a motion. Mr. John Hauskins from Maricopa County motioned to approve the consent agenda. Ms. Debbie Albert from the City of Glendale seconded, and the motion passed by a unanimous voice vote of the Committee.

5A. Transportation Review Committee Meeting Schedule Change

The MAG Transportation Review Committee, by consent, approved rescheduling of the December meeting of the TRC, to Thursday, December 12, 2013 at 10:00 a.m.

5B. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Transportation Review Committee, by consent, approved the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate to the Regional Transportation Plan 2010 Update.

5C. Job Access Reverse Commute Coordination – Lead Agency Change

The MAG Transportation Review Committee, by consent, approved updating Section 703 of the Regional Programming Guidelines for Federal Transit Formula Funds to change the lead agency for JARC evaluation process from City of Phoenix to MAG.

6. Northwest Valley Local Transit System Study - Draft Report Final Acceptance

Chairman Fitzhugh invited Mr. Marc Pearsall from MAG to present on the Northwest Valley Local Transit System Study (NWVLTSS) - Draft Report.

Mr. Pearsall noted that the NWVLTSS effort began over three years ago. MAG was contacted by a stakeholders group (Benevia) after the closure of Sun City Area Transit (SCAT), which left a hole in transit service in the Northwest Valley. MAG came up with a plan to work with local agencies along the corridor, including Glendale, Peoria, El Mirage, Youngtown, Surprise, Maricopa County, Sun City, Sun City West, and Sun City Festival, and Valley Metro, to develop a solution.

Mr. Pearsall noted that the NWVLTSS was a sister study to the Southwest Valley Local Transit System Study (SWVLTSS), run by Mr. Jorge Luna at MAG and approved by the TRC at the March 25, 2013 meeting. Mr. Pearsall noted that the two studies had similar goals: to find out where people live and where they want to go (origins and destinations). The Northwest Valley had not completed a plan like this in at least 20-30 years. The study revolved around a demand-based approach. Mr. Pearsall explained that the lack of a standard grid system was a challenge for providing transit services, and another challenge from a local perspective was trying to figure out what types of services people wanted.

MAG hired Moore and Associates as the consultant for the study. 33 public meetings were conducted, involving neighborhood groups, non-profits, churches, and senior centers. Topics included frequency of potential service and who would manage the program. The consultants maintained an extensive online presence and conducted field intercept surveys, in addition to the

public meetings.

Mr. Pearsall noted that the potential cost of the transit improvements did not seem to surprise the residents; the community was excited about the idea of transit, but understood that no funding was identified. Mr. Pearsall explained that the study was a blueprint for how the community could move forward with providing transit service. Mr. Pearsall noted that MAG is continuing to work with the project management team on guiding principles, how to identify funding, and how to work with Valley Metro to provide service going forward.

Mr. Pearsall described the demographics of the Northwest Valley. The population is primarily baby boomers and retirees, but there are also students and younger families mixed in. Newer residents to the area have expressed a general frustration about the lack of decent transit in the area, having moved to the region from other parts of the country where transit service is available, even in suburban areas. Mr. Pearsall displayed maps which showed where people in the Northwest Valley live and work. The data shown in these maps validated ideas that came out of the NWVLTSS. As an example, Mr. Pearsall pointed out that a large number of people who live in El Mirage and Surprise commute along the east/west corridor generally represented by SR-101. These commute patterns bolstered the idea that basic connections such as neighborhood circulators and extended east/west bus service are a fundamental foundation of transit in the community. Mr. Pearsall also noted that, for communities with aspirations of higher levels of transit, such as light rail, it is essential to start with basic bus service, as a strong underlying bus service can build ridership and bolster the case for adding those enhanced services.

Mr. Pearsall concluded by displaying three maps of recommendations for the region (short-term, mid-term, and long-term), explaining that the suggestions displayed were starting points, not ending points. Mr. Pearsall encouraged local agencies to adapt the study recommendations further to local needs and decision-making processes as appropriate. Mr. Pearsall noted that Benevia was the driving force for getting the study started. While working toward these longer-term recommendations, communities in the Northwest Valley have worked to expand dial-a-ride services with Discount Cab. Additionally, a new program called Connect 60+ is a one-stop shop for allowing retired and elderly adults to connect with each other, particularly for home-bound people who feel isolated. Mr. Pearsall noted that the next step for the study is development of guiding principles at the direction of MAG's partner cities.

Mr. Grant Anderson from Youngtown thanked Mr. Eric Anderson for the great job that MAG staff and the consultant did in spurring discussion and public input throughout the course of this study.

Chairman Fitzhugh asked for a motion. Mr. Grant Anderson moved to recommend approval. Mr. Granger seconded the motion, and the motion passed by a unanimous voice vote of the Committee.

7. Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for Air Quality Conformity Analysis

Chairman Fitzhugh invited Ms. Teri Kennedy from MAG to present on the Draft FY 2014-2018 MAG Transportation Improvement Program - Listing of Projects for Air Quality Conformity Analysis.

Ms. Kennedy noted that the Draft TIP was coordinated with FHWA, ADOT, MAG member agencies, and the MAG modal committees. Ms. Kennedy explained that the TIP Listing included the new expanded planning boundaries in Pinal County (including the City of Maricopa, Florence, Gila River, and unincorporated Pinal County). The Draft TIP builds on programs that have been in place for many years, including the FY2011-2015 TIP, the 2010 RTP update, plans generated by MAG over the last few years, and all of the life cycle programs and all the projects that have been programmed in the life cycle programs through 2018, and CMAQ projects through the competitive application process. The Draft TIP also includes the FTA Section 5307 Program of Projects for 2014-2015, currently available for public review, of which 25% is used for preventative maintenance, as well as Job Access Reverse Commute (JARC) activities, which are funded at FY2012 levels, and projects funded under a competitive regional process.

Ms. Kennedy described the timeline for the development of the Draft TIP. Development of the Draft TIP began in March 2012. In May, 2013, Governor Brewer approved the expansion of the MAG planning boundaries; in June and July, MAG collected information on regionally significant projects from the expanded planning area. The Air Quality and modeling will take place between September and October, 2013. The Draft TIP is contingent on a finding of conformity.

Ms. Kennedy explained that there are 782 projects in the Draft TIP, totaling over \$4.4 billion. The total funding allocated to transit projects is over \$1.5 billion, while over \$2.8 billion is allocated to highway projects. With the current schedule, MAG expects to receive approval of the Draft TIP listings to undergo air quality analysis from Regional Council on October 23, 2013. This would be followed by a public meeting on November 25, 2013 at the MAG offices. Final approval of the FY2014-2018 TIP would occur in January 2014, with FHWA review occurring in February 2014. All projects would be ready to go on March 1, 2014.

Mr. Dan Cook from the City of Chandler noted that the Galveston/101 bridge was listed as deleted from the TIP, but that it should be listed as an underway project. Ms. Kennedy noted Mr. Cook's correction, and explained that a fresh, updated listing would be prepared for the Management Committee. From that point forward, an errata sheet would be generated for any further corrections. Ms. Kennedy noted that any corrections could be sent to MAG staff for inclusion in final approval. Mr. Fitzhugh thanked Ms. Kennedy and MAG staff for completing this Draft TIP listing of projects.

Chairman Fitzhugh requested a motion. Ms. Albert motioned to approve. Mr. Scott Butler from Mesa seconded, and the motion passed by a unanimous voice vote of the Committee.

#### 8. Conformity Analysis of the Draft MAG 2035 Regional Transportation Plan

Chairman Fitzhugh invited Mr. Roger Herzog from MAG to present on the Conformity Analysis of the Draft MAG 2035 Regional Transportation Plan.

Mr. Eric Anderson noted that there are actually two Regional Transportation Plans under development currently: the update to the 2010 RTP, which was the topic Mr. Herzog was presenting on, and the "Next Generation" RTP, which is scheduled for final approval toward the end of calendar year 2015.

Mr. Herzog provided a brief overview of the RTP, which is a comprehensive document. In addition to the key modes (transit, highway, and arterials), the RTP also addresses topics such as bicycle and pedestrian modes, freight, special needs transportation, systems management and operations, performance monitoring, and transportation safety. Mr. Herzog noted that a key factor of the Draft 2035 plan is that it is a continuation of the existing plan, extended to 2035. Mr. Herzog noted that on May 9, 2013, Governor Brewer approved an expanded planning boundary area for MAG, which MAG needed to address in both the TIP and the RTP.

Mr. Herzog noted that growth would continue to be an issue in the valley. The population is expected to grow by about 54% between 2010 and 2035, and employment is expected to grow by about 74% over the same period. Mr. Herzog explained that the total funding for the plan amounts to about \$59 billion, with funding sources for the plan at a regional level accounting for about half of all funding, and local funding sources accounting for the other half. About half of the funding is projected to go toward the arterial system, with the other half split evenly between the transit and freeway systems.

Mr. Herzog explained that about fifty percent of the regional funding is projected to come from the regional ½ cent sales tax, while forty percent is projected to come from federal funding, with the remaining ten percent coming from ADOT. The uses of regional funding are split between arterials (about 10%), transit (about 30%) and freeways (about 60%). The local funds are primarily from city, town, and county funding, and HURF funding. The uses of local funds are primarily used for the arterial system (about 66%), with the remainder spent on transit (30%) and freeways (4%).

Mr. Herzog noted that the RTP identifies that the long-range freeway system will carry about 40% of all traffic by 2035, and explained that the freeway funding in the RTP includes such projects as freeway widenings, new freeway corridors, and system interchanges. The arterial system is projected to carry over half of all traffic by 2035. The bus service network has a long-range concept that includes 20% more bus-miles in 2035 than today's system. The light rail and high-capacity transit network will have 40 additional route-miles of high capacity transit by 2035, and will carry as much as 38% of all transit boardings in the region by 2035. The plan also addresses other transportation activities such as bicycle and pedestrian modes, freight, special needs transportation, systems management and operations, performance monitoring, and transportation safety.

Mr. Herzog noted that there was a public meeting on September 19<sup>th</sup>, 2013. Mr. Herzog provided examples of comments received from the public, and noted that people were interested in expanded transit services and more frequency on existing transit routes. Another topic that came up was the connection between transportation and economic development, with people recognizing that transportation is important to the creation of jobs in the region.

Mr. Grant Anderson noted that the projections in the Draft RTP seemed to be higher than what funding sources could get to. Mr. Anderson noted that the proposed TIP includes about \$1.9 billion per year in funding, while the RTP proposes approximately \$2.8 billion per year. Mr. Anderson noted that projection seemed unrealistically high for the revenue coming in to the region. Mr. Herzog noted that the revenue sources in the RTP were based on "reasonably available sources." Mr. Herzog explained that while the sources are not committed and legislatively approved at this point, long-range forecasting of the funding sources did not assume

excessive growth rates. The regional ½ cent sales tax was assumed to be re-approved in 2026, and have a growth rate of 4%. Mr. Herzog noted that the economy’s development over the coming years remains to be seen, but for planning purposes, the funding projections were not at an unreasonable level. Mr. Eric Anderson additionally noted that the proposed TIP includes only capital projects and their funding sources, while the RTP includes operations and maintenance costs, which have different funding sources that account for \$10-\$15 billion in funding requirements not shown in the TIP.

Mr. John Farry from Valley Metro noted that some of the dates for light rail projects have changed, and asked that the modified dates be included in the Draft RTP. Mr. Herzog and Mr. Eric Anderson noted that changing those dates within the 2035 time frame does not impact the conformity analysis, but that the modified dates should be accurately reflected in the Draft RTP. Ms. Albert asked about whether Grand Avenue grade separations were included in the draft RTP. Mr. Herzog noted that a block of funding for those projects was made available in the RTP, and was noted in the “Interval Three” time frame of the RTP. The grade separations were not listed specifically because they are currently conceptual in nature and subject to further engineering studies. Mr. Hauskins noted that Mr. Herzog has been working on these types of projects for many years, and has done great work along with the MAG staff in preparing the Draft RTP.

Hearing no other questions, Chairman Fitzhugh requested a motion. Mr. Hauskins motioned to approve. Mr. Grant Anderson seconded, and the motion passed by a unanimous voice vote of the Committee.

#### 9. Update on Central Phoenix Transportation Framework Study

Chairman Fitzhugh invited Mr. Bob Hazlett from MAG to present on the Update on the Central Phoenix Transportation Framework Study.

Mr. Hazlett noted that this agenda item was one of a continuing series of updates on the Central Phoenix Transportation Framework Study, and that this agenda item would focus primarily on operations and maintenance on the freeway network. Mr. Hazlett said that some of the information in this agenda item had been presented last week to the MAG Transportation Policy Committee, about the emerging funding gap in the region regarding operations and maintenance, and that, while the region has a strong system today, if the region does not stay on top of operations and maintenance, the system could fall into disrepair.

Mr. Hazlett discussed existing MAG framework studies: the I-10/Hassayampa Valley Roadway Framework Study, the I-8/I-10 Hidden Valley Transportation Framework Study, the Regional Transit Framework Study, the Hassayampa Framework Study for the Wickenburg Area, the Freight Transportation Framework Study, the Sustainable Transportation and Land Use Integration Study, and the Central Phoenix Transportation Framework Study. These studies are all meant to inform the MAG planning process, which will in turn inform the MAG “NexGen” Regional Transportation Plan update. Mr. Hazlett provided an overview of the project timeline; the process has been on-going for a number of years, and is now at the point where the study is beginning to wrap up. Mr. Hazlett pointed out that public comments throughout the process have revealed a high demand for a focus on transit, road diets, and walkable communities.

Mr. Hazlett noted that the study had resulted in a series of 13 work products which cover topics

such as recommendations for the I-10/I-17 “spine” corridor, the SR-30 corridor, DHOVs, advanced traffic management, freeway interchange options (such as diverging diamond interchanges), arterial planning and programming, transit, and bicycle and pedestrian strategies.

Mr. Hazlett introduced the topic of operations and maintenance, noting that operations and maintenance are in issue not only in the heart of the region, but throughout the region. Mr. Hazlett focused his presentation on freeway operations and maintenance, particularly in the ADOT freeway network. MAG and the consultant analyzed the freeway system and discovered that the MAG region includes six of the nine ADOT districts (Globe, Prescott, Tucson, Yuma, Phoenix Construction, and Phoenix Maintenance). The Phoenix district commands a majority (70%) of the MAG region’s freeway miles. There are 4,900 lane-miles of roadway and 877 bridges in the Phoenix district. Mr. Hazlett also mentioned the importance of sound walls, drainage channels, and pump systems in the maintenance picture.

Mr. Hazlett noted that there are 890 total centerline miles of ADOT roadway in the MAG region, of which half (445 miles) are freeway miles and the other half (445 miles) are highway miles). Those totals equate to 7,000 lane miles in the region, with 5,300 freeway lane-miles and 2,700 highway lane-miles. These facilities would, in an optimal scenario, have \$80.8 million spent on them in operations and maintenance yearly.

Mr. Hazlett explained that, in the Central Phoenix study area alone, ADOT has 165 center-line miles of roadway, specifically 150 center-line miles of freeway and 15 center-line miles of highway (US-60/Grand Avenue). These figures equate to 2,400 lane-miles of ADOT roadway in the Central Phoenix study area, with 2,300 freeway lane-miles and 100 highway lane-miles. The ideal annual operations and maintenance expenditure in the Central Phoenix area alone is \$35.1 million yearly.

Mr. Hazlett emphasized that the ideal yearly expenditure on freeway and highway operations and maintenance in the MAG region was \$80.8 million. However, the entire region currently spends approximately \$49.6 million annually on operations and maintenance, leaving an estimated gap of \$31.2 million. Within Central Phoenix alone, of the ideal \$35.1 million in operations and maintenance costs, the region only covers \$21.5 million per year, leaving a gap of \$13.6 million. Additionally, with the opening or expansion of SR-303L, SR-202L, and the I-10/I-17 “spine” corridor, the yearly maintenance and operations needs will rise to an estimated \$91.6 million by 2025, leaving a total need of \$2.4 billion in total operations and maintenance costs through 2040. In the Central Phoenix study area alone, the SR-202L and I-10/I-17 would increase operations and maintenance needs from \$35.1 million per year to \$44.3 million per year by 2025, creating a total need of \$1.2 billion through 2040.

Mr. Hazlett noted that the numbers he presented only include day-to-day maintenance and do not include “big budget” items, such as up to three rounds of Quiet Pave replacement, rehabilitation and deck replacement of the “Stack” interchange of I-10/I-17, Deck Park Tunnel maintenance, and pump replacement and rehabilitation, which would total roughly a combined \$1 billion.

In addition to freeway and highway operations and maintenance, Mr. Hazlett explained that local agencies are responsible for municipal street operations and maintenance as well, which costs an average of \$15,000 per lane-mile per year. In the Central Phoenix study, there are opportunities to address bottlenecks while also considering the potential for complete streets and

transit and pedestrian friendly amenities. Mr. Hazlett noted that one question coming out of the Central Phoenix study was whether some surface street improvements and maintenance should be identified as regionally significant, rather than purely local issues.

Mr. Hazlett explained that sales tax revenues in the region were currently \$6 billion below the 2003 forecast, and statewide, HURF revenues were \$7.5 billion below the 2003 forecast. Mr. Hazlett presented a number of potential modest ideas to raise revenue, such as a fuel tax increase. Arizona has one of the lowest levels of gas tax collections in the country (43<sup>rd</sup> out of 50 states), and currently collects 12 cents per gallon below the country-wide average, as well as at least 10 cents per gallon below the “western states” average. An increase of the gas tax by 10 cents, phased in at two cents per year over five years, would lead to \$4.3 billion in new revenues from 2013 to 2022.

Mr. Eric Anderson noted that some people do not want to increase the fuel tax, as it is playing an increasingly reduced role in the overall picture of transportation revenues. Mr. Anderson noted that other, newer funding sources (such as a Vehicle Miles Traveled tax) are years away from implementation, while maintenance needs are existing today. The Arizona portion of the gas tax has not changed since 1991, when it became 18 cents per gallon. A 10 cent per gallon increase is a very modest proposal, but would provide significant funding for maintenance needs statewide. An additional benefit is that an increased gas tax can be dedicated to existing maintenance needs, rather than getting new projects “on the list” for construction. Mr. Anderson noted that there is significant interest in increasing the gas tax in both Pima County and rural Arizona. However, the State Legislature is not very favorable of the proposal. One method to increasing the gas tax is to direct it into the HURF formula, distributing the funding evenly throughout the state through existing channels. The gas tax increase was discussed at the MAG Transportation Policy Committee, revealing significant interest in pursuing the gas tax increase.

Mr. Hauskins noted that he was pleased that MAG is looking at the particular needs of operations and maintenance. Mr. Hauskins noted that maintenance is an uphill battle politically, but it is incumbent to look at what is existing in terms of infrastructure, and to manage it well. Mr. Hauskins believes that now is a good time to be looking at operations and maintenance, and appreciates the efforts MAG is making here.

Mr. Naimark noted that people are starting to recognize the importance maintenance issues, and that there is a greater sense of the greater challenge of maintenance than there was 10 years ago. Mr. Naimark commented that Arizona’s favorable weather makes maintenance less of an issue than in other locations, and that could affect support for any gas tax increases to get to levels seen in other regions. Mr. Naimark also noted that any effort to improve maintenance funding needs to be coordinated with other transit taxes or regional tax proposals, and that multiple transportation taxes should probably not be asked on the ballot around the same time. Mr. Naimark also asked Mr. Hazlett to elaborate on the funding for I-11, which as an interstate may be funded differently than other freeways in the region.

Mr. Hazlett noted that his presentation focused on operations and maintenance in Central Phoenix, though I-11 is part of the “needs list” of projects, and that funding for I-11 would be roughly \$1.4 billion to build I-11 between Interstate 10 and US-93 in the West Valley. Mr. Eric Anderson noted that from his perspective, I-11 has state-wide and national importance, and, unlike the state loop freeways in the MAG region, should probably be paid for more at a state

and national level of funding, as well as the possibility of private funding and/or Bureau of Land Management land donation for I-11 right-of-way, which could lower costs for the project.

Mr. Cook thanked Mr. Hazlett for highlighting the roadway maintenance issue, noted that anything that could be done to increase maintenance funding is important, and that opportunities for possible funding should not be passed over. Mr. Cook also commented that any new highways or freeways should have maintenance funding identified and in place when they are built, even if some of the funding does not have to occur right as the freeways are built. Mr. Butler noted that the region does need to begin looking at identifying more maintenance and operations funding, as well as setting aside maintenance funding as new projects are identified, especially for truly regional facilities.

Mr. Hazlett noted that there are still a few work products from the study to discuss, and that he would likely be returning to the Transportation Review Committee for an additional update at the December 12, 2013 meeting.

#### 10. Request for Future Agenda Items

Chairman Fitzhugh requested topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting. Mr. Grant Anderson asked about the previously requested presentation on Maricopa County parkways. Mr. Hauskins noted that Maricopa County would be happy to make that presentation at the next meeting of the Transportation Review Committee.

#### 11. Member Agency Update

Chairman Fitzhugh offered opportunities for member agencies to present updates to their community. There were no updates from member agencies.

#### 12. Next Meeting Date

The next regular Transportation Review Committee meeting is scheduled for Thursday, October 24, 2013 at 10:00 a.m. in the MAG Office, Saguaro Room.

There being no further business, Chairman Fitzhugh adjourned the meeting at 11:26 a.m.

# **ATTACHMENT #1**

**Agenda #5A**

# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

### **~Revised~**

**DATE:**

October 16, 2013

**SUBJECT:**

Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program and the Regional Transportation Plan 2010 Update.

**SUMMARY:**

The Fiscal Year 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified thirty times. The last modification was approved on October 23, 2013.

The attachment listings in Table A include changes to the FY 2014 Arterial Life Cycle Program. The listings correct an administrative error in the calculation of FY 2014 reimbursement for the Mesa Drive: US-60 (Superstition Freeway) to Southern Avene project and adjust reimbursement amounts between phases for the Black Mountain Boulevard project. The attachment listings in Table B include changes to project costs and schedules.

All of the projects to be amended may be categorized as exempt from conformity determinations and an administrative modification does not require a conformity determination.

**PUBLIC INPUT:**

None has been received.

**PROS & CONS:**

PROS: Approval of this TIP amendment and administrative modification will allow the projects to proceed in a timely manner.

CONS: None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: Projects that wish to utilize transportation federal funds need to be shown in the TIP in the year that they expect to commence and may need to undergo an air quality conformity analysis or consultation.

POLICY: This amendment and administrative modification request is in accordance with MAG guidelines.

**ACTION NEEDED:**

Recommend approval of amendments and administrative modifications to the FY2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update.

**PRIOR COMMITTEE ACTIONS:**

None.

**CONTACT PERSON:**

John Bullen, Transportation Planner II, (602) 254-6300.

Table A. ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program and the Fiscal Year 2014 ALCP

ALCP			Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Reimb. Fiscal Year*	Fund Type	Regional Reimb.	Federal ID	Notes:	RTP ID
TIP #	Agency	Project Location																	
MES14-125CZ3	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	Dec-13	1	4	6	RARF	\$ 50,216	\$ -	\$ 117,171	\$ 167,387	2014	RARF	\$ 117,171	--	Amend: New TIP ID. Correct administrative error in the carry-forward amount from FY 2013 to FY 2014. FY 2014 RARF reimbursement totals \$3,190,882.50 (\$3,073,711.59 in TIP ID MES14-125CZ plus \$117,170.91 in TIP ID MES14-125CZ3)	ACI-MES-10-03-A
MES14-125CZ	Mesa	Mesa Drive: US-60 (Superstition Fwy) to Southern	Construct Roadway Widening	2014	Dec-13	1	4	6	RARF	\$ 1,317,305	\$ -	\$ 3,073,712	\$ 4,391,017	2014	RARF	\$ 3,073,712	--	Admin: No change. TIP listing included to show total FY 2014 RARF reimbursement.	ACI-MES-10-03-A
PHX14-102DZ	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Design roadway widening	2014	Oct-14	2	0	6	RARF	\$ 2,512,857	\$ 1,759,000	\$ -	\$ 2,512,857	2014	STP-MAG	\$ 1,759,000	PHX-0(266)A	Amend: Increase project design phase costs. Increase project design phase reimbursement by \$1,050,000 from project right-of-way phase.	ACI-BMT-10-03
PHX100-07RW	Phoenix	Black Mountain Blvd: SR-51 and Loop 101 (Pima Fwy) to Deer Valley Rd	Acquisition of right-of-way for roadway widening	2014	Oct-14	2	0	6	RARF	\$ 2,002,900	\$ 1,402,030	\$ -	\$ 2,002,900	2014	STP-MAG	\$ 1,402,030	PHX-0(266)A	Amend: Decrease project right-of-way phase costs. Transfer a portion of project right-of-way phase costs to project design phase (\$1,050,000).	ACI-BMT-10-03

**Table B. Non-ALCP Project Changes to the Fiscal Year 2011-2015 MAG Transportation Improvement Program**

10/14/2013

HIGHWAY			Project Location	Project Description	Work Year	Est. Date Open	Length (miles)	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TIP #	Agency	MAG ID													
BKY13-901	Buckeye		Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2014	2015	10.5	2	2	CMAQ	\$ 496,591	\$ 400,000	\$ -	\$ 896,591	Amended: Based upon ADOT, Town and Consultant Kick-Off Meeting 9-19-2013 and review of 30% Plans and PA; Revised Total Cost \$896,591. Increase local cost by \$322,019.
MES11-110	Mesa	150	<del>Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High</del>	<del>Design paved share use path</del>	<del>2011</del>					SRTS	<del>-----</del>	<del>-----150,000</del>	<del>-----</del>	<del>-----150,000</del>	Amend: Project should be deleted.
MES11-111	Mesa	150	Porter Park Pathway: Mesa Drive and 8th Street near the vicinity of Kino Junior High	Design:t paved share use path	2012					SRTS	\$ -	\$ 130,000	\$ -	\$ 130,000	Amend: Restore project from being deleted in September RC action. Project that should be deleted is MES11-110.
SUR12-801C	Surprise	30614	Dove Valley Rd: 187th Ave to 203rd Ave	Pave Unpaved Road	2014	2015	0	2	2	CMAQ	57,725	872,275	-	930,000	Admin: Defer from FY2012 to FY2014. Approved by Regional Council on 9-25-2013.

# **ATTACHMENT #2**

**Agenda Item #7**

October 15, 2013

TO: Members of the MAG Transportation Review Committee

FROM: Sarath Joshua, ITS & Safety Program Manager

SUBJECT: MAG STRATEGIC TRANSPORTATION SAFETY PLAN

This memorandum provides an overview of a key regional road safety planning activity that is currently underway at MAG with oversight provided by the Transportation Safety Committee.

In June 2013, MAG initiated a consultant project to develop a comprehensive update of the region's Strategic Transportation Safety Plan (STSP), first developed in 2005. The new STSP will establish the regional vision, goals, objectives, strategies, countermeasures, and performance measures for transportation safety. The STSP will be a data-driven, multi-year comprehensive plan that would identify key emphasis areas for improving road safety in the region.

Each year over 70,000 crashes occur on the road system in the MAG region. These crashes result in nearly 35,000 injuries and 400 deaths each year. The overall goal of the MAG STSP is to recommend strategies and an implementation plan that would help reduce the number of deaths and injuries on our roads.

Earlier this year the Arizona DOT initiated a project to develop Arizona's Strategic Highway Safety Plan (SHSP), which is a federal requirement for all states. The development of the MAG STSP is being closely coordinated with the state's Strategic Highway Safety Plan.

The MAG STSP is expected to generate recommendations for future regional investments in road safety improvements that will be incorporated in the NextGen Regional Transportation Plan.

The following project tasks will be executed:

Task 1: Transportation System Performance and Available Resources from a Transportation Safety Perspective

Task 2: Establish Regional Vision and Goals for Transportation Safety

Task 3: Emphasis Areas, Potential Strategies and Performance Measures

Task 4: Network Screening Methodologies for Prioritization of Road Safety Needs

Task 5: Incorporating Safety in the Regional Transportation Plan

Task 6: Develop a Strategy to Incorporate Safety Enhancements in Road Infrastructure Projects

Task 7: Improving Safety via Traffic Operations and Technology Solutions

Task 8: Monitoring and Reporting on System Performance and Program Effectiveness

Task 9: Implementation Plan 2015-2025

Task 10: Draft Final Report, Executive Summary and Presentations

A consultant team that consists of Lee Engineering LLC and Texas Transportation Institute (TTI) is under contract to help develop this Plan. The project cost is \$300,000 and it is scheduled to be completed by the end of January 2015.

Information on the project is available at the MAG website at:

<http://www.azmag.gov/Projects/Project.asp?CMSID=1059&CMSID2=4566>

# **ATTACHMENT #3**

**Agenda Item #8**

# CENTRAL MESA

## LIGHT RAIL EXTENSION



valleymetro.org/centralmesa

### REPORT CARD

SEPTEMBER 2013

#### PROJECT DESCRIPTION

The 3.1-mile Central Mesa project extends light rail east from the current end-of-line through downtown Mesa to Mesa Drive by late 2016. It consists of three stations and a park-and-ride on the northeast corner of Main Street and Mesa Drive. The extension will add approximately 5,000 new riders and attract additional development to downtown Mesa.

#### BENEFITS

The Central Mesa extension will serve the growing transit demand in the East Valley. It will connect residents to the downtown Mesa business district, new educational institutions, Mesa Arts Center, Mesa City Hall, special events and activities in adjacent downtown centers in Tempe and Phoenix.



### UPDATE

#### Construction

- Construction work has been prioritized to complete sidewalk ramps, electrical and traffic signal systems in downtown area prior to September 30.
- Final relocation of the water mains has been completed.
- Continuing work on paver installation and hardscaping along corridor.

#### Community Relations

- Community Advisory Board gave 90% rating to contractor for the months of July and August.
- Partnered with Motorcycles on Main and Downtown Mesa Association for a fundraiser dedicated to the families of the Yarnell firemen.
- Continue to respond to stakeholder questions and concerns.

#### Right of Way

- 120 out of 122 parcels have been acquired.

#### Utilities

- Private utility work completed at Hobson, Edgemont and Longmore.
- In the process of acquiring CenturyLink Public Facility Utility Easement.
- Received permits for third party utility work.
- SRP began irrigation work at northeast corner of Main St./Alma School Rd.
- All SRP pipe replacement and paving has been completed.
- Currently working on sewer, gas, waterline and storm drainage.

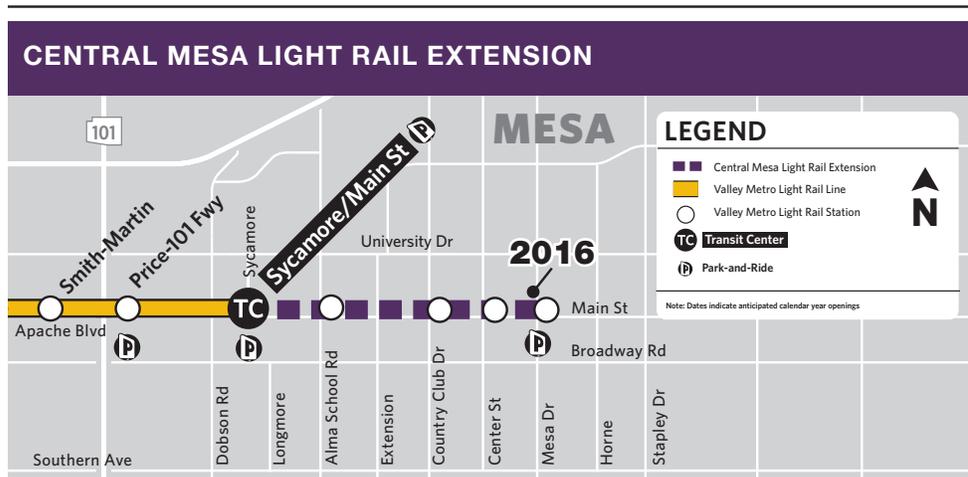
#### BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$94,100,000	\$34,714,695	31.3%	\$94,100,000
Utilities	\$16,900,000	\$224,160	3.2%	\$16,900,000
Right of Way	\$16,800,000	\$13,967,877	93.7%	\$16,800,000
Public Art	\$1,200,000	\$149,000	12.7%	\$1,200,000
Design/Management	\$70,000,000	\$19,657,409	30.2%	\$70,000,000
<b>TOTAL</b>	<b>\$199,000,000</b>	<b>\$68,713,140</b>	<b>34.5%</b>	<b>\$199,000,000</b>

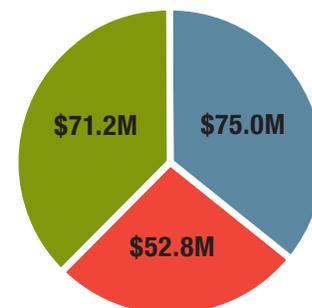
#### SCHEDULE

Description	Baseline	Current	% Complete
Construction	08-01-2015	03-04-2015	32.0%
Utilities	04-08-2015	04-08-2015	55.0%
Right of Way	07-15-2013	10-23-2013	95.0%
Public Art	04-30-2015	04-30-2015	12.7%
Design/Management	05-29-2015	05-29-2015	31.0%

### ROUTE MAP



#### FUNDING (\$M) – TOTAL \$199M



Federal 5309 Small Starts	38%
Regional Funds - PTF	36%
Federal (other) CMAQ	27%

# CAPITOL / I-10 WEST



valleymetro.org/capitolwest

## LIGHT RAIL EXTENSION

### REPORT CARD

SEPTEMBER 2013

#### PROJECT DESCRIPTION

The 11-mile Capitol/I-10 West project will extend light rail from downtown Phoenix through the State Capitol area to approximately 79th Avenue and the I-10 West freeway by 2023. It will consist of several freeway and neighborhood stations and enhancements to the existing 79th Ave./I-10 park-and-ride facility.

#### BENEFITS

The Capitol/I-10 West extension will provide enhanced transit service to the growing West Valley, giving residents greater access to jobs, school and their community. It will also connect to major employment centers such as the State Capitol and help ease congestion on the I-10 West freeway.



#### UPDATE

- Completed analysis of existing traffic conditions (i.e. lanes and traffic volumes).
- Assessed the buildings along the alignment to determine if they are eligible to be included on the National Register of Historic Places.
- Completed a draft design of the alternative access area at McDowell Road and I-17.
- Identified potential locations of traction power substations along the alignment.
- Prepared a memo identifying the number of parking spaces that are required at each park-and-ride lot.

#### BUDGET

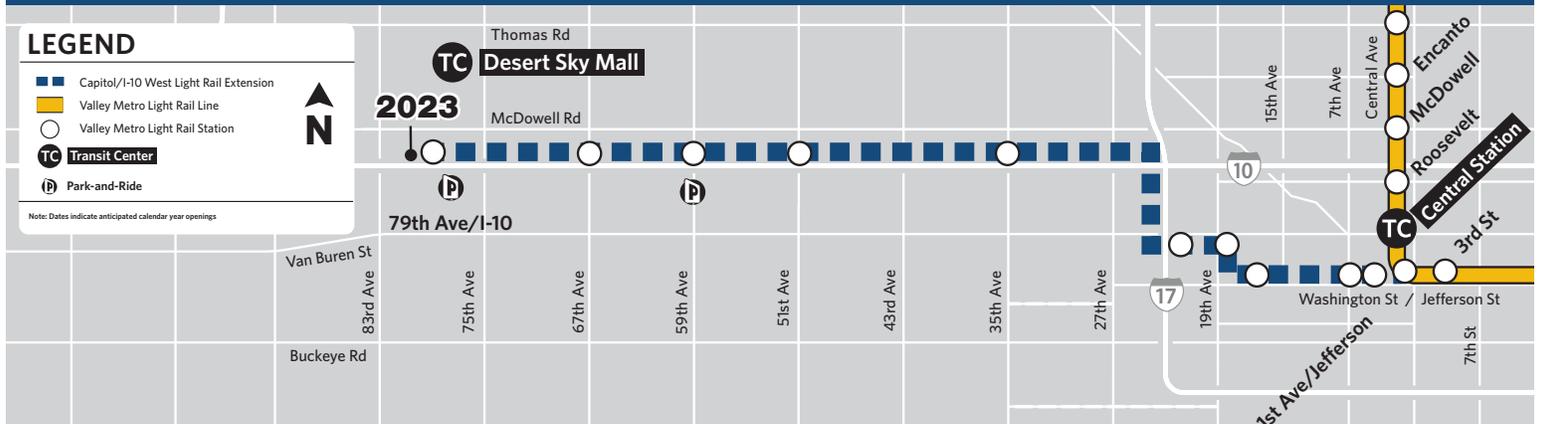
	Programmed*	Expended**
Project Development	\$39,500,000	\$6,624,387
Final Design	\$56,200,000	\$0
Construction	\$1,020,100,000	\$0
<b>TOTAL</b>	<b>\$1,115,800,000</b>	<b>\$6,624,387</b>

\*Does not include financing cost.

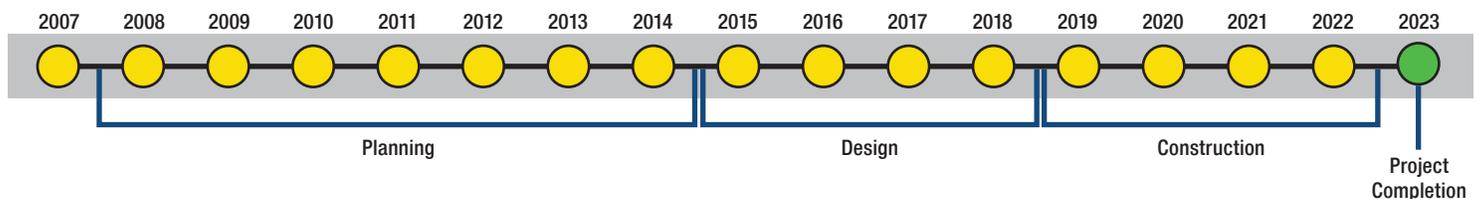
\*\*Estimated as of September 30, 2013.

#### ROUTE MAP

### CAPITOL/I-10 WEST LIGHT RAIL EXTENSION



#### SCHEDULE



# GILBERT ROAD

## LIGHT RAIL EXTENSION



valleymetro.org/gilbertroad

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 1.9-mile Gilbert Road project will extend light rail beyond the Central Mesa extension on Main Street to Gilbert Road in Mesa by 2018. It consists of two stations and a park-and-ride on the west side of Gilbert Road. At Gilbert Road, there are significant transit connections and the ability to draw more riders from the East Valley.

### BENEFITS

The Gilbert Road extension will serve the growing transit demand in the East Valley. It will attract new riders and increase development opportunities in central Mesa.



### UPDATE

- Public comments and documentation were submitted to FTA with the revised Environmental Assessment report.
- Began preliminary engineering which includes the following activities:
  - > Acquiring detailed records of local utilities
  - > Establishing design criteria and standards
  - > Preliminarily identifying property boundaries along the corridor
  - > Determining stakeholder requirements and expectations
  - > Collecting geographical data with a design survey
  - > Designing the proposed track and associated street improvements

### BUDGET

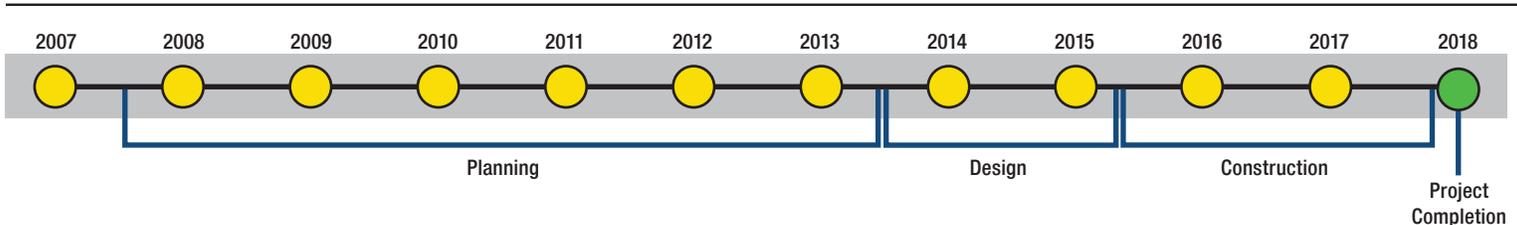
	Programmed*	Expended**
Project Development	\$11,100,000	\$1,177,879
Final Design	\$20,400,000	\$0
Construction	\$112,800,000	\$0
<b>TOTAL</b>	<b>\$144,300,000</b>	<b>\$1,177,879</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### ROUTE MAP



### SCHEDULE



# NORTHEAST

## TRANSIT CORRIDOR STUDY



valleymetro.org/northeast

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 12-mile Northeast corridor will provide enhanced transit service generally along State Route 51 north to the Paradise Valley Mall area by 2034. A study will be completed to understand the precise route and transit mode.

### BENEFITS

The Northeast project will provide enhanced transit service to the growing Northeast Phoenix Valley community and help ease congestion on the SR 51 freeway. It will also connect residential communities with regional employment and entertainment centers.



### UPDATE

- Planning study will begin in fiscal year 2015.

### STUDY MAP

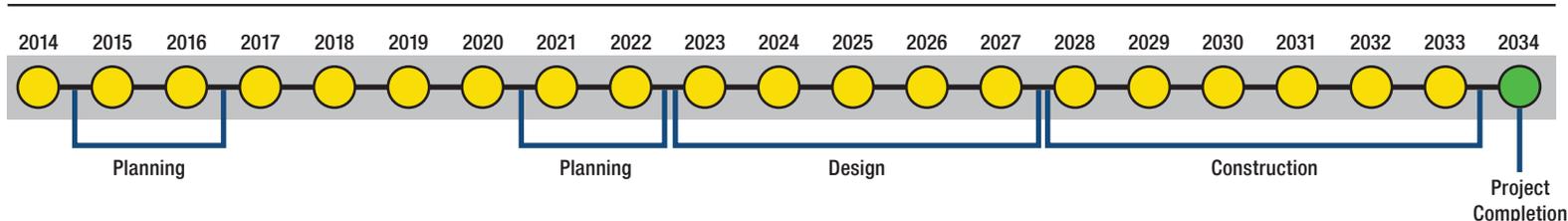


### BUDGET

	Programmed*	Expended**
Project Development	\$36,800,000	\$0
Final Design	\$0	\$0
Construction	\$0	\$0
<b>TOTAL</b>	<b>\$36,800,000</b>	<b>\$0</b>

\*Does not include financing cost.  
 \*\*Estimated as of September 30, 2013.

### SCHEDULE



# NORTHWEST PHASE I

## LIGHT RAIL EXTENSION TO DUNLAP AVENUE



valleymetro.org/northwest

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 3.2-mile Northwest Phase I project extends light rail north from the current end-of-line to Dunlap Avenue by late 2015/early 2016. It consists of three stations and a park-and-ride on the southwest corner of 19th Avenue and Dunlap. The extension will add approximately 5,000 new riders and attract additional development to north central Phoenix.

### BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help 20,000 employees get to work. It will also bolster community revitalization.



### UPDATE

#### Construction

- Contractor recently completed the water transmission main and is currently working on the water distribution main.
- Contractor is continuing to work on the installation of advanced utilities along the corridor.

#### Community Relations

- Community Advisory Board gave 100% rating to contractor for the months of July and August.
- Continue to respond to stakeholder questions and concerns.
- Ongoing efforts to promote METRO Max program with local community groups.

#### Right of Way

- 168 out of 174 parcels have been acquired.

#### Utilities

- Southwest Gas has completed installation and testing of new gas main between Glendale Ave./Bethany Home Rd.
- Third party utility relocation work is currently underway.

### ROUTE MAP

#### NORTHWEST LIGHT RAIL EXTENSION PHASE 1



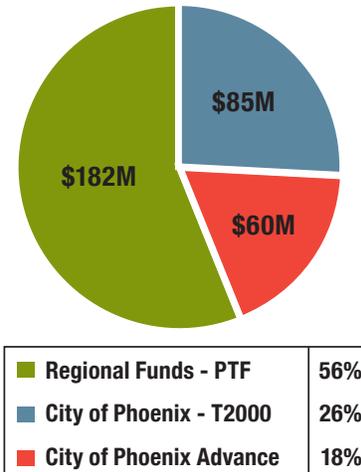
### BUDGET

Description	Programmed	Expended	% Expended	Forecast
Construction	\$150,725,627	\$36,492,009	24.2%	\$150,725,627
Utilities	\$31,791,360	\$9,609,074	30.2%	\$31,791,360
Right of Way	\$76,374,576	\$66,854,938	87.5%	\$76,374,576
Public Art	\$951,239	\$243,500	25.6%	\$951,239
Design/Management	\$66,749,098	\$32,364,714	48.5%	\$66,749,098
<b>TOTAL</b>	<b>\$326,591,900</b>	<b>\$145,564,234</b>	<b>44.6%</b>	<b>\$326,591,900</b>

### SCHEDULE

Description	Baseline	Current	% Complete
Construction	07-25-2016	07-25-2016	28.1%
Utilities	06-30-2014	06-30-2014	33.3%
Right of Way	10-30-2013	10-30-2013	90.8%
Public Art	11-30-2015	11-30-2015	25.6%
Design/Management	07-30-2014	07-30-2014	49.7%

### FUNDING (\$M)—TOTAL \$327M



# NORTHWEST PHASE II



valleymetro.org/northwest

LIGHT RAIL EXTENSION TO METROCENTER

REPORT CARD

SEPTEMBER 2013

## PROJECT DESCRIPTION

The 2-mile Northwest Phase II project will extend light rail from 19th Avenue and Dunlap Avenue west towards I-17. It is currently slated for opening in 2026 and consists of two stations and a park-and-ride at 25th Avenue and Mountain View Road.

## BENEFITS

The Northwest extension will enhance mobility options for a largely transit-dependent community and provide connectivity with employment centers near the I-17 freeway. It will support nearly 10,000 family housing units and help up to 20,000 employees get to work. It will also bolster community revitalization.



## UPDATE

- Discussed potential light rail alignment alternatives with the city of Phoenix Street Transportation Department.
- Facilitated a project workshop with the city of Phoenix to discuss land use and light rail alignment alternatives.
- Reviewed the locally preferred alternative and a proposed Metrocenter connection which will cross I-17.
- Working with city of Phoenix to outline Valley Metro's community relations responsibilities.
- Conducting outreach to project stakeholders.

## BUDGET

	Programmed*	Expended**
Project Development	\$5,900,000	\$0
Final Design	\$7,100,000	\$0
Construction	\$136,600,000	\$0
<b>TOTAL</b>	<b>\$149,600,000</b>	<b>\$0</b>

\*Does not include financing cost.

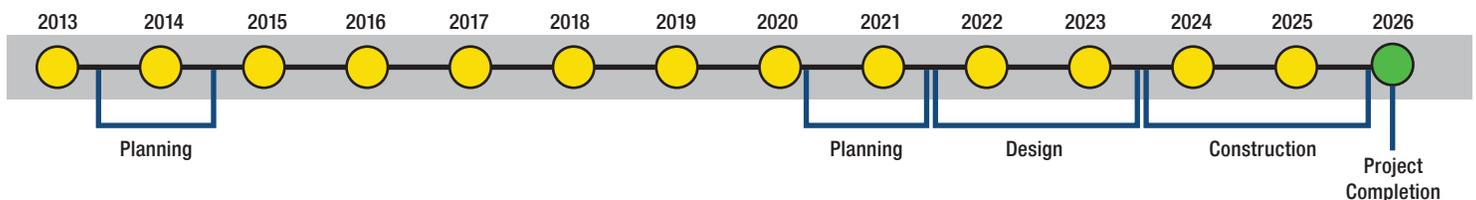
\*\*Estimated as of September 30, 2013.

## ROUTE MAP

### NORTHWEST LIGHT RAIL EXTENSION PHASE II



## SCHEDULE



# SCOTTSDALE/RURAL ROADS



valleymetro.org/scottsdalelink

LINK BUS SERVICE

REPORT CARD

SEPTEMBER 2013

## PROJECT DESCRIPTION

The 14-mile Scottsdale/Rural Roads LINK project will extend limited-stop bus service from downtown Tempe to north Scottsdale by 2016. Precise route and stop locations are being defined. Stops will include enhanced shelters and amenities and be spaced approximately one mile apart.

## BENEFITS

The Scottsdale/Rural Roads LINK will add service to an area with high transit demand. It will serve a densely populated residential and commercial corridor, connecting regional destinations including Arizona State University and retail and employment bases in downtown and north Scottsdale.



## UPDATE

- Studied operating plan scenarios including:
  - > Increasing frequency to 12 minutes all day between University Drive and Camelback Road to match light rail schedules.
  - > Extending trips to Thompson Peak Parkway during peak hours.
- Prepared design drawings for each station site. The drawings are being used to determine potential right-of-way needs, engineering constraints and materials estimates.
- Completed an inventory of traffic signal locations and fiber optic access availability.

## ROUTE MAP

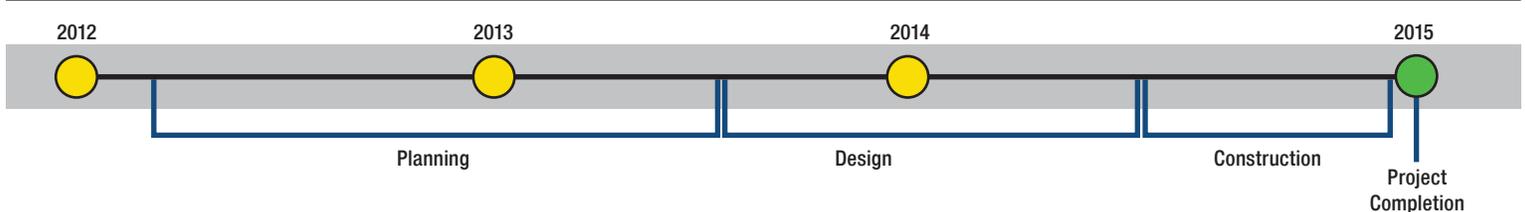


## BUDGET

	Programmed	Expended**
Planning	\$86,976	\$53,876
Capital	\$14,471,700	\$0
Fleet	\$5,175,000	\$0
<b>TOTAL</b>	<b>\$19,733,676</b>	<b>\$53,876</b>

\*\*Estimated as of September 30, 2013.

## SCHEDULE



# SOUTH CENTRAL

## TRANSIT CORRIDOR STUDY



valleymetro.org/southcentral

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The South Central Alternatives Analysis (AA) is a two-year transit corridor study of alternatives that will enhance connectivity for South Central Phoenix residents. The study was initiated in 2011. Modes being considered are light rail, bus rapid transit and modern streetcar. Route options include Central/1st Avenue, 7th Street and 7th Avenue to approximately Baseline Road.

### BENEFITS

The South Central study could result in a transit investment that would provide enhanced service to a community with high transit ridership. It would also support neighborhood revitalization and connectivity between downtown Phoenix and South Mountain.



### UPDATE

- Held community working group meetings and developed a consensus on the roadway configuration, station locations, station area development and park-and-ride facility.
  - > The roadway configuration will be four lanes north of the river and two lanes south of the river.
  - > Stations will be located at Baseline Rd., Southern Ave., Broadway Rd., Buckeye Rd., Lincoln Dr., Watkins St. and Roeser Rd.
- Began developing the future travel forecast for the no-build option.
- Began preparing the locally preferred alternative report.

### ROUTE MAP

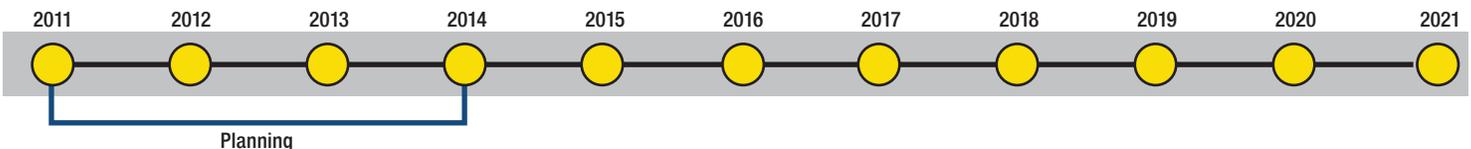


### BUDGET

	Programmed*	Expended**
Project Development	\$1,500,000	\$1,086,041
Final Design	TBD	\$0
Construction	TBD	\$0
<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$1,086,041</b>

\*Does not include financing cost.  
 \*\*Estimated as of September 30, 2013.

### SCHEDULE



# TEMPE STREETCAR



valleymetro.org/tempestreetcar

## REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The 2.6-mile Tempe Streetcar project provides enhanced mobility within central Tempe along the Mill Avenue corridor and on Rio Salado Parkway and/or Apache Boulevard. Route modifications are being reviewed. It will consist of several stop locations and will complement existing bus, light rail and neighborhood circulator service by 2017.

### BENEFITS

Tempe Streetcar will increase transit ridership in central Tempe, connect neighborhoods to downtown activities and provide greater mobility to a growing number of students, employees and visitors. It will also support the revitalization of neighborhoods and attract development.



### UPDATE

- Evaluating route options in terms of cost, ridership, land use and economic development potential.
- Held stakeholder meetings to solicit input from the community on the route options.
- Project is being used to test a national transit forecasting model (STOPS) by FTA. This project was selected by FTA as one of four in the country to test the new model before release.

### BUDGET

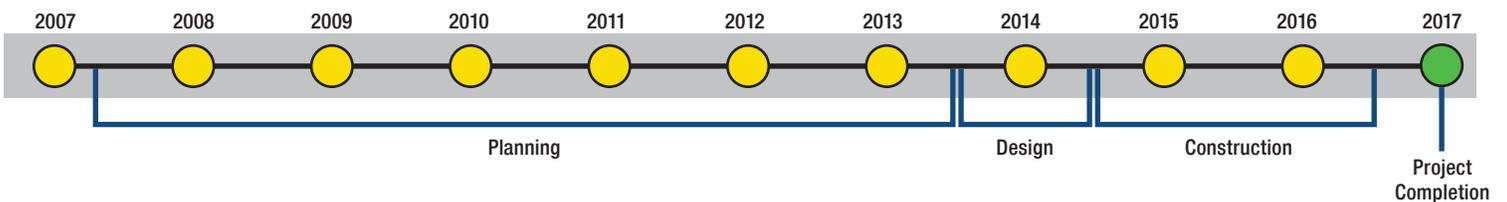
	Programmed*	Expended**
Project Development	\$9,900,000	\$6,724,343
Final Design	\$7,700,000	\$0
Construction	\$116,800,000	\$0
<b>TOTAL</b>	<b>\$134,400,000</b>	<b>\$6,724,343</b>

\*Does not include financing cost.  
\*\*Estimated as of September 30, 2013.

### ROUTE MAP



### SCHEDULE



# WEST PHOENIX/CENTRAL GLENDALE



valleymetro.org/glendale

## TRANSIT CORRIDOR STUDY

REPORT CARD

SEPTEMBER 2013

### PROJECT DESCRIPTION

The West Phoenix/Central Glendale Alternatives Analysis is a two-year transit corridor study of alternatives that will enhance mobility in northwest Phoenix and Glendale by 2026. The study was initiated in 2012. The study area extends from 19th Avenue to the Loop 101, Northern Avenue to Camelback Road. The corridor would continue towards the city of Glendale from the Northwest extension currently under construction along 19th Avenue in Phoenix.

### BENEFITS

The West Phoenix/Central Glendale study could result in a transit investment that would provide enhanced service to a growing West Valley community. It would also create connectivity with regional destinations such as Grand Canyon University and downtown Glendale.



### UPDATE

- Met with various stakeholder groups to present project information and solicit initial comments.
- Identified and evaluated multiple transit alignments within the study area in coordination with the city of Phoenix, city of Glendale and Maricopa Association of Governments.
- Completed level 1 alternatives evaluation process.
- Public meetings are scheduled for October 28, 2013 in Glendale and October 29, 2013 in Phoenix.

### BUDGET

	Programmed*	Expended**
Project Development	\$16,100,000	\$1,089,615
Final Design	\$20,800,000	\$0
Construction	\$478,800,000	\$0
<b>TOTAL</b>	<b>\$515,700,000</b>	<b>\$1,089,615</b>

### STUDY MAP

#### WEST PHOENIX/CENTRAL GLENDALE TRANSIT CORRIDOR STUDY



\*Does not include financing cost.

\*\*Estimated as of September 30, 2013.

### SCHEDULE

