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July 9, 2009

TO: Members of the Transportation Policy Committee

FROM: Mayor Marie Lopez Rogers, Avondale, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 4:00 p.m.
Wednesday, July 15, 2009
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority 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 admission 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.

Refreshments and a light snack will be provided. If you have any questions, please contact Eric Anderson, MAG Transportation Director, or Dennis Smith, MAG Executive Director, at (602) 254-6300.

c: MAG Regional Council
MAG Management Committee

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
July 15, 2009**

COMMITTEE ACTION REQUESTED

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| <p>1. <u>Call to Order</u></p> | |
| <p>2. <u>Pledge of Allegiance</u></p> | |
| <p>3. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Transportation Policy 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 Policy 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.</p> | <p>3. Information.</p> |
| <p>4. <u>Approval of Consent Agenda</u></p> <p>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 (*).</p> | <p>4. Recommend approval of the Consent Agenda.</p> |

ITEMS PROPOSED FOR CONSENT*

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| <p>*4A. <u>Approval of the June 17, 2009, Meeting Minutes</u></p> | <p>4A. Review and approval of the June 17, 2009, meeting minutes.</p> |
| <p>*4B. <u>Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and Material Cost Changes to the ADOT Program</u></p> <p>The Fiscal Year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from MAG</p> | <p>4B. Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2009 and FY 2010 MAG Unified Planning Work Program and Annual Budget, and material cost changes to the ADOT Program as shown in the attached tables.</p> |

member agencies to modify projects in the program. To move forward with project implementation for FY 2010, ADOT has requested a number of financial, project description, and schedule changes. The Fort McDowell Yavapai Nation, Town of Fountain Hills, and City of Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their communities. Valley Metro has requested administrative modifications related to four repayment projects. Project changes related to the federal fiscal year (FFY) 2009 MAG Final Closeout are also included. Details of these requests can be found in the enclosed table. In addition, the enclosed table annotates the material cost changes related to cost increases to the ADOT Program. The Transportation Review Committee (TRC) recommended approval of this agenda item. On July 8, 2009, the Management Committee recommended approval. The Fort McDowell request to move their ARRA funds to the Maricopa County ARRA project will be heard for the first time at the TPC. Please refer to the enclosed material.

- *4C. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed by President Obama on February 17, 2009. The Act directs transportation infrastructure funds to both highway and transit agencies in states and metropolitan planning organizations. On March 25, 2009, the MAG Regional Council approved the necessary Transportation Improvement Program (TIP) project changes for ADOT-led freeway projects and MAG regional transit projects that are programmed with ARRA funds. On April 22, 2009, the MAG Regional Council approved the necessary TIP project changes for the majority of the local projects funded with ARRA funds. An update will be provided at the meeting regarding project development for the MAG sub-allocated transportation ARRA funds, the status of the highway and transit funded ARRA projects, and any new developments.

- 4C. Information and discussion.

ITEMS PROPOSED TO BE HEARD

5. Transportation Public Involvement Report

MAG has conducted a public involvement process on transportation plans and programs throughout Fiscal Year 2009. Included in this process were a variety of special events, small group presentations, e-mail, telephone and Web site correspondence. The process also included a transportation public hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. Agenda items included the draft project listing for the FY 2010-2014 MAG Transportation Improvement Program; Status of the American Recovery and Reinvestment Act funds programmed in the MAG region; City of Phoenix Public Transit Department Program of Projects; and a review of issues for the MAG Regional Transportation Plan 2010 update. A court reporter was in attendance to record public comments verbatim. All comments made at the hearing were provided a formal response from staff. The responses to comments are included in the attached Transportation Public Involvement Report. Also included is a list of the meetings and events MAG staff has participated in since the start of FY 2009. This item was on the July 8, 2009, MAG Management Committee agenda for information and discussion. Please refer to the enclosed material.

6. Transportation Planning Update - Proposition 400 Regional Freeway Program

In June, the Transportation Policy Committee (TPC) received an update on the strategies identified by MAG staff to address the funding gap in the Regional Freeway Program. A presentation was also made at the June 24, 2009, Regional Council meeting and at the July 8, 2009, MAG Management Committee meeting. Input from these meetings will be incorporated into the presentation for the July TPC meeting. Staff is seeking direction from the TPC on strategies in bridging the \$6.6 billion gap in the Regional Freeway and Highway Program for future incorporation of a tentative scenario into the Regional Transportation Plan 2010 Update. Due to the uncertainties in the present cost and

5. Information and discussion.

6. Information, discussion, and possible action to provide direction in bridging the \$6.6 billion gap in the Regional Freeway and Highway Program for future incorporation of a tentative scenario into the Regional Transportation Plan 2010 Update, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program will be reevaluated in 18 months.

revenue environment, staff is recommending that the changes in the Proposition 400 Freeway Program projects be forwarded as a placeholder for an 18 month period. At that time additional information will be known on costs and revenues and the program can then be evaluated for possible changes. Additional information is being prepared for the members of the TPC and will be forwarded in a separate mailing.

7. Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwestern Maricopa County and western Pinal County. Beginning in May 2007, a project team began framework planning efforts for a 3,200 square mile study area in both Maricopa and Pinal Counties for an area bounded by Gila River on the north, SR-87 and Overfield Road on the east in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the south, and 459th Avenue on the west in Maricopa County. The project's study team has determined that entitled development represents a population of approximately 2.5 million by buildout. At this time, the project's funding partners, in cooperation with a Study Review Team and a project consultant team, have made their final framework recommendation that is ready for study acceptance by MAG and the Central Arizona Association of Governments (CAAG). An illustration of the recommendation and draft of the project's executive summary is included. In this presentation, MAG staff will provide the Committee with information about the final framework recommendation in advance of the Regional Council's consideration of formal acceptance of the study's recommendations in September 2009. This item is on the July 8, 2009, MAG Management Committee agenda for information and discussion. Please refer to the enclosed material.

7. Information and discussion.

8. Legislative Update

An update will be provided on legislative issues of interest.

8. Information, discussion and possible action.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

June 17, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale,
Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
Councilwoman Maria Baier, Phoenix
+ Councilmember Gail Barney, Queen Creek
* Stephen Beard, HDR Engineering Inc.
* Dave Berry, Swift Transportation
Jed Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
* Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates
* Mark Killian, The Killian Company/Sunny
Mesa, Inc.

Mayor Jackie Meck, Buckeye
David Scholl
Mayor Elaine Scruggs, Glendale
* Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale
* Mayor Lyn Truitt, Surprise
* Supervisor Max W. Wilson, Maricopa County
* Felipe Zubia, State Transportation Board
* Vacant, Citizens Transportation Oversight
Committee

OTHERS ATTENDING

TPC Member Nominee: Mayor John Lewis,
Gilbert

* Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Vice Chair Marie Lopez Rogers at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Vice Chair Rogers announced that Councilmember Gail Barney was participating by videoconference and Mayor Jim Lane and Kent Andrews were participating by telephone.

Vice Chair Rogers introduced Gilbert Mayor John Lewis, whose appointment to the TPC is on the June 24, 2009, Regional Council agenda. She welcomed Mayor Lewis, who was attending the meeting to acquaint himself with the TPC process.

Vice Chair Rogers noted that this was Councilwoman Baier's last TPC meeting. She congratulated Councilwoman Baier on her appointment by the Governor to lead the State Land Department.

Councilwoman Baier stated that she will bring the perspective of the cities forward in important decisions that must be made. She expressed that it had been a pleasure to serve on the TPC and she looked forward to working with member agencies in her new role at the State Land Department. Those in attendance applauded Councilwoman Baier.

Vice Chair Rogers noted that items at each place included the report on projects funded by the American Recovery and Reinvestment Act of 2009 (agenda item #5) and a bill summary chart (agenda item #7).

3. Call to the Audience

Vice Chair Rogers stated that an opportunity is provided to the public to address the Transportation Policy 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. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Vice Chair Rogers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Vice Chair Rogers stated that agenda items #4A, #4B, and #4C were on the consent agenda. She stated that public comment is provided for consent items, and noted that no public comment cards had been received. Vice Chair Rogers asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Councilmember Aames moved to recommend approval of consent agenda items #4A, #4B, and #4C. Mayor Cavanaugh seconded, and the motion carried unanimously.

4A. Approval of the May 20, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 20, 2009, meeting minutes.

4B. Draft Fiscal Year (FY) 2010 Arterial Life Cycle Program (ALCP)

The Transportation Policy Committee, by consent, recommended approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and FY 2010-2014 MAG Transportation Improvement Program,

which will be finalized in January 2010. The Regional Transportation Plan (RTP) identifies 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for 93 of the original 94 projects spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) of work, type of work, status of project and the lead agency. As part of the ALCP process, Lead Agencies update project information annually, at a minimum. MAG staff has programmed the Draft FY 2010 ALCP based on the information provided by Lead Agencies and from projected revenue streams from the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. The Transportation Review Committee and the Management Committee recommended approval of the Draft FY 2010 Arterial Life Cycle Program.

4C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The majority of the requested changes are related to modifying transit projects and the costs related to 2009. These modifications are needed to match the transit grant applications. The other requested project changes involve adding three new federal-aid Safe Routes to School projects, modifying costs for American Recovery and Reinvestment Act funded projects, modifying the project schedule for ADOT led projects, including projects related to the federal FY 2009 Closeout, and doing the technical amendment to add the Phoenix Sky Train project into the TIP. These requests were recommended for approval by the Transportation Review Committee and the Management Committee.

5. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

Eileen Yazzie, MAG Transportation Program Manager, noted that the American Recovery and Reinvestment Act (ARRA) Project Status report was at each place. She described the report as containing six subsections, and includes basic project information, project status, project costs and historical actions. Ms. Yazzie noted that the highway projects are moving forward rapidly and due to recent project bids that have come in below budget, two additional projects on the list have been funded, bringing the total number of projects to from five to seven.

Ms. Yazzie stated that all transit projects have been forwarded by the City of Phoenix, as the grant recipient, to the Federal Transit Administration, where the majority of the projects have been approved.

Ms. Yazzie stated that the local governments section has not been filled in completely, due to the early stage of project development. She said that all ARRA funded projects are in the TIP and are moving forward, and staff heard that ADOT expects more bids to come in under budget, which could allow funding of more projects.

Vice Chair Rogers thanked Ms. Yazzie for her report. No questions from the Committee were noted.

6. Regional Freeway and Highway Program: Proposition 400 Update

Eric Anderson, MAG Transportation Director, began the presentation by reporting that there has been a recent rumor that the Loop 303/I-10 interchange was going to be delayed. He advised that this is untrue, and as a matter of fact, they are doing everything they can to keep the project on schedule. Mr. Anderson noted that at last month's meeting the TPC discussed the interchange's current cost estimate of \$760 million, which is significantly more than the funds available. He stated that staff met with ADOT and FHWA about possible concepts to reduce costs for this structure, including value engineering and analysis. Mr. Anderson continued that ADOT has assembled the final design team and this is an opportune time to look at the interchange, and advised that there is no recommendation to delay the project.

Mr. Anderson reported that the May 2009 revenue decreased 18.2 percent from May 2008, which makes seven straight months of negative growth. He advised that April 2008 revenue decreased 17 percent from April 2008, which demonstrates that revenue collection is growing more negative day by day. Mr. Anderson commented that the bottom of the downturn has not been found and staff will continue to monitor the situation.

Councilmember Aames asked for clarification of year to date revenue. Mr. Anderson noted that year to date revenue is down 13.2 percent, and explained that this could mean this year's total revenue could be down \$40 million to \$50 million from last year's total of \$380 million. He commented that this picture of sales tax revenue is unprecedented and has never decreased in this manner since these records began being tracked in the 1960s.

Mr. Anderson stated that the Highway User Revenue Fund (HURF) continues to experience negative growth, due to the decrease in fuel use and vehicle miles traveled. He stated that activities by the TPC today would focus on concepts to rebalance the program. Mr. Anderson stated that Bob Hazlett, MAG Senior Engineer, would present the options on a corridor by corridor basis and TPC members were encouraged to ask questions and express concerns. He said that they hope to arrive at preliminary recommendations tonight in order to share them at the public hearing on the overall program the next day. Mr. Anderson stated that the goal is to have the 2010 Update of the RTP before the TPC in September for review and possible action to recommend conducting a conformity analysis. He commented that to meet that schedule, action is needed on the freeway program.

Mr. Hazlett continued the presentation by providing a review of last month's presentation. He noted that the Regional Freeway and Highway Program Proposition 400 budget was approximately \$9.4 billion. Mr. Hazlett stated that ADOT's 2009 cost opinion is about \$15.9 billion and projects obligated through FY 2010 total approximately \$2.7 billion, leaving an amount of \$13.2 billion to complete the Program. Mr. Hazlett stated that available funding totals approximately \$6.6 billion, leaving a program deficit of about \$6.6 billion.

Mr. Hazlett explained that staff took the four main principles of management strategies – value engineering, deferrals, and staying the course – as ways to deal with the deficit in the Regional Freeway Program. He advised that anticipated savings through value engineering and planning could be about \$1.6 billion, project deferrals could save about \$4 billion, lower right of way contingency and construction costs could realize about \$500 million and reducing systemwide costs could total about \$500 million, resulting in a new cost opinion of about \$9.4 billion and net savings of about \$6.5 billion to bridge the gap.

Mr. Hazlett noted that his presentation would explain Table One titled, "Regional Freeway and Highway program by Corridor - Tentative Scenario," which was at each place and had been included in the agenda packet. He noted the addition of Phase Five for project deferrals, which extends the planning horizon to 2030.

Mr. Hazlett addressed the I-10/Papago Freeway, which extends from SR-85 in Buckeye to I-17. He noted that a number of projects on this corridor identified in the RTP are under construction. Mr. Hazlett noted that the RTP states the addition of one general purpose lane from Loop 101 to I-17. The current ADOT cost opinion recommends two general purpose lanes to accommodate travel demand, resulting in some sections of I-10 being eight lanes in one direction. Mr. Hazlett noted that the Central Phoenix Peer Review Group recommended that some with identified improvements for I-17 and this two-lane widening on I-10 could negatively impacts the Stack. He said that a Central Phoenix Framework Study that was just approved in the FY 2010 MAG Work Program, will look at solutions in this area. Mr. Hazlett stated that ADOT repackaged the cost estimate for this segment to \$79 million, which matches the RTP.

Councilmember Aames asked for clarification of the projects deferred on this corridor. Mr. Hazlett replied that in this scenario, the SR-85 to Verrado Way segment, which was a Phase Four project, would be deferred to Phase Five.

Councilwoman Baier noted that she may have a potential conflict of interest and would not be participating in discussion nor voting on this issue.

Mr. Scholl asked if the repackaging is to give time to reexamining alternatives or does it fall into the category of value engineering, which could lead to potential delay. Mr. Hazlett replied that there is almost \$80 million available for spot improvements to ease traffic. He stated that there are short lane drops called runouts in the area of the Stack and the funds might be applied to lengthening them and ensuring appropriate runouts to accommodate the South Mountain interchange on I-10.

Vice Chair Rogers asked those participating remotely if they had questions on this corridor. None were noted.

Mayor Cavanaugh commented that the rumor about the Loop 303 interchange resulted from conversations others had with ADOT. He stated that Mr. Anderson had indicated there was absolutely no delay anticipated for the Loop 303 interchange and asked if ADOT would say that. Mr. Anderson confirmed that they had extensive discussions with the State Engineer and there could be a one to two month delay due to the value engineering process, but nothing significant. He stated that ADOT has the design team on board and ready to proceed. Mr. Anderson advised that there is time to influence the basic design of the facility; if the process had been further along, there could have been a delay.

Mr. Scholl stated that there are deferrals and value engineering opportunities. He stated that the value engineering process that creates a delay could lead to a deferral and it would be helpful if those were pointed out.

Mr. Hazlett continued the presentation by addressing the I-10/Maricopa Freeway, which extends from SR-51 and AR-202L/Red Mountain Freeway to the Santan Freeway. He noted that no projects on this corridor were being recommended for deferral except for the local express lanes from the mini stack to 32nd Street, which was not funded in the original RTP. Mr. Hazlett stated that section was included in the ADOT cost opinion of the Maricopa Freeway,. He said that they retained funding for the west access to Sky Harbor Airport to accommodate new security measures required by Homeland Security.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett continued the presentation with information on I-17. He said that the improvements from Loop 101 to Carefree Highway are on their way to completion by next summer. Mr. Hazlett stated that this is one of the biggest Proposition 400 projects being completed so far. He stated that \$1 billion was identified in the RTP for this corridor and they focused on the issue created by the two general purpose lanes planned for the Stack to the Arizona Canal. Mr. Hazlett referenced what the Central Phoenix Peer Review Group said that adding extra lanes on I-10 and I-17 but no improvements at the Stack causes problems. He said that they asked to repackage the \$1 billion to include four general purpose lanes and one HOV lane in each direction from the Split to the Arizona Canal. Mr. Hazlett continued that they asked the SR-74 to Anthem Way and Anthem Way to New River Road be deferred to Phase Five. He stated that significant funding is included for the urban profile on I-10 and to add additional lanes from Dysart to Loop 303 required conversion from a rural cross section to an urban profile and they asked this be deferred. He noted that the RTP estimate for this corridor was about \$1.5 billion and they are asking for an additional \$100 million for this corridor.

Mr. Hazlett concluded his remarks about both interstates 10 and 17 by stating that the Tentative Scenario still includes about \$2.6 billion for I-10 and I-17, of which about \$1.8 million is the

region's own funds. He noted how this is a considerable sum for facilities carrying nationwide travel.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett moved on to US-60/Grand Avenue by saying that the RTP identified six lanes from 83rd Avenue to Loop 101 and this project should be underway shortly. He added that other projects on this corridor include some traffic interchanges and spot improvements to help improve traffic flow. Mr. Hazlett stated that up to three grade-separated traffic interchanges were identified in the RTP, but not fully specified. He indicated that they are requesting these interchanges be deferred to Phase Five. Mr. Hazlett noted that this proposal does take some funds from the RTP but the improvements still provide significant throughput in the Surprise, El Mirage, Youngtown, and Sun City areas.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett then addressed US-60/Superstition Freeway by saying that they identified moving forward with the corridor as planned with the exception of the Lindsay Road traffic interchange, which, due to some design issues, they recommend be deferred.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that the interim bypass on US-93 is about ready to open and the roundabout and the bridge are in place. He noted that this is the only project for US-93 in the RTP and is a Phase One project and they recommend no changes.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the SR-51/Piestewa Freeway. He said that the improvements to this corridor identified in the RTP were from Shea Boulevard northward. Mr. Hazlett stated that the two Phase One projects – the HOV lanes on SR-51 from Shea to Loop 101 and the Direct HOV (DHOV) ramps to Loop 101 on the east are constructed and open to traffic. Mr. Hazlett stated that they are asking that the HOV lanes be built out where possible and that the general purpose lanes in this section be deferred to a future phase.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the Loop 101/Agua Fria Freeway. He stated that they recommend constructing the HOV lanes on Loop 101 from I-10 to I-17, which should be underway shortly. Mr. Hazlett stated that they recommend deferring the general purpose lanes on Loop 101 and the DHOV ramps at the I-10 and I-17 interchanges be deferred at this time. He explained that according to ADOT engineering staff, the DHOV ramps have driven up the cost estimates significantly because they would require a significant reconstruction of both traffic interchanges. Mr. Hazlett stated that they recommend revisiting the DHOV issue at a later date because they are

an important part of the HOV network and a way to construct them more economically might be discovered.

Vice Chair Rogers asked members if they had questions.

Councilmember Aames asked about the noise walls for this corridor. Mr. Anderson replied that the 11 noise wall projects that were approved by MAG last year, are moving into the final design and the design teams are in place. He stated that they will be working with the cities and the neighborhoods to ensure that the designs work. Mr. Anderson said that he expects some of the projects to go to bid after the first of the year.

Councilmember Aames stated that he would like to see a more detailed schedule. Mr. Anderson replied that he would look into seeing if one was available.

Vice Chair Rogers asked those participating remotely if they had questions. None were noted.

Mr. Hazlett addressed the Loop 101/Pima Freeway corridor and said that the HOV lanes are open on Loop 101 from SR-51 to Loop 202/Red Mountain Freeway. He said that they identified proceeding with the HOV lanes from I-17 to SR-51 and the general purpose lanes from the Red Mountain Freeway to I-17. Mr. Hazlett explained that according to the travel demand model, this freeway will see the highest increase in traffic in the Valley and if these improvements are not made, the traffic will spill onto the arterials.

Councilmember Aames stated that the impact is at the I-17 at Loop 101 interchange in both directions. He asked if this design would handle that. Mr. Hazlett replied that appropriate lane drops will be needed. He stated that when the HOV lanes are built, these lanes should be constructed at the same time. Mr. Hazlett stated that ADOT is looking at all of the HOV lanes on Loop 101 from Grand Avenue to SR-51 as one project. He noted that work needs to take place with ADOT to ensure a smooth transition with general purpose lanes.

Mr. Anderson noted that there is room where Loop 101 goes under I-17 and there could be an opportunity for restriping. He stated that they will be working with ADOT on HOV lanes at that interchange to improve traffic flow because the lane drops there cause problems and they want to have that fixed.

Mr. Scholl asked if the auxiliary lanes on the Pima would be replaced with these lanes. Mr. Hazlett replied that the new lanes would be in addition to auxiliary lanes, which will remain in place because they are needed for safety.

Mr. Hazlett reviewed the Loop 101/Price Freeway by saying that the HOV lanes on this corridor from Red Mountain to the Santan are under construction and should open soon. He noted that they recommend that the additional general purpose lane from the Superstition to the Santan go forward. Mr. Hazlett advised that they have identified lower cost estimates of about \$104 million in the RTP to about \$96 million due to lower construction costs.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett addressed the SR-143/Hohokam Freeway. He said that money was included in the RTP for SR-153, which was transferred to SR-143 for reconstructing the ramps at Sky Harbor Boulevard and a spur on Loop 202 to facilitate traffic and connections. Mr. Hazlett noted that as it stands today, all of the movements cannot be made. He stated that SR-153 has been removed from the freeway system and is now a part of 44th Street. Mr. Hazlett advised that the City of Phoenix will be utilizing some of 44th Street for the Sky Train.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett continued with the Loop 202/Red Mountain Freeway. He said that the improvements identified in the RTP for the Red Mountain from SR-51 to Loop 101 are underway through a design build contract and should be completed in 2011. Mr. Hazlett stated that the HOV lanes from Gilbert Road to Loop 101 are under construction. He said they recommend the construction of the HOV system and the deferral of the general purpose lanes and the DHOV ramps at the SuperRedTan. In addition, they recommend the deferral of the Mesa Drive interchange due to some issues in that area.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reported on the Loop 202/Santan Freeway by saying that they recommend building out the HOV system on the Santan from the Superstition to I-10 and that the DHOV ramps be constructed at I-10 and at Loop 101 to provide access. He noted that the only project on the Santan they are requesting to be deferred is the general purpose lanes from I-10 to US-60.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that an extensive presentation was given on Loop 202/South Mountain last month. He said that they were trying to take the ADOT cost opinion from \$2.5 billion to \$1.9 billion by taking advantage of value engineering, the Proposition 300 cross section, and a 59th Avenue alignment. Mr. Hazlett advised that the \$1.9 billion includes buildout of the HOV system from I-10/Maricopa to I-10/Papago. He added that it would cost \$65 million now as opposed to a later retrofit that could cost a couple of hundred million dollars, and would be less of an impact to residents. Mr. Hazlett stated that they recommend moving the South Mountain forward as a freeway facility and adding about \$800 million toward its completion.

Vice Chair Rogers asked members if they had questions.

Mayor Cavanaugh asked if the bicycle/pedestrian trail from 17th Avenue to 51st Avenue had always been a part of the plan. Mr. Hazlett replied that there had been discussion of having a trail of some sort in this area, and from the information provided by the consultant, it would cost approximately \$10 million to construct. He added that with the mitigation that might be necessary, they thought they would incorporate the trail as part of the design now.

Councilmember Aames asked the status of the South Mountain in terms of public hearings. Mr. Hazlett replied that ADOT is finishing up the draft environmental impact statement (EIS) and he understands that it will be available this fall or spring for public hearings. Mr. Hazlett noted that the final EIS is anticipated the end of 2010 and a record of decision in early 2011. Councilmember Aames asked if staff thought this design would be more acceptable. Mr. Hazlett replied that they are optimistic of that.

Mr. Hazlett then updated members on Loop 303 by saying that the interim roadway from Happy Valley Road to I-17 is under construction and ADOT is trying to have it open in 2011. He said there have been favorable bids that allowed them to move money around for construction in other areas of the corridor. Mr. Hazlett stated that they have identified some deferrals, including right of way preservation south of SR-85 to Riggs Road and the section from SR-801/MC-85 to I-10 because they are recommending that SR-801 be deferred. He stated that they also identified some value engineering to move the interchange forward. Mr. Hazlett stated that they could perhaps look at a more economical design that would still provide connections and access. He stated that using the interim design at Loop 303 and US-60 that was presented last month would allow construction of the freeway mainline. Mr. Hazlett said they identified deferring the full US-60 interchange to Phase Five and noted that this was not included in the table. He noted that this interchange, for long term needs, will require a high type of design and added that it has received its environmental clearances. Mr. Hazlett stated that in conjunction with the City of Glendale, it has been brought to their attention to provide a good connection at the Northern Parkway as a Phase Five project. He expressed that it was their concern to get the mainline under construction, develop the most economical interchange possible, and not compromise on safety or capacity. Mr. Hazlett noted that they are working with ADOT and FHWA to get this interchange under construction as quickly as possible.

Vice Chair Rogers asked members if they had questions.

Mayor Scruggs commented on the Northern Parkway interchange that was overlooked and would be deferred to Phase Five. She asked from which phase it was deferred. Mr. Hazlett replied that he understood that as part of the RTP the connection to Northern Parkway was not completely identified. He said that given the traffic volume projections for the Northern Parkway, they wanted to get the project in the program as soon as possible and to ultimately identify funding for the ramp construction.

Mayor Scruggs stated that there are other projects in the plan that are unfunded. She said that for the record, she would provide some history. Mayor Scruggs stated that the Proposition 400 maps did include Loop 303 and Northern Parkway and did show them connected. She said that the ADOT Concept Report and Environmental Assessment includes freeway ramp connections between Loop 303 and Northern Parkway and was approved three months ago by FHWA. Mayor Scruggs stated that in 2006, the RTP included freeway ramp connections, but they have now disappeared. She commented that the proposed interim connection between Loop 303 and the Northern Parkway is grossly inadequate for connecting two freeways and requires frontage roads and going through multiple traffic signals, resulting in less than F level of service. Mayor Scruggs

stated that the estimate to go from one freeway to the next with the proposed interim connection is 12 minutes. She advised that the cost of these ramps is \$80 million, not \$760 million, and this is a very near term problem. Mayor Scruggs stated that Loop 303 between Grand Avenue and I-10 is scheduled for completion in 2015, and funds are also programmed for completion of Northern Parkway from Sarival to Dysart Road by 2015. She reported on the local funds committed to this project by saying that between FY 2009 and FY 2015, a total of \$77.8 million of local funds will be provided: \$28.5 million from the City of Glendale, \$28.4 million from the Maricopa County Department of Transportation, \$8 million from the City of Peoria, \$3.8 million from the City of El Mirage, and \$5.1 million from the Flood Control District of Maricopa County. Mayor Scruggs remarked that the \$78.8 million is \$20 million more than MAG federal funds. She indicated that she came here tonight with the intent to have motion to assure that MAG will maintain ramp connections between Loop 303 and Northern Parkway in the RTP, which have now disappeared. She noted that Mr. Hazlett acknowledged the oversight that had been pointed out by Glendale. Mayor Scruggs expressed that she was not satisfied with just saying let's maintain them in the RTP. She said that we have known about the Loop 303 since 1985 and the Northern Parkway has been included in various transportation plans since 2001 and no way to connect them.

Mr. Anderson stated that the 2006 RTP assumes Northern Parkway would be completed in its ultimate configuration and that will not happen with the Proposition 400 timeframe because the cost for the Northern Parkway is close to \$700 million. He stated that the region is putting in \$200 million to pair up with the city and county funding provided for the facility. Mr. Anderson noted that the analysis Mayor Scruggs mentioned in terms of traffic delay assumes a freeway profile of six lanes, but the interim construction calls for two lanes in each direction. He advised that the volumes used to calculate the delay factor were inaccurate relative to the interim construction schedule being proposed for Northern Parkway. Mr. Anderson reported that they have worked with ADOT on an interim connection between Northern Parkway and Loop 303 and what is included in the Plan to move the project to Phase Five when Northern is ultimately built out and then the ultimate connection with Loop 303 can be built out.

Mayor Scruggs asked if the focus could remain on the Loop 303 and Northern Parkway connection rather than the ultimate completions. She asked when that would happen, with or without ramps. Mr. Anderson replied that the interim ramp connections are part of the Loop 303 project in Phase Two.

Mayor Scruggs asked how people would connect between the two facilities. Mr. Anderson replied that he could provide a schematic on the ramp connections, which he did not have with him at the meeting.

Mayor Scruggs asked if the reason ramps could not be built there was because it was not being built to its full width. Mr. Anderson replied that ADOT has included all right of way for a full system interchange in the cost and has proposed interim ramp connections consistent with the interim design for the Northern Parkway. Mayor Scruggs commented that Mr. Anderson was not answering her question and she did not think he was going to.

Mayor Cavanaugh stated that the Loop 303 will offload people onto I-10 and there will be some sort of interchange there, but some people will want to go south. Mr. Anderson responded that those ramps will be included in Phase One.

Mayor Cavanaugh stated that Loop 303 and SR-801 are both new roads, not expansions, but are needed for the expanding population in the area. He asked if it was feasible to come up with a low cost alternative for SR-801 because it becomes more important as a result of the increased interest in Loop 202. Without Loop 202, SR-801 is almost irrelevant. Mayor Cavanaugh asked if construction has to wait until 2030, could an interim solution, such as a four-lane road or a parkway, be investigated. Mr. Anderson stated that in these situations, staff looks at protecting corridors from development and is there an opportunity to provide an interim facility to provide mobility. He stated that the Arizona Parkway was too much relative to the available resources, but they think that corridor preservation and having some sort of interim facility are positive options. Mr. Anderson stated that their number one priority is probably acquiring right of way and their second is providing some sort of interim facility to provide mobility. He added that they will continue to look at options.

Mayor Cavanaugh asked if they would still acquire right of way. Mr. Anderson replied that was correct; they would try to do some right of way protection so they do not lose the corridor. He added that they thought construction was probably 20 years in the future.

Mr. Smith stated that another possibility in that corridor is to get more right of way cleared and work with MCDOT to put in an interim facility.

Mayor Scruggs stated that SR-801 did not exist before the RTP in 2004. She said that the Northern Parkway is a major east/west connection like SR-801 and asked what could be a better than the connection of Loop 303 and the Northern Parkway. Mr. Anderson replied that they looked at the traffic volumes generated by the interim Northern Parkway facility, and although the interim connection with Loop 303 is not optimal, it does work and does not have the delay times she quoted. Mayor Scruggs asked the delay times it does have and does it include traffic signals and turns. Mr. Anderson replied that he did not have that information with him at the meeting.

Mayor Scruggs remarked that she had known Mr. Anderson for many years and he has a memory that is incomparable – greater than 99 percent of the people in this room – and has great attention to detail. She asked him to generally tell her if she traveled north on Loop 303 how she would connect to the Northern Parkway. Mr. Anderson replied that she would exit off Northern Avenue and take the ramp to Northern Parkway where there was probably a traffic signal. He stated that there might be a signal at Loop 303 and Sarival, but he would have to look at where the lights are on Northern Parkway to say for sure.

Mayor Scruggs asked in which phase would be the full expansion of Northern Parkway. Mr. Anderson replied that funding to build out the Northern Parkway as a six-lane facility or to build the system traffic interchange at Loop 303 was identified in the RTP, but including it in Phase Five assumes the extension of the sales tax and other funding sources.

Mayor Scruggs asked if the Loop 303 had funding identified for its full construction. Mr. Anderson replied that given what is being proposed tonight, they feel it can be built.

Mayor Scruggs stated that the Northern Parkway was a new RTP project in 2004, and Loop 303 and the South Mountain were carryover projects with a commitment to get full attention, however, funding is really not identified. Mr. Anderson stated that in terms of having enough funding for a full system interchange at Northern, a full system interchange at Grand Avenue, and \$750 million for a system interchange at I-10, no, there is not.

Mayor Scruggs asked if they had enough money to build Loop 303 to its full width. Mr. Anderson replied yes, as contemplated in the RTP to six lanes.

Councilmember Aames asked for clarification of the interchange of Loop 303 and US-60 would be a lesser design. Mr. Hazlett displayed a slide of the proposed and the interim solution for this connection. He pointed out that the blue represents the 303 overcross of Grand Avenue and they recommend this be constructed. Mr. Hazlett explained that in place of the stacked SPUI they recommend a partial cloverleaf be constructed and avoid construction of the bridge at Grand Avenue over these connections and avoid reconstructing the railroad. Mr. Hazlett stated that they would construct the overcrossing and put in movements, which would be no different than the movements today between Loop 303 and US-60.

Councilmember Aames asked for clarification that the proposed interchange would be moved to Phase Five. Mr. Hazlett replied that the ultimate construction of the interchange would be moved to Phase Five along with the reconstruction of the railroad to facilitate ramp movement.

Councilmember Aames commented that the cost would be a lot more in Phase Five. Mr. Hazlett stated that the current cost of construction is \$200 million and the cost of the recommended configuration is about \$50 million.

Councilmember Aames commented that even if prices stay the same to Phase Five, the cost to construct the interchange will be \$250 million because you first pay \$50 million and then \$200 million. He noted that the project was planned for Phase Two. Mr. Hazlett commented that they looked at traffic movements and found the interim configuration will operate at an acceptable level of service D, which is the City of Surprise standard during peak hours, and during off-peak it would run at level of service A and B.

Councilmember Aames asked why it was moved to Phase Five and not Phase Three or Four. Mr. Hazlett replied that when you are trying to cut \$6.6 billion, this made a lot of sense to have a design that operationally will carry traffic to the horizon of 2030.

Mr. Anderson stated that MAG is trying to close a more than \$6 billion deficit in the first four phases of the RTP, and \$2 billion of projected sales tax revenue has been lost from the freeway program, so this is not easy. Councilmember Aames said that he realized that, but they are continuing to do other freeway projects such as HOV lanes. Mr. Anderson stated that is why staff

is asking the guidance of the TPC. He explained that from the technical analysis, they believe that HOV lanes provide more service for more people at less cost. Mr. Anderson stated that providing a reasonable level of service and saving \$150 million seems like a good tradeoff. He said that the \$150 million could provide 50 miles of HOV lanes at \$3 million per mile. He said that HOV lanes are very cost effective to build because they are built in the median and in addition, some of the bids received have been extremely favorable.

Councilmember Aames asked why some value engineering could not be done at Grand Avenue. Mr. Hazlett replied that what is really driving the cost is accommodating the railroad. He said that ADOT has to accommodate the railroad and also keep to the promises made to Sun City Grand and Sun City West residents. Mr. Hazlett explained how they must go under the railroad and requires a gentle grade. He stated that if this can provide an acceptable level of service to 2030 and it can be constructed in the full configuration later, the savings can be diverted to other projects. Mr. Hazlett added that the construction of HOV lanes allows the installation of concrete jersey barriers and the removal of cable barriers, which increases safety dramatically.

Councilmember Aames asked if commuter trains could be accommodated with both designs. Mr. Hazlett replied that essentially, they are not touching the rails at all. Councilmember Aames asked if a second rail could be constructed. Mr. Hazlett replied that a second rail could be accommodated.

Mr. Smith noted that HOV lanes are committed control measures in the air quality plans and are supposed to be given preference in nonattainment areas. He said that not constructing connection ramps at system interchanges is one thing, but to not build HOV lanes is another, and that is why on a number of cases, they are recommending deferral of general purpose lanes, and are recommending construction of the HOV lanes and working within the federal guidelines.

Vice Chair Rogers asked for the Loop 303 and I-10 slide be displayed. Mr. Hazlett noted that this interchange is actually six traffic interchanges in one and provides access between Loop 303 and I-10, but also to Citrus Road, Sarival Road, Van Buren Street, McDowell Road, and Thomas Road. He advised that the extra ramping to accommodate the interchanges drives up the cost.

Councilmember Aames asked if that was the least expensive or the more expensive of the two interchanges. Mr. Hazlett replied that ADOT has just begun the value engineering on this interchange.

Councilmember Aames asked if the interchange went south as well. Mr. Hazlett replied that any type of interchange constructed here would need to allow for traffic to move south. He noted that even though the section to the south is being deferred it is still a part of the RTP and they would still work toward funding it. Mr. Hazlett pointed out where it serves a large commercial area, and said that a connection, even interim, would need to be provided. Councilmember Aames asked if staff would show the TPC the new design. Mr. Hazlett replied that when they have the design they will share it with the TPC and also with Goodyear and Maricopa County. He said that they need to work together on this type of design work to make it workable.

Councilmember Aames asked if they were working toward getting right of way in place for the Northern Parkway. Mr. Hazlett replied that the planning for Loop 303 identified ensuring right of way is in place so when the funding is available to put in the direct ramps to Northern Parkway, more right of way does not have to be purchased.

Vice Chair Rogers asked if this interchange had been deferred from another plan. Mr. Hazlett replied that the entire Loop 303 corridor had been deferred from Proposition 300 in 1995.

Vice Chair Rogers expressed concern that this critical corridor had already been deferred and is being deferred again. Mr. Anderson clarified that they are not proposing it be deferred, but to look at it from a value engineering perspective to see if some costs could be trimmed. Mr. Anderson noted that this is a key interchange and is a long term project and they want to ensure it will be done when the mainline is completed.

Vice Chair Rogers asked members if they had additional questions. None were noted.

Mr. Hazlett continued his presentation with SR-801, which is a Phase Four project they are recommending be deferred. He stated that the environmental assessment is under way, and once that is done, the alignment from SR-85 to the South Mountain Freeway could be identified and right of way preservation can proceed. Mr. Hazlett noted that \$25 million is contained in the program for right of way.

Vice Chair Rogers asked members if they had questions. None were noted.

Vice Chair Rogers noted for the record that the City of Avondale will not support anything other than the southern alignment.

Mr. Hazlett continued with the SR-802/Williams Gateway Freeway. He said that the RTP included construction of a six-lane facility to Meridian Road and the intent was to connect in Pinal County. Mr. Hazlett stated that ADOT is still studying the connection. He said they recommend two general purpose lanes in each direction to Ellsworth Road and constructing the interchange at Loop 202 and the Santan, and added that this will serve the development activity at the Phoenix-Mesa Gateway terminal.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the SR-74/Carefree Highway corridor by saying that money is available for passing lanes west of Lake Pleasant. He said that money was identified in the RTP for right of way protection and an environmental assessment and design concept report is underway by ADOT for this section for a potential freeway. Mr. Hazlett stated that the Hassayampa Study identified this corridor as the Lake Pleasant Freeway and they are recommending the right of way protection be deferred.

Councilmember Aames asked about the New River Freeway. Mr. Hazlett replied that is outside the phasing.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that ADOT is moving toward completing SR-85 as a four lane divided facility from a two-lane facility. He stated that they recommend finishing what is on the books now and deferring the rest. Mr. Hazlett commented that he thought at some point beyond the RTP that SR-85 could become a freeway facility connecting I-8 and I-10 and noted that ADOT has a future plan for a system interchange of SR-85 with I-8 at a cost of about \$300 million.

Vice Chair Rogers asked members if they had questions. None were noted. It was noted that a quorum had been lost.

Mr. Hazlett addressed SR-87 by saying that the RTP identified spot improvements to this corridor and no changes were recommended. He noted that ADOT is currently working on the Four Peaks Road interchange.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that \$1.5 million was identified for spot improvements to SR-88/Apache Trail that are identified by ADOT as Fish Creek Hill improvements. He said that no changes are recommended.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that systemwide improvements include the freeway management system, maintenance, noise mitigation, right of way, design (includes the management consultants), and minor projects. He noted that close to \$1 billion was included in the RTP for systemwide costs and the ADOT cost opinion now totals \$1.5 billion. Mr. Hazlett reported that they asked that ADOT trim the cost to \$987 million.

Vice Chair Rogers asked about the maps shown in Mr. Hazlett's presentation. Mr. Hazlett stated that a set of the maps were at each place and had been included in the agenda packet.

Vice Chair Rogers asked members if they had questions.

Mayor Cavanaugh stated that the I-10 widening project in Goodyear is an HOV lane and a general purpose lane on the outside from Loop 303 to Dysart Road. He noted that there is another project on the outside that is not shown. Mr. Hazlett noted that he would need to add a project description to the table and added that the project is actually two general purpose lanes from Loop 303 to Dysart Road.

Mr. Anderson stated that MAG will conduct a transportation public hearing on June 18, 2009, at 5:00 p.m., at the MAG office. He said that reports will be provided on the draft Transportation Improvement Program, the Regional Transportation Plan 2010 Update, and an update on the American Recovery and Reinvestment Act (ARRA), and the material presented to the TPC. Mr. Anderson noted that the goal is to bring a revised plan to the TPC in July for a possible recommendation and in September for a possible recommendation for an air quality conformity analysis. Mr. Anderson expressed his appreciation for the TPC's patience in receiving so much material. He commented that this is a very important exercise and they are trying to do the best job they can. Mr. Anderson stated that public hearing comments and input from the TPC will be included in a summary.

Mr. Smith noted that the MAG General Counsel has instructed staff if there is no quorum no meeting can be conducted.

7. Legislative Update

No report was provided on this item due to a lack of quorum.

There being no further business, the meeting adjourned at 5:45 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 9, 2009

SUBJECT:

Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program and Material Cost Changes to the ADOT Program

SUMMARY:

The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the program.

The proposed amendments and administrative modifications to the FY 2008-2012 TIP that were recommended for approval by the Transportation Review Committee (TRC) are listed in the attached Tables. To move forward with project implementation for fiscal year (FY) 2010, ADOT has requested a number of financial, project description, and schedule changes. Ft. McDowell, Guadalupe, Fountain Hills, and Scottsdale have submitted requests for programming American Recovery and Reinvestment Act (ARRA) funds in their community. Valley Metro has requested administrative modifications related to four repayment projects, which do not negatively affect the financial program. The City of Phoenix is also requesting a funding type change for an enhancement project.

There is one ADOT project in the enclosed Table (as annotated) that requires Regional Council approval of a Material Cost Change to the ADOT Program. According to A.R.S. 28-6353, it is required that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost change is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

Project changes are requested for projects related to the federal fiscal year (FFY) 2009 MAG Closeout process. Projects have been recommended to be deferred to a later year, to remove federal funds, added to the TIP, and to increase federal funding. These are noted in a separate table.

There has also been a request from the Fort McDowell Yavapai Nation to program the American Recovery and Reinvestment Act (ARRA) funds with the Maricopa County led ARRA project: FTM09-801 will be deleted, and the funding for MMA09-801 will increase. The request for project changes for the Guadalupe ARRA funded project and the City of Phoenix STP-TEA funded project have been submitted since the Management Committee met. These four project change requests will be heard at TPC for the first time. 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:

There was no public comment at the June 25, 2009, Transportation Review Committee meeting.

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 accord with MAG guidelines.

ACTION NEEDED:

Recommend approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2009 and FY 2010 MAG Unified Planning Work Program and Annual Budget, and material cost changes to the ADOT Program as shown in the attached tables.

PRIOR COMMITTEE ACTIONS:

MAG Management Committee: On July 8, 2009, the MAG Management Committee recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, as appropriate, to the Regional Transportation Plan 2007 Update, FY 2009 and FY 2010 MAG Unified Planning Work Program and Annual Budget, and material cost changes to the ADOT Program.

MEMBERS ATTENDING

- | | |
|--|--|
| Mark Pentz, Chandler, Chair | Darryl Crossman, Litchfield Park |
| Carl Swenson, Peoria, Vice Chair | Scott Butler for Christopher Brady, Mesa |
| # Matt Busby for George Hoffman,
Apache Junction | Jim Bacon, Paradise Valley |
| Rogene Hill for Charlie McClendon,
Avondale | Frank Fairbanks, Phoenix |
| Stephen Cleveland, Buckeye | John Kross, Queen Creek |
| Gary Neiss, Carefree | * Bryan Meyers, Salt River Pima-Maricopa
Indian Community |
| * Usama Abujbarah, Cave Creek | Bridget Schwartz-Manock for John Little,
Scottsdale |
| Spencer Isom for B.J. Cornwall, El Mirage | Randy Oliver, Surprise |
| Alfonso Rodriguez for Phil Dorchester,
Fort McDowell Yavapai Nation | Charlie Meyer, Tempe |
| Julie Ghatti for Rick Davis, Fountain Hills | Chris Hagen for Reyes Medrano, Tolleson |
| Rick Buss, Gila Bend | Gary Edwards, Wickenburg |
| * David White, Gila River Indian Community | Mark Hannah for Lloyce Robinson,
Youngtown |
| George Pettit, Gilbert | Kwi Sung Kang for John Halikowski, ADOT |
| Horatio Skeete for Ed Beasley, Glendale | Kenny Harris for David Smith,
Maricopa County |
| Romina Korke for John Fischbach,
Goodyear | Carol Ketcherside for David Boggs,
Valley Metro/RPTA |
| RoseMary Arellano, Guadalupe | |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

MAG Transportation Review Committee: On June 25, 2009, the MAG Transportation Review Committee recommended approval of the amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update.

MEMBERS ATTENDING

Peoria: David Moody
ADOT: Steve Hull for Floyd Roehrich
Avondale: David Fitzhugh
Buckeye: Scott Lowe
Chandler: RJ Zeder for Patrice Kraus
* El Mirage: Lance Calvert
Fountain Hills: Randy Harrel
Gila Bend: Rick Buss
* Gila River: Doug Torres
* Gilbert: Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
* Guadalupe: Gino Turrubiarres
* Litchfield Park: Mike Cartsonis

Maricopa County: John Hauskins
* Mesa: Scott Butler
Paradise Valley: Bill Mead
Phoenix: Ed Zuercher
* Queen Creek: Mark Young
RPTA: Bob Antilla for Bryan Jungwirth
Scottsdale: Dave Meinhart for
Mary O'Connor
Surprise: Randy Overmyer
Tempe: Chris Salomone
Valley Metro Rail: John Farry
Wickenburg: Rick Austin
Youngtown: Grant Anderson for Lloyce
Robinson

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Jim Hash
* Street Committee: Darryl Crossman
* ITS Committee: Mike Mah

Pedestrian Working Group: Brandon Forrey
*Transportation Safety Committee: Kerry
Wilcoxon

* Members neither present nor represented by proxy.
Attended by Audioconference

+ Attended by Videoconference

CONTACT PERSON:

Eileen O. Yazzie, Transportation Program Manager, (602) 254-6300.

Request for Project Change

Amendments and Administrative Modifications to the FY08-12 TIP and Material Cost Change (ADOT Project)

MAG Transportation Policy Committee - July 2009

Highway Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT09-803	ADOT	Various Locations	Pump station improvements	2009	n/a	NHS	\$ 42,750	\$ 707,250			\$ 750,000	Clerical Error Correction: TIP # is DOT09-803 not DOT09-801
Highway	DOT08-841	ADOT	Freeways in MAG Region	Posting travel times on Dynamic Message Signs	2009	n/a	RARF/S TP-MAG		\$ 250,000		\$ 300,000	\$ 550,000	Admin Modify: Defer project from 2008 to 2009 and add STP funds to the project.
Highway	DOT10-840	ADOT	10: Avondale Blvd	TI improvement construction project	2010	0.1	IM	\$ 114,000	\$ 1,886,000			\$ 2,000,000	Amend: Add new TI improvement project in FY 2010.
Highway	DOT10-841	ADOT	10: MP 133.60 - MP 133.90	Erosion and drainage repair	2010	0.3	NHS	\$ 14,250	\$ 235,750			\$ 250,000	Amend: Add new drainage repair project in FY 2010.
Highway	DOT10-842	ADOT	10: 32nd St - SR202L, Santan, Phase 1	R/W Acquisition	2010	11	RARF				\$ 50,000,000	\$ 50,000,000	Amend: Add new R/W project in FY 2010.
Highway	DOT09-905	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Utility and R/W	2010	0.9	RARF				\$ 1,000,000	\$ 1,000,000	Amend: Defer project from 09 to 10. Change project name to "I-10 to VanBuren St".
Highway	DOT07-323	ADOT	101L Agua Fria Fwy: I-10 - Van Buren	Construct roadway	2010	0.9	STP & Local	\$ 1,245,500	\$ 2,357,500			\$ 3,603,000	*Material Cost Change & Amend: Change project name to "I-10 to Van Buren St". Increase local costs by \$1.103 million.
Highway	DOT10-843	ADOT	101L Price Fwy: Baseline Rd to Chandler Blvd	FMS Construction	2010	5	RARF				\$ 783,000	\$ 783,000	Amend: Add new FMS project
Highway	DOT10-6C35	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	Construct roadway	2010	11	STP & RARF		\$ 5,000,000		\$ 17,400,000	\$ 22,400,000	Admin Modify: Decrease budget by \$87.6 million.
Highway	DOT09-6C10	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$ 20,000,000	\$ 20,000,000	Amend: Change project name to "51st Ave - I-10 West" & change type of work to "R/W" from "Design"
Highway	DOT10-6C36	ADOT	202L South Mountain Fwy: 51st Ave - I-10 West	R/W Acquisition	2010	11	RARF				\$ 50,000,000	\$ 50,000,000	Admin Mod: Change project name from "I-10 East - 51st Ave" to "51st Ave - I-10 West"
Highway	DOT10-844	ADOT	303L: Thomas Rd - Camelback Rd	Design roadway	2010	2	RARF				\$ 7,000,000	\$ 7,000,000	Amend: Add design project in FY 2010.
Highway	DOT10-845	ADOT	303L: Camelback Rd - Glendale Ave	Design roadway	2010	2	RARF				\$ 5,300,000	\$ 5,300,000	Amend: Add design project in FY 2010.
Highway	DOT10-846	ADOT	303L: Glendale Ave - Peoria Ave	Design roadway	2010	3	RARF				\$ 9,300,000	\$ 9,300,000	Amend: Add design project in FY 2010.
Highway	DOT10-847	ADOT	303L: Peoria Ave - Waddell Rd	Design roadway	2010	2	RARF				\$ 6,500,000	\$ 6,500,000	Amend: Add design project in FY 2010.
Highway	DOT10-848	ADOT	303L: Waddell Rd - Mountain View Rd	Design roadway	2010	3.8	RARF				\$ 9,500,000	\$ 9,500,000	Amend: Add design project in FY 2010.

Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length of Project	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	DOT09-6C11	ADOT	802: SR202L, Santan - Meridian Rd	R/W Acquisition	2010	5	RARF				\$2,000,000	\$ 2,000,000	Admin Mod: Defer project from 09 to 10.
Highway	DOT10-825	ADOT	MAG Regionwide	TI Improvements	2010	0.1	State	\$3,000,000				\$ 3,000,000	Amend: Delete TI improvement subitem.
Highway	DOT10-849	ADOT	MAG Regionwide	Pump station improvements	2010	0.1	NHS	\$42,750	\$707,250			\$ 750,000	Amend: Add new project in FY 2010.
Highway	FTM09-801	Ft. McDowell	Various Locations - Functionally Classified Roadways	Pre-Engineer/Design and Construct Pavement Rehab projects	2009	1	ARRA			\$518,436		\$518,436	Amend: Delete project and incorporate ARRA funds into MMA09-801
Highway	FTH07-301	Fountain Hills	Shea Blvd: Palisades Blvd to Fountain Hills Blvd	Widen for third (westbound) climbing lane and bicycle lane	2009		STP-MAG & ARRA	\$ 131,000	\$ 2,164,000	\$ 410,000		\$ 2,705,000	Admin Mod: Adjust Local and ARRA costs for project
Highway	FTH09-800	Fountain Hills	Saguaro Blvd: Shea to Palmer Way	Design, and mill and overlay existing roadway	2009	0.5	ARRA			\$ 671,614		\$ 671,614	Amend: Add new ARRA Project
Highway	GDL09-801	Guadalupe	Various Locations Townwide - Functionally Classified Roadways	Design and Mill & Asphalt overlay roadways	2009	1.42	ARRA		\$ -	\$ 634,022	\$ -	\$ 634,022	Amend: Modify project description and increase ARRA funds.
Highway	GDL09-803	Guadalupe	Calle Guadalupe: I-10 to Tempe City Limits	Mill & Asphalt overlay, ADA Sidewalk Improvements and landscaping.	2009	0.25	ARRA		\$ -	\$ 268,022	\$ -	\$ 268,022	Amend: Delete Project, funds are moved to GDL09-801
Highway	MMA09-801	MCDOT	Various Locations Countywide - Functionally Classified Roadways	Pre-Engineer/Design and construct AR Overlay	2009	32	ARRA & Local	\$ 8,938	\$ -	\$ 6,469,193		\$ 6,478,131	Admin Mod: Increase ARRA funds from \$5,950,757 to \$6,469,193 to include Ft. McDowell related ARRA funds.
Highway	MES04-125C	Mesa	Superstition Springs Mall Area	Install real-time adaptive signal system	2009		CMAQ			\$ 1,370,000		\$ 1,370,000	Clerical Error Correction: Location should read Superstition Springs Mall Area
Highway	PHX08-642	Phoenix	Three Historic Phoenix Neighborhoods	Restore 123 historic streetlights	2009		STP-TEA	\$ 21,545	\$ 356,425			\$ 377,970	Admin Mod: Change type of funds from ARRA-TEA to STP-TEA
Highway	SCT09-802	Scottsdale	Various Locations	Preliminary engineering, design and construction for Mill & Replace	2009	10.5 mi.	ARRA	\$ -		\$ 4,600,000	\$ -	\$ 4,600,000	Amend: Add new ARRA project

*Material Cost Change: A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

Transit Projects - TIP FY2008-2012 Amendments & Administrative Modifications													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Transit	VMR10-631T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2010		5309	\$ (54,000,000)	\$ 54,000,000			\$ -	Admin Mod: Reduce FY2010 funding for ARRA; listed as \$90 million should only be \$54 million
Transit	VMR11-707T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2011		5309	\$ (7,249,903)	\$ 7,249,903			\$ -	Admin Mod: Reduce FY2011 funding to \$7,249,903; listed in TIP as \$90 million
Transit	VMR12-844T	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2012		5309	\$ (6,332,000)	\$ 6,332,000			\$ -	Amend: Delete project from TIP.
Transit	VMR09-805	VM Rail	Regionwide	Fixed Guideway Corridor - Repayment of funds advanced in prior years	2009		ARRA-5309	\$ (36,000,000)		\$ 36,000,000		\$ -	Amend: Add new ARRA - 5309/New Starts project to TIP.

Highway TIP FY2008-2012 Amendments & Administrative Modifications - FFY 2009 CLOSEOUT													
Section	TIP #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	ARRA Cost	Regional Cost	Total Cost	Requested Change
Highway	MAG09-614	MAG	Regionwide	Purchase PM-10 Certified Street Sweepers	2009	n/a	CMAQ	\$ 97,497	\$ 1,612,968			\$ 1,710,465	Admin Mod: Increase CMAQ funds from \$1,210,000 by \$402,968 to \$1,612,968.
Highway	MMA09-610	Maricopa County	Rio Verde Dr: Forest Rd to 136th St alignment	Pave shoulders to include a bicycle lane	2009	5.8	CMAQ		\$ 1,440,000		\$ -	\$ 1,440,000	Admin Mod: Increase CMAQ funds by \$30,632 for 100% CMAQ funding.
Highway	PHX07-740	Phoenix	Various Locations	Pave dirt roads	2009	8.79	CMAQ	\$ 828,954	\$ 4,428,954		\$ -	\$ 5,257,908	Admin Mod: Increase CMAQ funds by \$56,000 to \$4,428,954.
Highway	GDY07-302	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt road	2011	1	CMAQ	\$ 384,400	\$ 449,600			\$ 834,000	Admin Mod: Defer project from 2009 to 2011
Highway	GDY07-709	Goodyear	Various Locations (Goodyear Pave Dirt Road Program)	Pave dirt roads - Design	2010	1	CMAQ	\$ 20,000	\$ 40,000			\$ 60,000	Admin Mod: Defer project from 2009 to 2010

July 9, 2009

TO: Transportation Policy Committee

FROM: Jason Stephens, Public Involvement Planner

SUBJECT: TRANSPORTATION PUBLIC INVOLVEMENT REPORT

This report is designed to provide an update regarding the ongoing public involvement process for MAG transportation plans and programs in Fiscal Year 2009. Included in this process were a variety of special events and small group presentations, as well as e-mail, telephone and Web site correspondence. The process also included a transportation public hearing hosted on June 18, 2009, in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. The public hearing was advertised through a press release, public notice, display advertisements in English and Spanish, and a targeted mailing. A court reporter was in attendance and the transcript of the hearing is attached. Also attached is a list of public comments made at the hearing accompanied by formal responses from staff.

In the past, staff provided a presentation in April detailing the public involvement process for updates to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). However, due to a variety of factors, changes to the planning and programming schedules were required. These changes affected the timing and manner in which MAG conducted its FY 2009 public input process. MAG public involvement staff continues to participate in large special events and make small group presentations throughout the Valley to inform and obtain input. Attached is a list of the events and presentations MAG has participated in during Fiscal Year 2009. Also included is a summary of comments/questions/suggestions received during each event and presentation. These comments were answered by staff at the event or responded to after the event via e-mail, telephone or written correspondence.

If you have questions or comments, please contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

FY 2009

TPAR

Transportation Public Involvement Report

June 30, 2009



Maricopa Association of Governments (MAG)

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Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with the Arizona Department of Transportation (ADOT), Valley Metro, METRO (light 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 guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU 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.

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan. However, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes when the new cycles have been determined.

Where possible, ADOT, Valley Metro, METRO and the City of Phoenix Public Transit Department participated with MAG in its public outreach efforts.

INPUT OPPORTUNITIES

Various forums for input were used during the FY 2009 public involvement process. In addition to all of the committee meetings held during the fiscal year, MAG also received comment during a variety of events/meetings. The fiscal year culminated in a Transportation Public Hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. A court reporter was in attendance to record public comment. A transcript of the hearing is included in this report. MAG also received comments via the Web site, e-mail and through telephone correspondence. Written responses to comments made during the public hearing are included in this report.

EVENTS

Fiscal year 2009 public meetings and events were held to provide input opportunities for residents in the MAG region. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. Events and presentations were done in cooperation with the Arizona Department of Transportation, Valley Metro and METRO where possible. Many of the group presentations were a result of the efforts of MAG's Disability Outreach Associate working with the disability community to increase awareness of MAG and to foster participation of the community in the planning and programming process.

Special events

Martin Luther King Day Festival
Scottsdale Area Association of Realtors Expo
Hispanic Women's Conference
Independent Living Summit
Arizona Disability Expo
National Federation of the Blind of Arizona Statewide Conference
Latino Institute events (four events)
Tempe Tardeada
Chicanos Por La Causa Spanish Language Business Expo
One Stop Over the Top Community Health and Information Fair
John F. Long Community Information Fair
Scottsdale Hispanic Heritage Festival
EarthFest
Governor's Council on Developmental Disabilities Legislative Awareness Day
Traumatic Brain Injury Sufferer's Conference
Latino Institute Back to School and Health Fair

Group presentations

United Cerebral Palsy group
National Federation of the Blind of Arizona Statewide Conference
Compass All Disabilities
Traumatic Brain Injury and Stroke Survivor Caregiver's group
Brainstorm Brain Injury support group
Tempe Brain Injury Survivors group
Mild Brain Injury support group
Myositis Support group
Families of Brain Injury Survivors group
Arizona Bridge to Independent Living (two presentations)
Foundation for Blind Children (two presentations)
STAR (Staying Together and Recover)

All of these 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, Braille, and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

A summary of input received during fiscal year 2009 is listed below. Each question/comment was answered either at the event/meeting or responded to after the event/meeting via e-mail, telephone, in person or written correspondence.

- ▶ Which proposition number are we in now?
- ▶ How long does it take to ride the light rail?
- ▶ Where is the first extension of the light rail going to go?
- ▶ Do you have to pay both ways or does an all day pass cover a two-way trip?
- ▶ How does the people mover work?
- ▶ Is there an alternative to Dial-a-Ride that would take passengers to the door?
- ▶ What were the other recommendations for the Regional Dial-a-Ride program?
- ▶ Is there a free pass for the light rail and the bus from Dial-a-Ride?
- ▶ How long does a full ride on the light rail take?
- ▶ Can you take scooters onto the light rail?
- ▶ How many persons have attended the training at the Arizona Bridge to Independent Living (ABIL)?
- ▶ Are the park-and-ride sites safe?
- ▶ Do they have any transit in Apache Junction?
- ▶ Are they ever going to bring light rail out to Power Road?
- ▶ What do people who live within the county island to do about transportation?
- ▶ How much is the all-day pass for seniors?
- ▶ Are the fares going up soon?
- ▶ Where do you buy the tickets?
- ▶ How do you get your tickets if you buy them online?
- ▶ Where is the park-and-ride near Superstition Springs Mall?
- ▶ Are they going to cut Dial-a-Ride service to Red Mountain Senior Center?
- ▶ Is bus service to the Red Mountain Senior Center going to be cut?
- ▶ What is the easiest way to get to the airport using light rail?
- ▶ What about all of the accidents that have happened with the light rail?
- ▶ The new light rail is very comfortable.
- ▶ Where are the fare vending machines for the light rail?
- ▶ If I buy a pass for the link, can I use it for the light rail?
- ▶ There is no place for people to sit at bus stops in Mesa, so will the double-long buses really be cost effective?

- ▶ How much is Arizona going to get for stimulus funds?
- ▶ Does Valley Metro have any plans to expand the Buzz to go to banks or grocery stores or shopping centers?
- ▶ How do MAG and ADOT interface?
- ▶ Is MAG looking for funds from the Stimulus Bill?
- ▶ How do you get signed up for Dial-a-Ride Service?
- ▶ MAG should be expanded to cover statewide planning.
- ▶ Do you have to be certified as having a disability to use Dial-a-Ride?
- ▶ How can Dial-a-Ride legally ask whether you have a disability?
- ▶ Is there any way to store a wheelchair on the light rail?
- ▶ Can you use a debit or credit card on light rail?
- ▶ Are there restrooms at light rail stations?
- ▶ Are there plans to extend the light rail?
- ▶ What is the status of the proposed increase in transit fares?
- ▶ How will persons with disabilities be able to get seats on the light rail train if there is no driver to request passengers to offer them a seat?
- ▶ It was suggested there be a yearly pass for just local buses in each city to cut down costs of sending out monthly passes. What might a yearly pass cost?
- ▶ There is very much enthusiasm for the new light rail!
- ▶ I have great concern about increased fares and decreased hours of bus service in very early mornings and late nights because some people need service at those hours to get to and from jobs.
- ▶ I'm am concerned about crossing from the light rail platform to the public sidewalk.
- ▶ Where can persons with disabilities get half fare I.D. cards?
- ▶ They (cities and Valley Metro) shouldn't be cutting Saturday bus service to Sunday schedules.
- ▶ How do you get a bus route east of Power Road in Mesa?
- ▶ What is the difference between Valley Metro and STS (Special Transportation Services) Program?
- ▶ Bus stops should be more convenient.
- ▶ What is difference between carpooling and vanpooling?
- ▶ How can we better coordinate the bus system and people needing buses?
- ▶ How does Dial-a-Ride work?
- ▶ Is there a discount for persons with disabilities for the light rail service?
- ▶ Where does light rail service start?
- ▶ What is the best way to plan a trip?
- ▶ Are there provisions for helping people after they get off the bus?
- ▶ Can you stay on the bus all day long?
- ▶ Are there tie-downs on the light rail train?
- ▶ Are there areas for bicycles on the light rail route?
- ▶ Do you have to have exact change for the bus or rail?
- ▶ How do you get tickets for the light rail?
- ▶ How do you provide proof for eligibility for certification for a reduced fare card?
- ▶ Where in Mesa can you get a photo for the half-fare card?

- ▶ Driver needs to give the ticket to the passenger right when they get on the bus.
- ▶ Where do you get tickets to get on the rail?
- ▶ Need more spaces for bikes on buses.
- ▶ Are the old bus tickets valid?
- ▶ Who pays for the electricity for the light rail?
- ▶ How fast does the light rail travel?
- ▶ Do they charge to park at the park and rides?
- ▶ Does the light rail turn around?
- ▶ What service cuts will there be in Phoenix?
- ▶ How often will the light rail trains run?
- ▶ Can you catch a bus from Metro to the light rail?
- ▶ Is the light rail ever going to go west?
- ▶ Is there a park-and-ride service?
- ▶ What is the region (MAG and Valley Metro staff often reference the MAG region) you are talking about?
- ▶ When is Tempe going to expand "Orbit" service?
- ▶ How can I get a discount fare card?
- ▶ What is the Valley Metro telephone number?
- ▶ Will there be rail buddies?
- ▶ How much time will people have to get off the light rail?
- ▶ Will the stops be clearly announced inside the train?
- ▶ Will the stations be secure and safe?
- ▶ Would buying a monthly pass be cheaper to purchase?
- ▶ Is there going to be service on Gilbert Road and Germann in Gilbert?
- ▶ Does Peoria have any circulators?
- ▶ Does Chandler have a circulator?
- ▶ Is the "Orbit" going south of the 60 highway?
- ▶ Why do you have to flag down the circulators?
- ▶ Some bus drivers pass blind persons by.
- ▶ Is the Braille signage on the light rail station in contracted or uncontracted Braille?
- ▶ Will the Phoenix monthly ADA pass work on light rail?
- ▶ The bus schedule on the Valley Metro Web site is not accessible for blind persons using screen-reading software.
- ▶ The Web site needs to be made accessible to blind users.
- ▶ How are the costs for the vanpools determined for each rider?
- ▶ Can you buy the three-day pass on the bus or rail?
- ▶ If you buy the pass online, do you print the pass out or do they mail it?
- ▶ How much time do you have to exit the light rail train?
- ▶ Are there different doors for people getting on the train and other doors for people getting off the trains?
- ▶ Is there a driver of the light rail?

- ▶ Is there security on the trains?
- ▶ How do you know what section of the rail to get on?
- ▶ Will the doors make noise when they open?
- ▶ Will the buses and trains announce themselves when they approach the stop?
- ▶ When is the light rail going to be extended?
- ▶ They should have stopped transit service later than 11:00 p.m. because many people are getting off from work at 11:00 p.m.
- ▶ Are they getting rid of the Red Line?
- ▶ How long will the light rail be free of charge?
- ▶ How many routes does the light rail have now?
- ▶ Is the light rail going to Gilbert?
- ▶ Are they cutting back on the frequency of bus service?
- ▶ Do you know of a resource for getting bus schedules in Braille?
- ▶ Who can I contact to get individual bus routes in Braille?
- ▶ May I get the Dial-a-Ride policies in Braille?
- ▶ How often are bus drivers trained on disability awareness?
- ▶ Are there plans for light rail out to Chandler?
- ▶ How do you get a pass for the light rail?
- ▶ What are eligible high-capacity corridors?
- ▶ Why didn't they put light rail down through 101 or 202?
- ▶ Is there a long-term plan for rail between Flagstaff, Casa Grande, or Tucson?
- ▶ How difficult is it to transfer between bus and rail?
- ▶ How many stops are there between Mesa and downtown Phoenix on the light rail?
- ▶ How do you identify a person with a disability if they do not have a visible disability?
- ▶ Where can we get Valley Metro ADA cards?
- ▶ Is there any security plan for the light rail for people with disabilities?
- ▶ How difficult is it to add a stop or extend the run on the light rail?
- ▶ Does Dial-a-Ride hook into the light rail system?
- ▶ Will light rail be extended into Glendale?
- ▶ There is no public transit in Peoria. What is being done about this?
- ▶ I cannot get to transit meetings because there is no transit.
- ▶ I had to wait a very long time for a Dial-a-Ride van recently.
- ▶ East Valley Dial-a-Ride seems to work better than West Valley Dial-a-Ride. Why is that?
- ▶ How come there wasn't more than 32 percent transit put into the new plan?
- ▶ Why do they build new roads in the middle of nowhere, then not put any public transit on those roads?
- ▶ Why don't they just put all the lanes in at once on a freeway? Why do they come back and tear it all up?

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU 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.

In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlining the public involvement process for receiving public

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.

opinion, comment and suggestions on transportation planning and programming in the MAG region, in accordance with federal requirements. 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, as defined in the MAG Public Participation Plan, is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings are designed to ensure early involvement of the public in the development of these plans and programs; the Mid-Phase process is for input on initial plan analysis for the TIP and Plan, and the Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis. Continuous involvement is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles have changed for FY 2009 and may not follow the phases outlined in the adopted MAG Public Participation Plan. However, MAG continued to conduct a proactive, inclusive public outreach process and will look to update its Public Participation Plan to reflect any changes when the new cycles have been determined.

MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public involvement 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 include 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 involves transportation stakeholders as outlined in TEA-21 and SAFETEA-LU and includes 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 Transportation Improvement Program (TIP) and Regional Transportation Plan (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 (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (See Page 7.)

DEVELOPMENT OF NEW PUBLIC PARTICIPATION PLAN

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with new SAFETEA-LU guidelines for metropolitan transportation planning. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input adhered to in the MAG process and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of the World Wide Web in garnering input. As noted earlier, MAG will examine the effectiveness of the participation plan in relation to future planning and programming cycles.

Multimodal Regional Planning Process

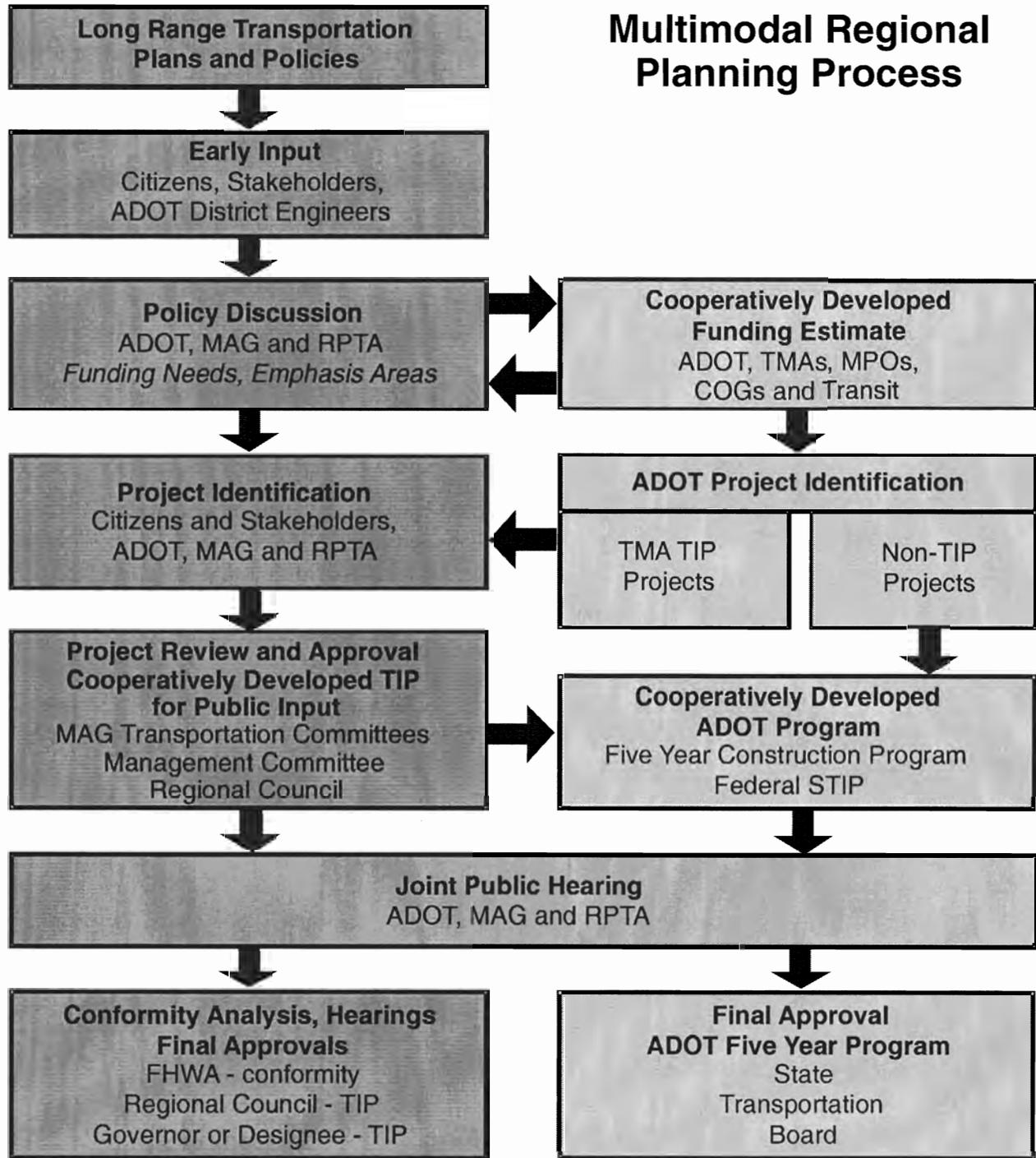


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

**Guiding Principles
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 Plans 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 fiscal year 2009 public involvement events through a variety of methods. The Transportation Public Hearing was announced with a press release, 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*, *Arizona Informant* and *Presa Hispana*. A postcard notice of the Transportation Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events (listed earlier) that were advertised on radio and television outlets, and in newspapers across the Valley. Public comment is encouraged at all of MAG's technical and policy meetings, which are noticed in accordance with state open meeting laws and posted on the MAG Web site at www.mag.maricopa.gov.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section includes comments received during the Transportation Public Hearing held on June 18, 2009. A court reporter was in attendance to record comments verbatim. Comments made at the hearing received a formal response from MAG staff with assistance from the Arizona Department of Transportation, Valley Metro and METRO where necessary.

Comments by Thomas Morden, Chandler resident

Comment: I think Phoenix and the metropolitan area needs to focus on a mass transit program. Making it far more robust than it is. I realize in the short run, we're going to have economic constraints because of a bad economy and tax issues, but we need to have the planning start. We need to have every major street having buses every 15 minutes at least up until midnight every night.

Response: Economic constraints are definitely a major factor in being able to provide more frequent bus service in the region. With the decline in transportation revenues, highly constrained government budgets, and fares providing only 25 percent of the operating costs, the resources to expand bus operations are quite limited. However, the passage of Proposition 400 in 2004 marked a major step forward in establishing a long-term revenue base for transit in the region. One third of the half-cent for transportation authorized by Proposition 400 was dedicated to transit service. This was the first time that transit received regional funding and provided a much more reliable funding source than was available previously. Based on the funding identified in Proposition 400, a significantly expanded bus and light rail system was included in the Regional Transportation Plan. In addition, MAG's regional transit planning effort is continuing at a high level, including the Regional Transit Framework Study, which is addressing long-term strategies for enhanced transit service in the region, and a series of commuter rail studies, which are assessing the details of implementing rail service in the MAG area.

Comment: Because they took away from the 541 route going into Chandler in order to add the 542 route, I had to stand in the heat for half an hour to wait for the next bus that was going out to Chandler. I have also seen – I frequently ride the other Chandler route the 540 route that goes down Warner Road. There is no local on Warner Road. We have to pick up people on Warner Road with the express bus because there is no local going down Warner Road.

Response: Route 540 is one of Valley Metro's hybrid express routes. These routes were originated when there were few regional park-and-ride lots in the Valley. Hybrid express routes collect riders from curbside bus stops and then access the regional highway network to reach destinations in central

Phoenix. With the ongoing construction of regional park-and-ride lots, Valley Metro has begun a transition to RAPID style freeway express routes that operate from a regional park-and-ride lot to destination points in Phoenix and Tempe via the regional highway system. By eliminating local running and curbside pickup, these new express routes have shorter travel times than the hybrid express routes.

Comments by Bob McKnight, Phoenix resident

Comment: Now, I was looking over this map here and I don't see any extension on here, but there's a little road that goes north and south from the West Valley and ends up in New River. We've got I-17 busting at the seams and talk about millions and billions of dollars to widen I-17 so the people of the West Valley can go east on I-17 and then turn around and go back west to New River. If you look on your map, you just go right straight north to the West Valley and you end up in New River. There is a road there right now. The right-of-way is right there. We don't need all those extra lanes on I-17 to make people go all the way east down into Phoenix and go all the way west back there.

Response: A freeway link between Loop 303 and I-17 in the general area of New River Road was identified in the Regional Transportation Plan in 2003 as a corridor for further study. ADOT completed an Alignment Selection Report for the corridor in 2005, which identified a possible alignment of a potential future facility. The corridor is not currently part of the funded freeway/highway element of the Regional Transportation Plan.

Comment: So, how are we going to solve the deck park bus terminal – the deck park tunnel? They're building it to the east to expand the traffic, you're expanding it to the west, you're not doing a darned thing with the tunnel and that's where the bottleneck is.

Response: The unfinished bus station in the Deck Park Tunnel was originally designed as part of the extension of I-10 through central Phoenix. In the intervening years, completion of the bus station has been studied. Activation of the station was examined as part of the construction of the METRO Rail project, as well as during the alternatives analysis for the I-10 west high capacity transit extension. These and other studies concluded that activation of the bus station was impractical. In addition, a "Phoenix Area Central Core Freeway Program Peer Review" recently convened by ADOT and MAG determined that the freeway-to-freeway interchange between I-10 and I-17 (the Stack) represents the major capacity limit on the freeway system in the central area. Any improvements on the legs of I-10 and I-17 leading into the Stack will be assessed in terms of their effects on the operational capabilities and constraints of this interchange. MAG will be conducting a Central Phoenix Transportation Framework Study that will analyze operations and capacity needs for the system as a whole, including the "Stack" and the Deck Park Tunnel, in order to facilitate future transportation investment decisions to improve the mobility along I-17, I-10, SR-51, Loop 202, and key arterial streets in the central area of the region.

Comments by Spencer Vanderpool, Phoenix resident

Comment: I've heard recently that the northwest extension has been readvertised for proposal or is going to be soon. And I was wondering what the status of the future project – there were several projects that were listed and there were delays – possible delays. I'm wondering if the light rail projects are going to be delayed as well.

Response: As a result of the economic downturn, construction of the Northwest Extension will be completed in phases. Transit funding comes from sales tax revenue, of which collections are down more than 20 percent. This dramatic decrease has caused the city of Phoenix to adjust the project schedule. The first phase will complete all right-of-way real estate acquisition and construction of the planned landscaping barriers to secure the surrounding neighborhoods by 2010. The economic situation will be closely monitored and light rail construction will begin as soon as it is financially feasible. The city of Phoenix and METRO remain committed to this project. Questions on the future of the Northwest Extension can be directed to Albert Santana with the city of Phoenix at (602) 534-7878 or albert.santana@phoenix.gov. Other METRO extensions supported by regional, Proposition 400 funding may also experience a delay in their completion dates.

Comments by Jeremy Stapleton, Phoenix resident

Comment: What do we need to do to increase the level of pedestrian bike planning in the Valley to give our citizens and residents other options besides commuting to work via automobile? I also work in urban planning and landscape architecture doing pedestrian planning and plans for cities and I notice that even though MAG has issued pedestrian policies and guidelines some of the cities that are members of MAG are not implementing them and have not officially adopted those guidelines as their own. I've even run into conflict trying to get those cities to buy into what I presume to be their own ideas since they are members of MAG. So what do we need to do to raise the level of pedestrian and bike-ped improvements now rather than later?

Response: The Regional Transportation Plan allocates between \$7 million and \$8 million per year for bike and pedestrian projects. The guidelines MAG issues to the cities are advisory and encourage MAG member agencies and ADOT to adopt bicycle and pedestrian friendly policies. MAG recently started a Complete Streets Program that encourages cities to design streets for all users, including cyclists and pedestrians, not just cars and buses. The complete streets program is also an advisory program, not a mandatory program.

Comment: Is there anything we can do to improve the percentages that's allotted for those improvements (bike and pedestrian facilities)? I think it is down to one percent.

Response: MAG encourages Valley residents to advocate for plans and projects at MAG meetings and at local level meetings, such as city council meetings. Much of the funding that MAG provides through

its federal funding program requires local funds. Priorities from city to city may be different, so it is essential to get involved and be active within the community to encourage local elected officials to fund particular types of projects.

Comments from Maria Hernandez, Phoenix resident

Comment: Are there cameras on the light rail vehicles?

Response: Yes. There are cameras on the light rail vehicles, at the light rail stations and at the light rail park-and-ride lots.

Comment: Do they take pictures of people breaking the law?

Response: When there are incidents on board the trains, stations, or at the park-and-ride lots, the video footage is examined. This footage has helped to identify people in need of assistance, apprehend vandals and assist in the investigations of other crimes. The cameras are part of an overall safety program at METRO. This program is designed to minimize risk at all points of the system, inside and outside of the light rail vehicles.

Comment: I have very, very much concern about the handicapped because you do get people in walkers or wheelchairs. And sometimes they have a hard time finding a space to park their walkers and wheelchairs. Not everybody is kind enough to give their chair up for them.

Response: Each METRO light rail vehicle is Americans with Disabilities Act (ADA) compliant and has spaces specifically marked for people requiring priority seating, which include persons with disabilities and seniors. METRO has also recently enlarged the signage to help passengers better understand this policy.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

Transportation Public Hearing

Thursday, June 18, 2009, 5 p.m.

I. INTRODUCTION

II. PRESENTATIONS

Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program

- MAG Transportation Programming Manager Eileen Yazzie

Status of the American Recovery and Reinvestment Act funds programmed in the MAG region

- MAG Transportation Programming Manager Eileen Yazzie

City of Phoenix Public Transit Department Program of Projects

- City of Phoenix Public Information Officer Marie Chapple

Review of issues for the MAG Regional Transportation Plan 2010 Update

- MAG Senior Policy Planner Roger Herzog

III. PUBLIC COMMENT

IV. ADJOURN

AGENDA

Transportation Public Hearing

Thursday, June 18, 2009

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1 MR. ANDERSON: Thank you for being here
2 this Thursday afternoon in June. Thank you all for being
3 here. We're going to have a few presentations to open
4 this today. My name is Eric Anderson, Transportation
5 Director for Maricopa Association of Governments. To my
6 left is Steve Hill from Arizona Department of
7 Transportation.

8 Actually, Steve, do you want to introduce
9 yourself.

10 MR. HULL: Yes. I'm Steve Hull, Arizona
11 Department of Transportation and the regional freeway
12 office. We're the group that works closely with MAG on
13 the planning process. Mostly MAG does the advanced
14 planning and we do the design and construction, but it's
15 certainly a group effort, a team effort. And we've been
16 involved with them, and we're looking forward to the
17 presentations tonight.

18 MR. SMITH: I'm Dennis Smith with MAG.

19 MR. HODGINS: I'm Paul Hodgins with Valley
20 Metro Regional Public Transportation Authority. I'm the
21 manager of capital programs in charge of the Life Cycle
22 Program.

23 MR. LIMMER: Ben Limmer. Valley Metro
24 Rail.

25 MR. HERZOG: I'm Roger Herzog with the
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1 Maricopa Association of Governments.

2 MS. YAZZIE: My name is Eileen Yazzie. I'm
3 with the Maricopa Association of Governments.

4 MR. ANDERSON: Thank you all. We're going
5 to go through a few presentations this afternoon to give
6 you an idea where we're headed on our Transportation
7 Improvement Program for our 2010 to 2014. It will give
8 you the status report on where we stand on projects
9 funded out of the stimulus package or the American
10 Recovery and Reinvestment Act.

11 City of Phoenix Public Transportation Department
12 is going to give you an overview of some of their
13 projects they have underway. And we're going to wrap it
14 up with Roger Herzog is going to review many of the
15 issues we're facing in putting together our Regional
16 Transportation Plan our 2010 update that's due to be
17 issued in draft form this fall. We want to give you a
18 preview on some of the elements of that.

19 I think as everybody knows the economy in metro
20 Phoenix is certainly not in good shape. Our sales tax
21 revenues from Proposition 400 sales tax continue to slide
22 downward. And our May revenues for May 2009 were 18.2
23 percent compared to May 2008. Year to date revenues are
24 down about 13.2 percent. We continue to track downward.

25 The implications of this is that ADOT revised
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1 the revenue forecast with a half-cent sales tax for the
2 life of the tax which goes through the year 2025.
3 Cumulative revenues in terms of overall projections are
4 down \$3 billion. And what that means is about a billion
5 dollars has come out of the transit program funding,
6 about 1.8 to 1.9 billion is out of the freeway program,
7 and the balance is out of our Arterial Life Cycle
8 Program, too.

9 So we have a number of challenges in front of
10 us. We've been having briefings with our policymakers in
11 the region and we think we have a plan to deal with the
12 shortfall. Obviously the magnitude of the shortfall
13 we're dealing with we certainly will not be able to build
14 all the projects that we had in the Plan in 2004 as part
15 of Prop 400 in the time frame unless revenues do come
16 back in a very strong fashion.

17 So let's start with the first presentation.
18 Eileen, do you want to talk about the 2010 2014 TIP.

19 MS. YAZZIE: Good afternoon, my name is
20 Eileen Yazzie. I'm the transportation programming
21 manager here at the Maricopa Association of Governments.
22 This presentation is going to provide kind of the
23 airplane view of the transportation projects in the
24 region that affect our transportation model that we need
25 to report on by federal law and as well as to report on
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1 some revenues for the region.

2 So federal regulations, right now we are working
3 under SAFETEA-LU which is the Safe Accountable Flexible
4 Efficient Transportation Equity Act: a Legacy for Users.
5 SAFETEA-LU requires that we report on all of our
6 federally funded projects as well as regionally
7 significant projects and that we provide all of this
8 detail on projects specifically regarding their schedules
9 and their funding as well as with their scope and
10 location for air quality analysis as well as there is a
11 federal requirement that asks us to report on a total
12 period of four years. The MAG TIP, in the past -- and as
13 we look forward, we actually report on five years. So
14 this upcoming TIP is for fiscal year 2010 through 2014
15 covering five years of projects.

16 A thing to note when it comes to what is in the
17 Transportation Improvement Program, we do not cover
18 projects that are, say, local streets or residential
19 streets that do not affect the model or things of that
20 nature. So if you have a new subdivision going around in
21 your community we're actually not going to capture all of
22 that information, but really we're going to focus on the
23 larger roads as well as the transit information and
24 highways.

25 Our partners, we coordinate year-round with our
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1 partner agencies at the federal level at the state level
2 and really most importantly at the local level with all
3 of our member agencies, the city's towns, Valley
4 Metro/RPTA as well as the Indian communities that are
5 member agencies.

6 And we also have a transportation programming
7 guide book and a process laid out that guides us through
8 this as well as we also have kind of year-round input
9 opportunities for the public particularly through our
10 technical advisory committees and as well as through our
11 normal committee process and as well as MAG staff is
12 always open to answer any questions.

13 So, once again, we're talking about the bigger
14 picture here, so when it comes to the 2010 2014 TIP, we
15 are reporting on right now over a thousand projects. The
16 majority of these projects happen to be on arterial
17 streets as well as within the transit network. We also
18 have freeway projects, ITS, bicycle and peds and other
19 different modes.

20 This is at this point in time the information we
21 have gathered for the project listings in the TIP. The
22 number of projects have decreased by about 20 percent in
23 comparison to the 2008-2012 TIP, the current TIP that we
24 have right now.

25 As Eric briefly mentioned earlier a lot of this
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1 is due to a decrease in revenues. Not only is it
2 affecting the half-cent sales tax, our local agencies, so
3 your governments, the cities are also taking a hit as
4 well.

5 When it comes to funding for the Transportation
6 Improvement Program, it actually totals up to \$6.4
7 billion in five years that we're looking to spend on
8 transportation system in the region. And as well as I
9 just mentioned this has decreased in comparison to the
10 previous TIP, but we are still looking at some
11 substantial funding sources particularly from the
12 Regional Area Road Fund. The half-cent sales tax and
13 does make up 32 percent, which is the largest percentage
14 of the entire Transportation Improvement Program.

15 Specifically looking at the highway project and
16 we use the term highway as an umbrella to capture street
17 projects, bicycle projects, pedestrian projects, safety
18 freeway, intelligent transportation systems, as well as
19 bridge projects, so these highway projects combined total
20 about \$5 billion of the transportation improvement
21 program.

22 And the majority, a little over half of them,
23 are funded again with the local agencies providing the
24 majority about 23 percent of the funding and as well as
25 with the half-cent sales tax making up almost 50 percent

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1 of the highway section of the funding.

2 When it comes to the transportation projects
3 about 50 percent of the transit projects are funded with
4 federal funds and these are the numbers that are listed
5 in this pie chart. 5307, 5309, 5310, 5311 these are
6 types of federal funds available for transit. And this
7 makes up just about 50 percent of the funding for the
8 transit project as well as the PTF, which is Public
9 Transportation Funds, transit funds. These are the
10 half-cent sales taxes that are dedicated to the transit
11 side. These make up about 42 percent so these are your
12 tax dollars at work.

13 When it comes to the schedule of the
14 Transportation Improvement Program when it will be moving
15 through the MAG committee process for formal adoption.
16 Roger Herzog will be discussing the RTP, the Regional
17 Transportation Plan, and discussing the schedule there.
18 We're going to follow the same schedule and we are
19 looking to work through the fall on further development
20 of projects and then as well as to move the program
21 through for final adoption in December and January of
22 2010.

23 This does conclude my presentation. My contact
24 information is available for anyone that would like to
25 discuss this further.

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1 MR. ANDERSON: Thank you, Eileen. Before
2 we move on to the next one, I failed to mention that we
3 are going to have an opportunity for public comment. We
4 really want to hear what you think about transportation
5 in the Valley, where we need to invest more, maybe invest
6 less.

7 But if we can ask you to fill out a speaker card
8 they're available outside the door there and hand those
9 to Jason, the young gentlemen there with his hand up, and
10 then we will call on you when we finish with the
11 presentations here.

12 So, Eileen, do you want to go on to the next
13 one.

14 MS. YAZZIE: Sure. So this presentation
15 I'm going to be presenting information regarding the
16 American Recovery and Reinvestment Act funds of 2009.
17 The acronym I'm using, and it's commonly used, ARRA
18 funds, a-r-r-a, and these are also known as stimulus
19 funds. So you can hear ARRA or stimulus funds, so this
20 is what we're walking about.

21 And this presentation is going to focus on
22 transportation as the topic of today's meeting, but -- as
23 well as there are numerous funds from this legislation
24 that were made available to states and localities, but
25 we're just focusing on transportation today.

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1 There are handouts. These are the topics we're
2 going to cover today in the presentation. There are
3 handouts. There is ARRA project status report on the
4 table as you walk in, so please feel free to pick one up.
5 This report was compiled yesterday, so it has the latest
6 and greatest data available.

7 I'm going to provide some background information
8 about the legislation because it is kind of important to
9 understand what we ended up and what we were allowed to
10 do with the funding available. And then I will review
11 the funding that has been programmed and is looking to be
12 spent on the highway, transit, and local projects.

13 So the timeline of events. This was a fast and
14 furious year so far. MAG prior -- to President Obama
15 signing legislation on February 17, MAG had been working
16 with member agencies since about late October. We had
17 heard from our sources in Washington DC that we knew that
18 a stimulus package was going to be coming down the
19 pipeline eventually. We did not know exactly what it was
20 going to look like or what it would entail.

21 From February 17 and moving forward literally
22 within a week on February 25, ARRA the MAG Regional
23 Council had already begun approving priorities for
24 projects through the freeway program. In addition you
25 can follow along the quick timeline of events that has

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1 happened. At this point in time I am happy to say as of
2 April 22nd all funds available to the MAG regional for
3 transportation for ARRA were programmed.

4 So getting to the money part. How much was
5 available. Again, this flowed from the United States
6 federal government down to the states and then down to
7 the MAG region through the various sources. We ended up
8 with about \$300 million available to spend.

9 129 was carved out specifically for highway
10 projects in the MAG region that ADOT is taking the lead
11 on. We work with them cooperatively. There was \$104.6
12 million that was sub-allocated to the MAG regions
13 specifically for us to program and work with our local
14 agencies to see what we can do with that and prioritize,
15 as well as there was about \$65 million available for
16 transit.

17 This is one of the key -- there is about three
18 key components, there is more components than that, but
19 three key ones that really helped guide us to planning
20 and programming and how we ended up with the projects we
21 did program for our region.

22 The first key component is the federal
23 eligibility criteria. This legislation has a lot of our
24 cities including us. We would have loved to have open
25 checks, say, here you go, here's your money, spend how

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1 you would. This came with some specific guidelines and
2 restrictions.

3 The first one was the type of projects that we
4 are allowed to program under. Both programs the transit
5 and the highway project and the highway programs that
6 they did advise us they made eligible for these are
7 current programs that we are working with, so we were
8 able to understand the eligibility requirements pretty
9 quickly and program responsibility after that.

10 Something to note that the 5307 and 5309 funds
11 for transit, the majority of these funds they are not
12 eligible for operations. That was part of the normal
13 process or the normal eligibility for these types of
14 funds for transit. In addition for the highway projects
15 funds, these types of funds, we are not allowed to use
16 them for paving projects to work with our PM issues.

17 Another key component of the legislation that I
18 do want to spend this slide talking about, I don't want
19 to lose everybody in the weeds of federal requirements,
20 but this is also a key piece to understand. Are there
21 requirements in the terms? Our legislation kept all
22 federal requirements in place. It did not lift up any of
23 the necessary federal project development requirements
24 which include a lengthy environmental review process as
25 well as to follow the eligibility criteria.

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1 And another term that federal government as well
2 as with MPOs and state DOTs use is the term obligate.
3 And this is a key part of the legislation. What it means
4 is that the project has completed all the necessary
5 requirements of project development and the federal
6 agency agrees with this in that they pretty much reserve
7 the money for that project moving forward.

8 And the final component which is really the key
9 part of what we were able to plan and program for is the
10 "use it or lose it" provisions of the ARRA legislation.
11 As fast as the legislation was rolled out and approved
12 there are time deadlines for these projects to obligate.
13 Again, this means that the projects are developed through
14 the federal process and after that they move forward.

15 So the highlights, as you can see on the
16 left-hand side there is state MPOs and transit on the far
17 right at long term. All projects are supposed to
18 obligate by March 3rd. Again, these are "use it or lose
19 it" funds. The funding available to regions or state if
20 they're not obligated that means that those funds are
21 removed from the state or MPO and they are disbursed
22 somewhere else in the United States.

23 So at the end of the day we were able to program
24 about seven projects for the highway section. The MAG
25 regional council back in February they moved forward with
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1 a prioritized list of 13 projects. Right now we are
2 moving down the line as the project estimates and budgets
3 come in further. So at this point in time we have about
4 seven projects funded. These are the seven projects.
5 And all of these projects at this point in time all of
6 these were already in the MAG Transportation Improvement
7 Program. These are not new projects. We were looking to
8 switch funding sources. A lot had to do with the funding
9 gaps from the revenue strings that we're all faced with.

10 And to transit, we were able to move forward.
11 Again, the legislation was approved on February 17. By
12 the end of March we had our list planned and programmed
13 through the committee process both here at MAG as well as
14 RPTA and coordinated with our partner agencies.

15 We ended up with a list of 16 projects at this
16 point in time. These obviously there is quite a variety
17 in the transit section dealing with park and rides as
18 well as some preventive maintenance, ITS and shade
19 canopies and all the lights.

20 Now when it came down to the MAG sub-allocated
21 portion, so, again, this was a dedicated portion to MAG
22 for \$105 million. The regional council here at MAG they
23 did approve a policy direction of how to spend the funds
24 and how to program. They approved a minimum agency
25 allocation of \$500,000 as a base and as well as we

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1 distributed the additional funds based on population.

2 So all local agencies that we work here at MAG
3 with did receive some funds to program. So at this point
4 in time again, as I noted earlier, as of April 22nd we
5 were able to program all of the funds for the region and
6 we ended up with out of sub-allocated funds about 66
7 projects and there is a variety of projects represented
8 here.

9 And the biggest -- some of the largest areas of
10 types of projects are your pavement rehab and
11 reconstruction. As I mentioned earlier with the tight
12 timelines and as well as federal requirements these were
13 the projects that fit best with the requirements of the
14 legislation.

15 And again, we do have a Web site on the MAG Web
16 site that posts all of the information here about RF
17 funding and reports at MAG and as well as nationally
18 there is a recovery.gov that not only reports on
19 transportation, but all the other types of funding
20 available in the stimulus package.

21 MR. ANDERSON: Thank you, Eileen.

22 Just another comment if you have questions that
23 you want to follow-up with, maybe you don't want to speak
24 tonight, feel free to contact any of the MAG staff you
25 see here tonight or any of the agency people will be

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1 happy to answer your questions on a one-on-one basis,
2 too.

3 Marie, do you want to talk about City of
4 Phoenix?

5 MS. CHAPPLE: Good afternoon. My name is
6 Marie Chapple and I'm the public information officer for
7 the City of Phoenix Public Transportation Department. We
8 are the federal recipient of funds for a number of
9 projects, so I'm here basically to give a brief overview
10 of the list of projects that will be part of the
11 application process.

12 I will note that this is the first time we had a
13 joint public hearing with MAG. This is something we've
14 been trying to do. We succeeded today. Also, this joint
15 public hearing satisfies the program of project
16 requirements of the urbanized area formula program.

17 The purpose of this hearing is to solicit and
18 consider public comments on applications for capital
19 projects for which financial assistance is being sought
20 from the Federal Transit Administration. And that the
21 City of Phoenix will make applications on behalf of the
22 region as a designated recipient of federal transit funds
23 of the urbanized areas. Funds will be passed through to
24 the sub-recipients via contracts.

25 This is a basic break down of the various funds
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1 and the amount of money that we're asking for and the
2 total is \$176 million. And I might also note that there
3 is a more detailed listing of the program of projects out
4 on the table, so if you'd like to have that that will be
5 out there for you. And if you'd like to ask about
6 specific projects because we are representing various
7 cities and agencies in the Valley that you can forward
8 the comments to us and we will forward it to them for an
9 answer.

10 These are the agencies and cities that will be
11 part of the federal fund application. I will briefly go
12 through the highlights of the projects.

13 Avondale is asking for operating assistance.

14 Glendale includes preventive maintenance, bus
15 purchase and computer system hardware.

16 Goodyear projects bus purchase and acquisition
17 of land for park-and-ride.

18 Peoria preventive maintenance and bus purchase.

19 Phoenix preventive maintenance, design
20 construction upgrade, mid-life engine replacement,
21 repayment of construction for facilities, bus stop
22 improvements, bus purchases, design for maintenance
23 facility, paratransit facility, intermodal facility
24 construction.

25 Scottsdale is pre-design/design for regional
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1 park-and-ride, repayment for construction.

2 Surprise preventive maintenance, bus purchase,
3 operating assistance.

4 Tempe preventive maintenance, repayment of
5 construction.

6 And RPTA, the Regional Public Transportation
7 Authority, preventive maintenance, bus purchases, van
8 purchases, and operating assistance for paratransit
9 services and travel training.

10 And then Valley Metro Rail also known as METRO
11 will ask for moneys for right-of-way acquisition,
12 construction, facility location and acquisition of
13 vehicles and other things that are construction projects.
14 And then also continuing with that, control signal
15 system, communication system, public art and corridor
16 planning.

17 And then Central Arizona will ask for operating
18 assistance under JARC.

19 And then after the public hearing we will accept
20 mailed comments until Friday, June 19, as long as they
21 are postmarked by that time. We also accept electronic
22 comments through Friday 5:00 p.m. via our address
23 PubTrans@Phoenix.Gov.

24 And one thing I failed to put on here, if you
25 would like to look at the program of projects online it's
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1 at Phoenix.Gov/publictransit and you can download that
2 from there. Thank you.

3 MR. ANDERSON: That list that's available
4 online, does that have the individual projects listed as
5 opposed to the categories that you have there?

6 MS. CHAPPLE: It's very basic. I will say
7 it's a bit cryptic. If you would like to have more
8 information about it and you will forward your comments
9 to us we will contact that individual city or agency to
10 provide you more information about that particular
11 project. I don't think you're going to get a lot of
12 information from how the projects are listed.

13 MR. ANDERSON: Thank you. Last
14 presentation before we go to public comment. Roger
15 Herzog is our senior project manager. Roger is in charge
16 of putting together the Regional Transportation Plan
17 which is our required 20 year document and he has gone
18 through many of the issues that we're facing this year as
19 we put that plan together.

20 MR. HERZOG: Thank you. Just taking a look
21 initially here at our current Regional Transportation
22 Plan, it's a multimodal plan includes, of course, the
23 major modal components: freeways, arterial streets,
24 public transit, but we also look at other modes such as
25 bicycles, pedestrians, freight, and the Plan also covers
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1 management, of the system for things like demand
2 management, congestion management, safety. And we also
3 take into consideration environment factors and the
4 potential effects of the transportation system.

5 The Plan extends currently fiscal year 2028. It
6 was adopted initially in 2003 and later updated in 2005,
7 six, and seven. The Plan as I mentioned includes, of
8 course, the major modes. Here's a map of the planned
9 freeway improvements. This includes 78 miles of new
10 freeways and also 286 miles of freeways where we're
11 improving the facility with things like additional lanes
12 and arterial interchanges.

13 Here's a look at the planned arterial street
14 improvements. This covers 94 projects and includes
15 things such as widening of streets, intersection
16 improvements, and signal timing improvements.

17 And then here is the transit component that
18 consists of 31 bus rapid transit routes, or express
19 routes, which have the same kind of service, 32 regional
20 grid routes. This is a system to supplement existing
21 grid service. And also the light rail system, 37
22 additional miles that will be complementing the routes
23 shown here in red, which is the light rail system that
24 was recently opened.

25 So looking at the 2010 update of the Plan
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1 itself, as Mr. Anderson mentioned, economic conditions
2 and uncertainties are really the focus of this update.
3 They have affected the outlook for transportation
4 funding, the cost to provide transportation services and,
5 of course, the resulting cost/revenue balance.

6 Looking at the funding outlook for starters;
7 here, we have the federal programs. They represent about
8 a third of the total funding going into the federal Plan.
9 And one of the main issues with federal funding is that
10 the current programs expire on September 30, 2009.

11 Now we expect at least some kind of continuing
12 resolution from Congress, but just what the future form
13 of legislation and funding for transportation from the
14 federal level will take shape will really affect the way
15 we plan our system. So that's a major transportation
16 planning issue.

17 State revenues are an important part of the
18 funding package. Past growth has been about 4.5 percent
19 per year, but recently, again, with the economic
20 conditions in fiscal year '08 we had a decline of 2.7
21 percent and estimate that the fiscal year 2009 totals
22 will be about 5.5 percent down.

23 So the whole issue of state transportation
24 revenues is an important question, and one major
25 component, the gas tax, is something that has a number of

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1 uncertainties especially as you might imagine with more
2 efficient cars, in fact, cars that don't even use
3 gasoline. Just how much of a contribution this element
4 will make in the future is a big question.

5 And then, of course, the regional half-cent
6 sales tax. This provides about half of the funding for
7 the Plan. Past growth has been very substantial in terms
8 of a 7.4 percent increase per year. But in the last two
9 years, as Mr. Anderson mentioned, we've had actually
10 decreases in revenue collection. In '08 it was 3.2
11 percent. 09 we estimate for the total year it may be
12 down 14.5 percent for the total year. This is the first
13 time that tax has ever decreased from year to year.

14 Again, the forecasts are down about 3 billion
15 over the next 20 years. So this particular source, which
16 is very important, is really getting hit hard by the
17 recession.

18 In terms of costs between about 2003 and 2008
19 our costs really increased significantly. Of course this
20 was the period when commodities were really inflating.
21 We had worldwide demand for steel, et cetera. Highway
22 construction went up about 52 percent during that period
23 and right-of-way costs by about 82 percent with the real
24 estate boom.

25 Recently we've had much more favorable bids on
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1 highway projects. Some of the bids are 15 to 20 percent
2 lower than the engineer's estimate and we're getting a
3 lot more bidders on each project. So the current outlook
4 is much more favorable, but with the stimulus package and
5 that sort of thing there is also concern about future
6 return of inflation. So whether or not we'll enjoy these
7 kind of lower costs for very long remains a question.

8 Similarly with the bus operating costs; those
9 have been increasing faster than inflation. And
10 additionally the fare revenues fund only about 25 percent
11 of the operating costs. So the cost picture with the bus
12 system is a challenge as well.

13 Both these factors result in cost/revenue issues
14 and have produced funding deficits for the next 20 years,
15 approximately, in the freeway category of about \$6
16 billion, for arterials about \$100 million, and transit
17 about a billion dollars. So in terms of our long-range
18 transportation plan, those are the kinds of deficits that
19 our 2010 update needs to address.

20 And in that update process, then, we really need
21 to focus on strategies to balance the cost and revenues.
22 This is obviously one of the critical things we have to
23 achieve with the Plan. For all these major modes; and
24 through at least fiscal year 2030, because the Plan needs
25 to go out to 2030 to meet federal planning requirements.

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1 Taking a look at some of the freeway strategies
2 to achieve a balanced program, we have things like value
3 engineering to design our facilities so they serve the
4 purpose, but we can achieve the lowest cost possible.
5 Phasing projects to construct the important parts first
6 and then construct the later elements as the demands
7 increase.

8 We have the potential of project deferrals to
9 defer projects so that they're consistent with available
10 cash flows. Also the possibility of revenue
11 enhancements, public/private partnerships, continuation
12 of the half-cent sales tax and, in general, program
13 management strategies to make the overall process as
14 efficient as possible.

15 Now those strategies have translated into some
16 specific potential delays in constructing certain
17 elements of the freeway program. These target years
18 initially were fiscal year 2026. But with the revenue
19 problems and the cost problems at this point, the south
20 end of the Loop 303 -- and, again, these are proposals
21 under consideration in order to achieve a balance/but the
22 southern end of Loop 303 from I-10 to MC85 would be
23 delayed beyond 2026. The 801 freeway, also known as the
24 I-10 reliever and goes from Loop 202 over to 85, that
25 would be delayed beyond 2026. And also the east end of

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1 the Williams Gateway freeway, State Route 802 from
2 Ellsworth to Meridian, will be potentially delayed.

3 Also as termed -- those were new corridors.
4 Here are some improvements to existing facilities that
5 potentially could be delayed. These are general purpose
6 lane additions. It would involve I-17 north of the
7 Carefree Highway up to New River. Also additional
8 general purpose lanes on the Agua Fria/Loop 101 all the
9 way from I-17 down to I-10. And then over in the East
10 Valley the plan was to add general purpose lanes from
11 Gilbert all the way over to I-10, and those general
12 purposes lanes potentially would be delayed.

13 Additionally on State Route 51, general purpose
14 lanes from Shea Boulevard up to Loop 101, and over on
15 I-10 in the far west side from Verrado Way to State Route
16 85. I think I have them all there. So those are
17 potential delays in improving the existing facilities.

18 Also included in the Plan originally were
19 construction of what we call DHOV ramps. Those are
20 direct HOV ramps at freeway-to-freeway interchanges that
21 allow people to drive from the HOV lanes on one freeway
22 directly to the HOV lanes on another freeway. And we
23 have three or four of those that would potentially be
24 delayed, up at I-17 and 101, at 101 and I-10, and over at
25 US60 and Loop 202.

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1 Also in the program were some new interchanges
2 at arterial streets. And the ones that potentially could
3 be delayed there would be I-10 and El Mirage, out on the
4 Red Mountain at Mesa Drive, and on the Superstition at
5 Lindsay Road. Also the Plan called for a series of grade
6 separations for Grand Avenue, potentially three new grade
7 separations between McDowell and Loop 101, and those
8 could potentially be delayed as well.

9 So in the arterial program, with the same kind
10 of circumstances, we're looking at rescoping of projects,
11 potential deferrals, funding source adjustments. What we
12 mean by that is targeting the best funding source to make
13 the project flow through the process as quickly as
14 possible. And also management strategies especially,
15 again, with the federal process to try to make that move
16 as quickly as possible.

17 So far as the Arterial Life Cycle Program,
18 that's in the end coming very close to being balanced
19 within 2026 time frame. It's just a few percent -- not
20 even a whole percent off, I believe. So that program is
21 in fairly good shape.

22 The Transit Life Cycle Program is looking at
23 similar strategies to the others: project delay,
24 implementing in this case reduce service levels rather
25 than delaying a project, implement it but at a reduced

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1 frequency of service.

2 In the transit area there are some discretionary
3 federal programs that could also supplement the funding
4 stream. Like with freeways and arterials, to phase
5 capital facilities to meet initial demand and complete
6 the facility as demand develops.

7 Now this is translated into a number of
8 alternatives that RPTA has been considering. Alternative
9 five is the one that is being focused on the most. And
10 some of the key points regarding alternative five is
11 implementing standard service levels in all of the bus
12 corridors, but this would result in a number of routes
13 that had originally been planned being delayed beyond
14 2026.

15 In general the projects would be implemented in
16 priority order based on a study of efficiencies done in
17 2007 and would also include bus rapid transit service in
18 three corridors. And the PTF, that's Public Transit
19 Fund, would provide, that is would not provide, funds for
20 existing service which in some cases had been targeted,
21 so this would impact city budgets.

22 The alternative contains less, or the least
23 funding for additional capital improvements such as bus
24 maintenance facilities, transit centers, that sort of
25 thing. But new services, as they are added, would have

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1 adequate supporting facilities and the approach here
2 would ensure that funding beyond 2026 is adequate so that
3 the funds are available to support all services in
4 operation. So the strategies are many in terms of
5 approaching the cost/revenue balance.

6 Potentially in the long-range plan we'll be
7 applying those strategies over the next several months in
8 the period June to August. The focus will be on
9 establishing freeway, transit, and Arterial Life Cycle
10 Programs that achieve a cost/revenue balance.

11 In the September-October time frame, we'll be
12 putting together a draft, Regional Transportation Plan
13 and Transportation Improvement Program that include the
14 balanced Life Cycle Program, as well as the other
15 elements that I mentioned at the beginning in terms of
16 the long-range plan.

17 Another thing we'll be working on is an air
18 quality conformity analysis. This is a key step we must
19 go through in terms of analyzing the Plan and the TIP to
20 make sure they meet all air quality requirements.

21 Then in November we're aiming to do another
22 public hearing where we will be reviewing the draft RTP,
23 Regional Transportation Plan, and TIP as well as the
24 results of the air quality and conformity analysis. Of
25 course that will be another opportunity for public

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1 comment.

2 And then in the December to January time frame,
3 we'll be taking the draft Plan through the MAG committees
4 for recommendations and presenting them with any public
5 input that has been received along the way. And
6 targeting January for potential adoption of the
7 long-range plan by the regional council.

8 So as Mr. Anderson mentioned what we're aiming
9 for today is input from you. Get your comments on
10 individual projects, or any perspective you may have on
11 long-range transportation needs, or priorities on
12 projects, or any other concerns regarding long-range
13 transportation planning in the region.

14 And in the future we'll have opportunities
15 continuously, really, for input. This is pretty much the
16 beginning of the process so as Mr. Anderson mentioned
17 and, I think, Eileen, too, the MAG Web site has a lot of
18 information on the plans and the various studies. You
19 can review it there. Communicate with us through e-mail.
20 All MAG meetings are open meetings so you can keep track
21 of the process that way. Public input is accepted at all
22 of the MAG meetings. And, again, we have another public
23 hearing scheduled for November.

24 So, Mr. Chairman, that's the end of my report.

25 MR. ANDERSON: Thank you, Roger. We really
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1 do want you comments today. Just a couple of points that
2 you might make note of. Our next Regional Council
3 meeting, which is our governing body, is next Wednesday
4 June 24. There is a public comment period at that
5 meeting.

6 The next Transportation Policy Committee here at
7 MAG will be July 15th at four o'clock in this room.
8 There will be another extensive discussion, especially on
9 the freeway program. We had an hour and a half
10 discussion about that last night also.

11 And then July 22nd regional council meeting at
12 five o'clock in this room also.

13 So that completes the presentation part of the
14 meeting and we'll take public comment now.

15 Jason, do we have some cards?

16 Just so we note we do have a court reporter
17 taking down your testimony to make sure we get it
18 accurate. So thank you very much. Are you, Thomas?

19 MR. MORDEN: I'm Thomas. My name is Thomas
20 Morden. I live in Chandler. I am a frequent rider of
21 the bus. I'm also a cyclist who uses my bike to get to
22 work a lot. I am an avid proponent of mass transit.

23 I recently watched the intersection at Dobson
24 and Warner get expanded to half the length of a football
25 field in width and I have to ask myself, and halfway

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1 seriously, how far can we go in expanding the width of
2 our roads? How many lanes can we add before we take away
3 our living space in order to have our driving space? I
4 think Phoenix and the metropolitan area needs to focus on
5 a mass transit program. Making it far more robust than
6 it is. I realize in the short run we're going to have
7 economic constraints because of a bad economy and tax
8 issues, but we need to have the planning start.

9 We need to have every major street having buses
10 every 15 minutes at least up until midnight every night.
11 Last night I missed my bus going home by 30 seconds.
12 Because they took away from the 541 route going into
13 Chandler in order to add the 542 route, I had to stand in
14 the heat for half an hour to wait for the next bus that
15 was going out to Chandler.

16 I have also seen -- I frequently ride the other
17 Chandler route the 540 route that goes down Warner Road.
18 There is no local on Warner Road. We have to pick up
19 people on Warner Road with the express bus because there
20 is no local going down Warner Road.

21 This is a city of two million people. Why do we
22 not have good bus service in the entire Valley? We
23 cannot continue expanding our freeways and our road
24 widths forever. We need a decent world-class mass
25 transit system including both buses and rail.

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1 MR. ANDERSON: Thank you very much.

2 I think frequency of bus service is something
3 that I think is certainly all over our radar screens now
4 and it really comes down to funding. Thank you.

5 The next one is Bob McKnight.

6 Jason, you can sit him at the table. Whatever
7 is comfortable for you, Bob.

8 MR. MCKNIGHT: The doctor said this
9 wouldn't do me in, but it would sure make it
10 inconvenient. He's right.

11 The gentleman here just previous to me brought
12 up some points that, I think, somebody needs to answer.
13 How far transit? Just exactly how far are we expecting
14 to transport people to their jobs?

15 I was growing up in Phoenix. I lived at the end
16 of the real estate line that was Sheridan. I made a
17 nickel and got downtown and I would buy them anything I
18 wanted to buy in there. If it wasn't there, I would
19 forget about it. Since then, we've gone from -- I have a
20 friend that lives in Denver. He lives in Denver and he's
21 a pilot for Southwest Airlines and he's stationed out of
22 Phoenix.

23 But some places between these two extremes
24 somebody has to draw a line and say this is what we're
25 going to do and it can't be doomed by the developer.

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1 Just because the developer come up with some cheap plan
2 doesn't mean that we owe him a transit system. Sorry
3 about that.

4 The rest of us can't afford to pay for the
5 developers. We need to draw the line and say this is it.
6 We can all agree to live with it or go someplace else.
7 There is lot of land behind Gila Bend to make a lovely
8 town down there.

9 I would like to see them close Luke Air Force
10 Base and take it down to Gila Bend. Everybody would run
11 to Gila Bend where we wouldn't have all the pollution and
12 noise and things we have down here.

13 By the way, I was in the Air Force and that's
14 when we suggested when they opened Luke whether they can
15 go to Gila Bend and do all the operations out of Gila
16 Bend. Things didn't quite work.

17 So I think we need to quit looking at the
18 developers and asking them where they're going to build.
19 I think we need to tell them where we're going to provide
20 transportation. That's why we're in the position we're
21 in now. All the wheelers-and-dealers just can't wait
22 until the economy gets back and we get back to the
23 growth. That's going to kill us again. It killed us
24 last time. It killed us in the past. It will continue
25 doing that.

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1 Now I was looking over this map here and I don't
2 see any extension on here, but there's a little road that
3 goes north and south from the West Valley and ends up in
4 New River. We've got I-17 busting at the seams and talk
5 about millions and billions of dollars to widen I-17 so
6 the people of the West Valley can go East I-17 and then
7 turn around and go back west to New River.

8 If you look on your map you just go right
9 straight north to the West Valley and you end up in New
10 River. There is a road there right now. The
11 right-of-way is right there. I drive it most of the
12 time. It's a lovely road. I-17 is bunched up with
13 trucks, all kinds of stuff and I've got a nice little
14 country drive over there and I've threatened to put up a
15 sign on Friday night or Sunday night telling people
16 coming from Flagstaff if they're going to the West Valley
17 take a right turn to New River and you'll have a nice
18 ride home.

19 We don't need all those extra lanes on I-17 to
20 make people go all the way east down into Phoenix and go
21 all the west back there. It's a total waste. They need
22 to drive it once in a while instead of looking at the
23 maps all the time.

24 Another one of my pet peeves you have this
25 tunnel downtown. I was talking to my councilman the
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1 other day whose district -- he doesn't even know that's
2 the deck park bus terminal there. For years I wanted to
3 rent the deck park bus terminal. Nobody is using it for
4 anything. Why not rent it to me. I might be able to
5 make some economic value out of the thing. I think we
6 have over \$10 million sitting there and actually it's in
7 the way. When I talk to the engineers about this, they
8 say, my God, who would have ever thought we would have
9 that much traffic down there.

10 Well, I don't know who won, but I can presume
11 downtown Phoenix, but I can remember very well going to
12 put a hundred foot bridge over downtown Phoenix for I-10.
13 I guess they had a lot more money than brains. But we
14 can't keep on with this kind of nonsense.

15 So how are we going to solve the deck park bus
16 terminal -- the deck park tunnel. They're building it to
17 the east to expand the traffic, you're expanding it to
18 the west, you're not doing a darned thing with the tunnel
19 and that's where the bottleneck is. I can help solve
20 that problem probably less than \$50. Do you think
21 anybody listens to a 50-dollar solution? Of course not.
22 They only look at multimillion-dollar solutions that
23 their contractor friends are pushing.

24 Now I suggest that if my solution doesn't work,
25 I will pay the cost. I wonder how many of your staff

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1 members when they come up with an idea if it doesn't work
2 I'll pay for it. But, anyway, I can help solve your deck
3 park crowding very cheaply. I will do it in an evening
4 and I think it will work.

5 I've gone to see them and they won't put it on
6 the agenda. Am I out of time?

7 MR. STEPHENS: Yes, you are.

8 MR. MCKNIGHT: I'm sorry. It's kind of
9 hard to address everything in three minutes.

10 MR. ANDERSON: I understand. We've given
11 you quite a bit more than three, so if you can wrap it
12 up. Thank you, Bob.

13 Next speaker is Vanderpool.

14 MR. VANDERPOOL: I wanted to ask about the
15 light rail projects. I've heard recently that the
16 northwest extension has been re-advertised for proposal
17 or is going to be soon. And I was wondering what the
18 status of the future project -- there were several
19 projects that were listed and there were delays --
20 possible delays. I'm wondering if the light rail
21 projects are going to be delayed as well.

22 MR. ANDERSON: Spencer is talking about the
23 extension of the light rail station from the current end
24 at Montebello, I guess it is, up to Dunlap. Do you know?

25 Ben, do you want to give us an update on that?
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1 There have been a number of discussions on
2 funding. Because of the decline in the transit 2000
3 which is City of Phoenix four-cent sales tax. They
4 basically are short the funding they thought they were
5 going to have, so they are looking at all other funding
6 sources.

7 We are actually helping them work through that
8 process to try to get that project going. It's ready to
9 go. It's fully designed. And I think it is a funding
10 issue at this point.

11 MR. LIMMER: Yes. You summed it up quite
12 nicely. Which is basically put simply on hold for now.

13 MR. VANDERPOOL: Is there any kind of
14 projected time frame?

15 MR. LIMMER: Not until the funding streams
16 stabilize.

17 MR. VANDERPOOL: Okay. I just wanted to
18 get a status update.

19 MR. LIMMER: One of our challenges we're
20 dealing with right now are our funded revenues are still
21 going down. So until we have a stable revenue basis
22 we're kind of reluctant to make big investment decisions,
23 so hopefully in the next couple months that will
24 stabilize. We'll have a little bit clearer picture on
25 the financial future.

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1 MR. VANDERPOOL: Okay. Thank you.

2 MR. ANDERSON: Take care.

3 Next speaker. Jeremy Stapleton.

4 MR. STAPLETON: Good evening. I live here
5 in the Valley of Phoenix. I'm a pedestrian and bike
6 commuter and I noticed in the presentation tonight a
7 little bit of mention of peds and bikes, but then it
8 immediately went back to kind of listing highway, roadway
9 and transit improvements.

10 What do we need to do to increase the level of
11 pedestrian bike planning in the Valley to give our
12 citizens and residents other options besides commuting to
13 work via automobile. I also work in urban planning and
14 landscape architecture doing pedestrian planning and
15 plans for cities and I notice that even though MAG has
16 issued pedestrian policies and guidelines some of the
17 cities that are members of MAG are not implementing them
18 and have not officially adopted those guidelines as their
19 own.

20 I've even run into conflict trying to get those
21 cities to buy into what I presume to be their own ideas
22 since they are members of MAG. So what do we need to do
23 to raise the level of pedestrian and bike/ped
24 improvements now rather than later?

25 MR. ANDERSON: One of the things that
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1 happened in our Prop 400 program when we put our Regional
2 Transportation Plan together we actually had a specific
3 allocation of federal transportation money going into
4 pedestrian and bicycle projects. That was the first time
5 that happened. I think, Eileen, we're funding it five
6 million dollars a year?

7 MS. YAZZI: For the bike and ped combined
8 it's actually between seven and eight million dollars per
9 year.

10 MR. ANDERSON: So that program, once again,
11 we're about three years into that now and there is a
12 number of shared path projects that are in the project
13 development stage right now. Western canal project in
14 Tempe. There was an article in the paper about that.
15 MAG and other member agencies played a big role in that
16 too. Guidelines we issue are advisory. They are sort of
17 getting model ordinance category, if you will, and we
18 certainly encourage our members to adopt bicycle and
19 friendly policies.

20 One of the programs that you will find
21 interesting, too, is we are starting a complete streets
22 program to encourage when street projects are designed
23 that they are designed in such a way to accommodate all
24 users, not just cars or buses, but pedestrians and
25 bicycles, too.

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1 MR. STAPLETON: Is that complete streets
2 going to be a requirement for funding?

3 MR. ANDERSON: No. Once again, it will be
4 an advisory type of program. There is also a lot of
5 incentive programs being put together, we hear, in
6 Washington that might incentivize some of the federal
7 funds to do the complete streets program.

8 So there is a lot happening in that area. It's
9 something, I think, this region is behind in and has been
10 behind in and I think they are trying to play some catch
11 up and have a comprehensive shared use path system in the
12 region.

13 MR. STAPLETON: Thank you. Just one last
14 question. Is there anything we can do to improve the
15 percentages that's allotted for those improvements? I
16 think it is down to 1 percent.

17 MR. ANDERSON: I think you can keep
18 advocating. You know, meetings like this certainly are
19 helpful, talking to your local city council. A lot of
20 the funding that we provide through our federal funding
21 program requires local funds, too, and sometimes those
22 priorities might be lower in a certain community, so you
23 can be active with your local elected officials to try to
24 encourage them to fund these types of projects.

25 MR. STAPLETON: Thank you.
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1 MR. ANDERSON: Jason, do we have anybody
2 else that would like to speak?

3 MS. HERNANDEZ: Good afternoon. I live on
4 the south side. My name is Maria Hernandez. And lately
5 I've been seeing how the cars and pedestrians are
6 ignoring the warnings for the light rail.

7 Last week, I think it was Monday or Tuesday,
8 when they had that accident over here on 1st Avenue and
9 Washington and that same day in the afternoon there was
10 almost an accident near 19th Avenue and Montebello and
11 there was a senior who was trying to run the light rail.
12 And luckily the driver from the light rail was going
13 slow. So he would have hit that senior citizen because
14 they're not paying attention to the laws and regulations,
15 especially the light system, the signal lights.

16 And I still see people jaywalking around the
17 light rail track. Do they have cameras installed in the
18 train?

19 MR. ANDERSON: Yes. They do have cameras
20 on board.

21 MS. HERNANDEZ: Do they take pictures of
22 all these people breaking the law?

23 MR. ANDERSON: I can't say. We'll pass
24 your comments on to Valley Metro Rail. One of their
25 major initiatives is the safety program. In fact, the
BARTELT & KENYON (602) 254-4111

1 number of accidents and incidents in light rail have
2 actually gone down in the last six months, but they're
3 always looking for improvements. And you might have
4 noticed in some of the stations now they have stenciled
5 "do not cross the tracks" on the stations now. So
6 they're continuing to look for new ideas in how to
7 educate the public to make sure that we have a safe rail
8 system.

9 MS. HERNANDEZ: They still do it down at
10 19th Avenue and Montebello.

11 MR. ANDERSON: I understand.

12 MS. HERNANDEZ: And I think Monday, I
13 believe, there was a bike rider and all of a sudden he
14 came out of nowhere and he was right in the middle of the
15 tracks going northbound and southbound and he was trying
16 to outrun the light rail going north. He was going fast
17 and the driver was blowing his horn to warn him to get
18 off the tracks. I don't know if he did or not. But
19 that's kind of crazy for somebody to do that.

20 MR. ANDERSON: Yes, it certainly is. Thank
21 you very much. We'll pass that on to Valley Metro Rail.
22 I'm sure they're working with law enforcement to enforce
23 that.

24 MS. HERNANDEZ: One more question. I have
25 very, very much concern about the handicap because you do
BARTELT & KENYON (602) 254-4111

1 get people in walkers or wheelchairs. And sometimes they
2 have a hard time finding a space to park their walkers
3 and wheelchairs. Not everybody is kind enough to give
4 their chair up for them.

5 MR. ANDERSON: On the rail car itself?

6 MS. HERNANDEZ: Inside the train.

7 MR. ANDERSON: Thank you.

8 MS. HERNANDEZ: So that's my main purpose
9 to be here.

10 MR. ANDERSON: Thank you very much.

11 We will close that part of the public hearing.
12 I appreciate you all coming and joining us today. We
13 appreciate your input. And, once again, if you have any
14 follow-up comments feel free to call the MAG office.
15 Call any of us here with your questions or comments and
16 we'll try to get you some answers. Thank you very much.

17 (The hearing was adjourned at 6:10 p.m.)
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BARTELT & KENYON (602) 254-4111

1 STATE OF ARIZONA)

2)

3 COUNTY OF MARICOPA)

4

5 BE IT KNOWN that the foregoing proceedings were
6 taken before me, Toni M. Gehm, a Notary Public in and for
7 the State of Arizona; that the foregoing pages contain a
8 full, true, accurate transcript of all proceedings had,
9 all done to the best of my skill and ability.

10 I FURTHER CERTIFY that I am in no way related
11 to any of the parties hereto, nor employed by any of the
12 parties hereto, and have no interest in the outcome
13 thereof.

14 DATED at Phoenix, Arizona, this 18th day of
15 June, 2009.

16

17

18

Toni M. Gehm
Notary Public

19

20

21

22

23

24

25

BARTELT & KENYON (602) 254-4111

**IV. APPENDIX A.
PUBLICITY MATERIAL**

Transportation Public Hearing

Thursday, June 18, 2009, 5 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the City of Phoenix Public Transit Department, will conduct a public hearing on the Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program; status of the American Recovery and Reinvestment Act funds programmed in the MAG region; City of Phoenix Public Transit Department Program of Projects; and review of issues for the MAG Regional Transportation Plan 2010 Update.

The draft documents are available for review at the MAG offices, 3rd floor library, from 8:00 a.m. to 5:00 p.m., Monday through Friday. All comments and questions received during the public hearing will be included in the MAG Transportation Public Involvement Input Opportunity Report.

For more information or to arrange disability accommodation, contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

FOR IMMEDIATE RELEASE

CONTACT:
Kelly Taft, APR
Communications Manager
(602) 452-5020

Residents Encouraged to Provide Input on Regional Transportation Plan

PHOENIX (June 16, 2009)—The Maricopa Association of Governments (MAG) will hold a public hearing tomorrow to provide an update on its 20-year Regional Transportation Plan and to seek public input on how best to adapt the Plan to address a \$6 billion deficit in the freeway program. Options could range from delaying projects beyond the 20-year horizon to redesigning or rescoping projects to save costs.

The public hearing will be held at **5:00 p.m. on Thursday, June 18, at the MAG Offices, 302 N. 1st Avenue, Phoenix, Second Floor, Saguaro Room.** The agenda will include presentations on the Draft Project Listing for the 2010-2014 MAG Transportation Improvement Program; the status of the American Recovery and Reinvestment Act funds programmed in the MAG region; the City of Phoenix Public Transit Department Program of Projects; and a review of issues for the MAG Regional Transportation Plan 2010 Update.

For more information about attending the hearing, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at (602) 452-5004. Parking under the MAG building will be validated, and transit tickets will be provided to those who use transit to attend the meeting. To provide input via e-mail, send your comments to jstephens@mag.maricopa.gov.

For media requests, please contact Kelly Taft, MAG communications manager, at (602) 452-5020.

###

Please Join Us!

You are invited to a transportation public hearing being held by the *Maricopa Association of Governments (MAG)* and the *City of Phoenix Public Transit Department*. The public hearing will include information on the following items:

- **Draft Project Listing for the MAG 2010-2014 Transportation Improvement Program.**
- **Status of the American Recovery and Reinvestment Act funds programmed in the MAG Region.**
- **City of Phoenix Public Transit Department Program of Projects.**
- **Review of the issues for the MAG Regional Transportation Plan 2010 Update.**

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Transportation Public Hearing

Thursday, June 18, 2009
Public Hearing: 5:00 p.m.
MAG Office, Suite 200-Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.



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Transportation Public Hearing

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MAG Office, Suite 200-Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.





PARTNERS IN PROGRESS

**Transportation
Public Hearing**

Thursday, June 18, 5:00 p.m.
MAG Office, Suite 200—Saguaro
Room, 302 North 1st Avenue,
Phoenix



**MARICOPA
ASSOCIATION OF
GOVERNMENTS**

City of Phoenix
PUBLIC TRANSIT DEPARTMENT

Please Join Us!

You are invited to a transportation public hearing being held by the *Maricopa Association of Governments (MAG) and the City of Phoenix Public Transit Department*. The public hearing will include information on the following items:

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PARTNERS IN PROGRESS

Audiencia Sobre Transporte Urbano

Jueves, 18 de junio, 2009, 5 p.m.
Oficinas MAG, Suite 200, Salón Saguaro
302 Norte 1st. Avenue, Phoenix

Su participación es muy apreciada.

¡Favor de Acompañarnos!

Están invitados a una audiencia pública sobre transporte llevada a cabo por la Asociación de Gobiernos Maricopa (MAG) y el Departamento de Transporte Urbano de la Ciudad de Phoenix. La audiencia pública incluirá información sobre los siguientes asuntos:

- **Borrador de Lista de Proyectos para el Programa de Mejoras en Transporte MAG, 2010-2014.**
- **Estado de los fondos del Acta de Recuperación y Reinversión Americana programados en la Región MAG.**
- **Programa de Proyectos del Departamento de Transporte Urbano de la Ciudad de Phoenix.**
- **Revista de los asuntos para la Actualización 2010 del Plan Regional de Transporte MAG.**



City of Phoenix
PUBLIC TRANSIT DEPARTMENT

Para más información o arreglar acomodaciones especiales debido a incapacidades, favor de llamar a Jason Stephens, proyectista en involucramiento público al 602-452-5004. Boleto de estacionamiento en el sótano del edificio MAG serán validados y se darán boletos para autobús a los que usen transporte público para asistir a la audiencia. Para contribuir por correo electrónico, envíe sus comentarios a jstephens@mag.maricopa.gov.



**Transportation
Public Hearing**
Thursday, June 18, 2009
Public Hearing: 5:00 p.m.
MAG Office, Suite 200—
Saguaro Room
302 N. 1st Avenue, Phoenix



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**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING FISCAL
YEAR 2009**

Feedback received from 'Annabella Roig'
Email Address : 'annabella721@mac.com'
Subject : 'Get Involved'
Page : '/getinvolved.cms'

Feedback :

'Am a health planner recently moved from Philadelphia interested in regional issues in This area..
thanks '

Feedback received from 'IVEY N. DEAL'
Email Address : 'iveydeal@msn.com'
Subject : '202 South Mountain'
Page : '/projects.cms'

Feedback :

'Why are there no 202 SOUTH MOUNTAIN project information access areas? What's going on?
The most important freeway need in the valley and the original reason for the entire freeway system
in the 80's and now not a word on the projects progress or future. MCDOT appears afraid to post
details and has been castrated by politicians from Ahwatukee. Grow some balls and finish the 202!
You guys know it's the right thing to do.'

Feedback received from 'tamesha'
Email Address : 'meesh2u@yahoo.com'
Subject : 'heat kinks/sun kinks during very hot weather'
Page : '/display.cms'

Feedback :

'I am a light rail operator in northern California. I was told by a co-worker of your new rail system
and decided to check your website. It is a beautiful train and looks like you guys have it all under
control. I did notice that there are parts of the track that are not embedded(like across the bridge)
I wonder if you know about the heat kinks that appear along the tracks during hot weather. We get
them quite a bit when we have high temps which is not as much as the Arizona area. Please give it
some thought so it doesnt catch you by surprise. Good luck on the project it looks
great.meesh2u@yahoo.com'

Feedback received from 'Rich'
Email Address : 'parmalat44@yahoo.com'
Subject : 'Thanks / 1 edit'
Page : '/maps.cms'

Feedback :

'The MAG regional bike map is great - I use it all the time. Thank you!

Not sure if you accept edits, but here is one for the Queen Creek area: The bicycle passage from Val
Vista and Germann to Higley and Germann is unsafe, and there is no bike lane as currently shown
on the map. I had a lot of angry pickup trucks behind me when I turned onto Germann.
Thanks again for maintaining the map.'

Feedback received from 'Marcia Obillo'

Email Address : 'mobillo@cox.net'

Subject : 'Ditch the car ...'

Page : '/detail.cms?item=4643'

Feedback :

'I live in Avondale but everything is too far to bike to.'

Feedback received from 'Scott Hume'

Email Address : 'drshh2008@yahoo.com'

Subject : 'City of Phoenix Bus Cuts'

Page : '/committee.cms?item=72'

Feedback :

'On December 29th, the City of Phoenix will stop all bus service running before 5am as well as after 10pm. This 'stealth' action has had limited (if any) advance citizen notification and involvement. Additionally, City of Phoenix has not acted as a good steward of federal funds, but continuing to expand routes, even as tax-based budgetary issues were noticed. Further, City of Phoenix has ignored requests by citizens to strategically reduce visibly underused frequencies and duplicated routes. By reacting in a timely manner, current cuts would not be necessary to this degree. As well, it is alleged that City of Phoenix may not be in compliance with the spirit and intent of federal transit requirements for a municipal area of its size. In fact, a great number of Phoenix residents could lose their jobs, due to this new lack of early-morning, and late-night transit. The most ethically disagreeable point, perhaps is that the cuts in bus service will DISCRIMINATE, as it especially targets low economic groups. This point is almost as salient in its 'badness,' as the fact that City of Phoenix has not made such drastic cuts elsewhere in other departments. As a concerned citizen, I am asking for an immediate investigation into these alleged improprieties by City of Phoenix.. Additionally, I would like to ask that some interim federal funding might be applied, until City of Phoenix can be moved to more equitably and proactively manage this budgetary situation. '

Feedback received from 'Shelley MacDonald'

Email Address : 'shelley@ssva.org'

Subject : 'Bus routes'

Page : '/project.cms?item=1988'

Feedback :

'I am greatly disturbed and angered that bus routes are being cut at this time. Phoenix will never be seen as a cosmopolitan capital if we do not have mass transit. I live in N. Phoenix and try to take the bus whenever possible, for example: to hikes at South Mt or to events at AZ Mills Mall on the weekend. I am able to ride the bus to these places, but unable to get home, unless I want to walk from Central Station at night. We should have had mass transit in place decades ago, and now we're in the 21st century and still Mayor Phil is cutting our bus routes. This mainly effects the low-income and disabled. We have been told at many meetings that I have attended over the past two years that there will be bus routes that will connect with the light rail 20 hours a day, but I guess that is not the case? Thank you for listening to my rant, but this is very upsetting to me. '

Feedback received from 'Valerie Kellogg'

Email Address : 'vkelllogg@cox.net'

Subject : 'Get Involved'

Page : '/getinvolved.cms'

Feedback :

'Checking the MAG site, it appears that there haven't been any regional meetings since 2001. Why is this? Are you planning any in 2009?

Thank you.

Val'

Feedback received from 'ALAN JONES'

Email Address : 'awjemail@cox.net'

Subject : 'CITYof PHX, CMOD-060366'

Page : '/division.cms?item=69'

Feedback :

'WHEN I WAS DOING A GOOGLE SEARCH, I FOUND THIS CHART. THE ADDRESS PUTS IT SOMEWHERE IN YOUR WEB SITE. BUT, I CAN NOT FIND IT BY GOING THRU YOUR WEB SITE LAYERS. IS THIS A REAL, LEGAL DOC? IS IT A PAGE FROM THE PHX CITY LAW? HOW DO I FIND IT IN THE WEBSITE?'

Feedback received from 'Adam Wuollet'

Email Address : 'adam.wuollet@gmail.com'

Subject : 'stimulus money'

Page : '/display.cms'

Feedback :

'I hope that we are being very aggressive in our bid for the stimulus money. I believe we should have a good case with the rate of growth we have and will experience, and the severity of the recession here. I hope light rail extensions, new highways and widening of highways, and sky harbor (people mover, and new terminal)are all stressed. It would also be nice for more and nicer public parks, bike/running trails, and arts (ie. museums) to be sought for funding.'

Feedback received from 'Adam Wuollet'

Email Address : 'adam.wuollet@gmail.com'

Subject : 'light rail'

Page : '/display.cms'

Feedback :

'We need to look at Denver and their FasTracks Plan. We are bigger, we are growing faster, and we can be better. Let's be aggressive, and actually make the light rail functional. It will not be well received as it is, and waiting for decades to expand is not going to do anything but increase congestion and building costs. Let's go after the stimulus money and expand! Let's add hundreds of miles not just tens of miles. Phoenix is huge, and light rail could work if it goes to each of the city centers in Maricopa. This would make this area a much better place to live for everyone.'

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus '
Page : '/display.cms'

Feedback :

'If possible I think we should push for stimulus funding for the projects that the arizona state legislature considered for stimulus: five projects, including an entertainment district in downtown Phoenix, construction projects on state university campuses and large solar-generating plants.'

Feedback received from 'adam'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus'
Page : '/display.cms'

Feedback :

'I think it's time we build something that defines Phoenix, and the surrounding cities. Ideas: A gigantic Phoenix sculpture, two buildings forming a canyon (Grand Canyon), a huge pyramid (we're in the desert), a building with the largest waterfall (desert oasis), or something else unique and attractive. Something that people would travel to see. Something that everyone would want to visit when they travelled to AZ. Something people would want to say "yeah, I've been there".'

Feedback received from 'James Lew'
Email Address : 'jj4194@yahoo.com'
Subject : 'street sign'
Page : '/project.cms?item=7792'

Feedback :

'How do I go about getting a street sign for Jefferson St in Tonopah. Currently there is a section of a box that has it in marker. Many deliveries have been delayed partially due to lack of signage.'

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'stimulus'
Page : '/display.cms'

Feedback :

I hope that we are requesting funds to jobs that are sustainable along with the construction jobs. A few examples that come to mind: Solar energy, which alternative energy is a key to the new administration's platform. Arizona is the ideal place to start building the world's largest solar plants. Let's get money for building solar and let's generate energy for the rest of the country. We need more sustainable sources of economy other than construction; that's why we are hurting so bad right now. We need to push the Downtown Phoenix Medical Campus. That is going to be a huge economic engine as it is fully running. Let's build it up fast. If we build it they will come! I also believe we need to advance our tourism attractions. We have nothing attractive in Phoenix. We need to push for the theme park (Grand Canyon Northland Entertainment and Themepark) in the West Valley, making Phoenix Zoo and Wildlife World Zoo real Zoos, Desert Discovery Center in Scottsdale, and the Entertainment District in downtown Phoenix.

Feedback received from 'adam wuollet'
Email Address : 'adam.wuollet@gmail.com'
Subject : 'building our community'
Page : '/display.cms'

Feedback :

'We need to build something unique in the Valley, and at the same time impressive and beautiful. I have not been inside the Sheraton Hotel, but it may have been a missed chance to build something could help define our city. Now, the Hyatt is probably the most defining building downtown, which is sad. We can do much better, and maybe we can get some help from the federal stimulus money to do it. I have read the fed will likely disperse funds a couple of times of the next few years. Let's be aggressive. Let's come together and work relentlessly to design a building/icon that will define our city. Something that everyone that visits Phoenix will want to see and have their picture in front of. Something that we will be so proud to see and identify as ours. Then we can be proud that we were the ones who accomplished this dream. I have a few ideas. We can play of one of the themes of our state. Let's build a twin towers that form a grand canyon (with a glass walkway high above the city, so you can get the feeling of how impressive it is to look into the Canyon), or an aerospace design (to celebrate our strength of aerospace development) or a impressive Phoenix rising from the ashes, or a desert oasis (the largest man made waterfall falling from a building into a lush stream). And let's connect this oasis to many others. Let's improve our parks, especially downtown. Let's make them beautiful and world-class. Let's also build museums and art. Let's build a museum of the west that will be known around the world. Let's connect parks throughout the Valley with bike/pathways. Let us be known as the healthiest large city in the World. Let's build our medical campus fast. **IF WE BUILD IT, THEY WILL COME.** This will be our greatest sustaining force in the state. Let's set aside, and buy all the blocks from 7th street to 7th Ave between Van Buren to Fillmore for Medical/Biomed Research and Development. Let's build a cancer center like we have never seen before. Let's be one of the top three medical center's in the world. While we are so excited about the opening of the convention center, let's start planning it's next expansion. Let's be one of the top 5 biggest convention centers (we are now 5th in population). Let's connect all the communities, and let's become one community where we can share our ideas and ways and become synergistic. I was born and raised here, but most people are from somewhere else. Let's unite as a great city. Let's convince Scottsdale they need to connect to the rail system. Let's build hundreds of light rail miles to make it highly utilized to all the large communities in Maricopa. Phoenix is so spread out that we need to have more miles than other cities. We are a relatively new city, so we need more funds. We have grown faster than any other city in the nation, and have not kept up, so we are behind. We need to catch up now, or we never will. Let's build a double deck I-17. Let's be aggressive. Let's make it happen. This is the time! Let's tell the Fed that they must help us. We are one of the biggest cities in the U.S. and are only getting bigger. We need to represent our Country, and be an example of the best place to live for all in the world. Let's make a call for everyone in the community to help. If we work relentlessly (day and night) then the opportunities are endless. We have an opportunity to make this a great community. Let's be on the ones to make it happen!'

Feedback received from 'Diane Bergman'
Email Address : 'dbergman@ci.ely.az.us'
Subject : 'Project Closeout with AZ'
Page : '/display.cms'

Feedback :

'Need to know if the state of AZ has a form for capital project closeout - which wants info re: total pay to contractor; taxes; retainage, etc.'

Feedback received from 'J. Drake'
Email Address : 'j.drake@iacorss.com'
Subject : 'Minutes to Trans Review Meet of 3/26/9?'
Page : '/detail.cms?item=9979'

Feedback :

'When will the minutes to the Transportation Review Committee 3/26/2009 Meeting be available? I would like to review MAG's approval of Stimulus Projects...'

Feedback received from 'Myra Martin'
Email Address : 'myramartin01@yahoo.com'
Subject : 'traffic count'
Page : '/detail.cms?item=868'

Feedback :

'I want to know what the current traffic counts are for the I-60 and Stapley Dr. thank you'

Feedback received from 'Margean Murphy'
Email Address : 'jeannie@firstamericanstock.com'
Subject : 'Left Arrow'
Page : '/detail.cms?item=5944'

Feedback :

'Heading East on Indian School, the left hand turn arrow onto 7th street is never activated in the mornings, which causes delays for cars , also causing dangerous left hand turns. I have had to wait 15 to 20 minutes to make a left turn, since only one sometimes maybe two cars can make that left after the yellow light. Please allow the left hand turn arrow for safer left hand turns for the many commuters needing to turn on 7th street.

Thank You

Margean'

Feedback received from 'VINCE SCHIFANO'
Email Address : 'VSCHIFANO@SHC.ORG'
Subject : 'INTERERBAN RAIL'
Page : '/display.cms'

Feedback :

'WE KNOW WE NEED INTERERBAN, TUSCEON, CASAGRANDE, WICKENBURG, ETC, WHY DO WE NEED TO STUDY. GOV. IS GOING TO HAVE TO SUBSIDIZE THE VENTURE. LOOK ON THE INTERNET HOW IT WAS DONE IN THE 30'S AND 40'. YOU KNOW YOU ARE GOING TO INCREASE THE TRACKS TO DOUBLE DIRECTION FOR THE RAIL

ROADS TO ACCEPT THE OFFER AND THE TRACTION CARS SHOULD BE SIMILAR TO THE NEW STREET CARS, ELECTRIC. I WOULD VOTE FOR THIS ARRANGEMENT AS I DID FOR THE STREET CAR LINE.

Feedback received from 'Joe Propati'

Email Address : 'jproaz@cox.net'

Subject : 'Overpasses @ Happy Valley and Pinnacle Peak'

Page : '/project.cms?item=413'

Feedback :

'Hello. I sent an email to the Arizona Department of Transportation regarding the Pinnacle Peak and Happy Valley overpasses at I-17. Seems very obvious to me that with all the development (now and in the future) in the area, that the PP and HV overpasses at I-17 would be widened to two lanes each way while the I-17 roadway beneath was torn up and improved. I was shocked to learn that no improvements are being made to the PP or HV overpasses! How can this possibly be? I-17 has been completely torn up, widened and improved, yet these two highly traveled but antiquated overpasses are being left as-is. In the future, when someone wakes up and determines that this was a tremendous mistake, I-17 will again be torn up to accommodate the overpass improvements. Can someone tell me why these overpasses are not being improved now? Thank you.'

Feedback received from 'Jerome Slavata'

Email Address : 'audiojerry@yahoo.com'

Subject : 'Hwy 303 widening at Sun City West'

Page : '/committee.cms?item=71'

Feedback :

'As a resident of Corte Bella, I would like to know how Sun City West was granted a sound barrier wall that excludes Corte Bella.'

Feedback received from 'Danny Turner'

Email Address : 'daniel.turner@honeywell.com'

Subject : 'Turner Parkway'

Page : '/detail.cms?item=7891'

Feedback :

'Where did the name originate from for the Turner Parkway'

Feedback received from 'fran Smith'

Email Address : 'fsmith026@comcast.net'

Subject : 'tax credit info'

Page : '/committee.cms?item=82'

Feedback :

'Congress just passed a new bill concerning tax credits for clean burning biomass conversions. How do I send this to you from HPBA-HearthPatioBarbequeAssociation.My phone is 713-937-3997. Thanks.'

Feedback received from 'Tom Gemberling'
Email Address : 'thomas.gemberling@phoenix.gov'
Subject : '2005 Mag Census'
Page : '/display.cms'

Feedback :

I was wondering if the 2005 MAG Census is available on line. I am doing a project for the Phoenix Public Library that requires updated demographic information by census tract number, particularly in the areas surrounding the Ocotillo Library at 102 W Southern Avenue, 85041. If it is not available online, is there any place around that I can see the print copy.

Thank you.

Tom Gemberling
Internet Resources Librarian
Phoenix Public Library
602-534-8360

Feedback received from 'John F. Piersa'
Email Address : 'My_JFP@yahoo.com'
Subject : 'MAG Regional Bike Map 2008'
Page : '/detail.cms?item=4643'

Feedback :

'Thank you for your excellent MAG Regional Bike Map 2008 in downloadable PDF format. For your information, I noticed an error of omission that would be easy to correct on the map. Two white diamonds should be added to the Cave Creek bikepath to represent the existing tunnels under W. Peoria Avenue and W. Cactus Avenue. If there is a third tunnel under W. Thunderbird Road, then a white diamond should be added there as well. (I turned back south at W. Sweetwater Avenue, so I did not go north far enough to determine if a tunnel exists at Thunderbird.) Thanks again.'

Kelly Taft

Subject: FW: Parkway/Freeway Article

From: michael hinz [mailto:michaelhinz@cox.net]

Sent: Tuesday, March 03, 2009 2:03 PM

Subject: RE: Parkway/Freeway Article

Greetings;

ADOT initially claimed, without hesitation, that a parkway was not viable for their transportation needs. Further ADOT and MAG maintained that a parkway was not within the scope of their studies. If these groups are moving to compromise that position, it is clear they are again meeting and the team needs to be called into session.

From: Fred Erickson [mailto:fred@kca-inc.com]

Sent: Monday, March 02, 2009 5:00 PM

To: albrown18@cox.net; bcsinvest@cox.net; Camilo.acosta@cableone.biz; cthurman@woodpatel.com; ctamarkin@cox.net; cdanzeisen@prodigy.net; ChadBlostone@cox.net; cpboettcher@cox.net; diane@mtparkranch.org; jack.sellers@cox.net; jimpwesley@cox.net; loallison@lbidc.com; laurelarndt@gmail.com; jimprendergast20@hotmail.com; lisa@lisabray.com; michaelhinz@cox.net; mpgood415@hotmail.com; peggyeastburn@hotmail.com; sandy.bahr@sierraclub.org; steve@barclaylegal.com; tamalad@cox.net; timothy1jrb@yahoo.com; ttatte@kyrene.org; weslines@msn.com; woodfin.thomas@gmail.com

Cc: Amy.Edwards@hdrinc.com; Ben.Spargo@hdrinc.com; william.vachon@fhwa.dot.gov; bhazlett@mag.maricopa.gov; briiana.leon@phoenix.gov; dhoward@policydevelopmentgroup.com; don.herp@phoenix.gov; dnintzel@azdot.gov; froehrich@azdot.gov; heather.honsberger@hdrinc.com; Jack.Allen@jacobs.com; Janet.Gonzalez@hdrinc.com; ktaft@mag.maricopa.gov; khitt@policydevelopmentgroup.com; mhollowell@azdot.gov; MBurdick@azdot.gov; michael.book@hdrinc.com; mbruder@azdot.gov; NWilcox@azdot.gov; peno@azdot.gov; raimundo.doalina@phoenix.gov; rroy@mag.maricopa.gov; sstewart@azdot.gov; scott.stapp@hdrinc.com; Steven.Johnson@gric.nsn.us; thomas.remes@phoenix.gov; TTait@azdot.gov; tcorder@criticalpublicrelations.com; Wayne.nelson@gric.nsn.us; tk@kca-inc.com

Subject: Parkway/Freeway Article

Good Afternoon All,

I hope this message finds all of you well. Attached in an article by Doug Murphy from the Ahwatukee Foothills News regarding the proposed South Mountain Freeway. Please contact us with any questions.

Thanx
Fred & Tom
(480) 705-8444

7/7/2009

Kelly Taft

From: TMCMRyan@aol.com
Sent: Tuesday, March 24, 2009 1:50 AM
To: mlopezrogers@avondale.org; frank.fairbanks@phoenix.gov; david.krietor@phoenix.gov; Jason Stephens; MAG General Mailbox; pora@suncitywest.org; Dennis Smith; Kelly Taft; lyn279@cox.net; amity@westmarc.org; jack@westmarc.org
Cc: 1999870234.19663.57@houseenews.net; 1999937293.19496.245@houseenews.net; democrats@azdem.org; arizona@barackobama.com; arizonasrs@cox.net; jharper@azleg.state.az.us; doug.maceachern@arizonarepublic.com; ken.western@arizonarepublic.com; suvendoo.k.ray@boeing.com; info@brewertransition.org; jburges@azleg.gov; cschenk@litchfield-park.org; CTOC@azdot.gov; trent.franks@houseenews.net; agrover@glendaleaz.com; JackWHarper@Hughes.net; Robert.Hollis@fhwa.dot.gov; jhuppenthal@azleg.gov; mleyshon@yourwestvalley.com; LINDABENT@aol.com; senator_mccain@mccain.senate.gov; venita.james@arizonarepublic.com; opinions@arizonarepublic.com; rpullen@azgop.org; c.ullman@juno.com; mwwilson@mail.maricopa.gov
Subject: Planning to Lower the Arizona Cost of Living

Mr. Chairman, Members of the Regional Council of the MAG

I must remind you of bad news. During the past week, I have read old news about this area having a high vehicle theft rate – and also about this area having a high murder rate – and a new topic was brought to my attention – this region’s high home invasion rate.

You mayors should be ordering all of your law enforcement personnel to follow the systems and procedures of Sheriff Joe Arpaio’s organization! I have had first-hand experience with effective anti-terror organizations. When the CIA and the NSA had every reason to know what the other side were going to do, it was not those intelligence personnel who told us that we were going to be hijacked the following week. We were warned by a very effective intelligence organization called Mossad. The following week, two armed men tried to hijack one of our Boeing 707s after it left Madrid. They were killed by our security men.

If you want to make Arizona a better state to live in, you should stop trying to make this place “Greener” and concentrate on subjects that really matter.

THE STATE OF ARIZONA’S ECONOMY SEEMS TO BE GOING DOWNHILL

Since I moved to Sun City West, seventeen year ago, the region’s economy has become more like that of the Third World State where I lived and worked for several years. Few items you purchase in Arizona that have a high-added-value, had their high-added-value placed upon their contents in Arizona factories. Most of the Arizona-made products with high-added-value are military products. Without new wars to fight, Arizona is going to lose a good many high-paying jobs in towns like Mesa where military helicopters are made. A Tempe company that makes military armor now is foreign-owned. A Tucson manufacturing company has damaged our reputation, world-wide, by sending to a foreign air force sophisticated guided missiles that have killed a thousand Lebanese civilians and two thousand Arab civilians who lived in and were actually fenced into the Gaza Strip.

WHERE DOES IT HURT THE MOST? IN WALLETS AND POCKETBOOKS!

Your first objective should be to lower the costs of living. The streetcar operation that you are trying to expand is one of the most costly modes of transportation in the world. One reason you have empty

lots in downtown Phoenix, and no grocery store in downtown Phoenix, is because you have traffic jams in the few corridors that lead to downtown Phoenix. Right now, in your 2009 plans, you are drawing more traffic into those few corridors. What does a thinking person call that?

Early this year, you approved a highway framework that satisfies land developers' needs for three million residents in the Hassayampa Valley, all connected by new highways to I-10.

GOVERNMENT REGULATORS NOT REGULATING

Pollution problems caused by light rail projects, supported by lobbyists and an ill-informed public, have been brought to the attention of government personnel responsible for both the reduction of air pollution and the public safety. EPA appointees and civil servants have accomplished little for their salaries. This is a request for an answer to the question, "When are you going to take some corrective actions?"

Some problems are easy to fix. For example, ADOT could be required to notify the public when they will spray poisons on the borders of highways to kill vegetation.

CURRENT PLANS ARE FOR MORE OF THE SAME OLD RAIL SYSTEMS

More critical to the long-term welfare of Americans are oversights in transportation planning. There has been much propaganda produced to mislead the public. Take, for example, the term "light rail". There is nothing light about light rail. For example, to create the infrastructure for a typical slow, light rail system, perfectly good highway lanes have been destroyed. Then, massive amounts of concrete and steel are used to create an extremely heavy and costly roadbed for the heavy light rail vehicles. During the long construction process, adjacent small businesses take devastating losses in revenues.

Operation of the heavy light rail vehicles takes a tremendous amount of electricity per revenue passenger mile. The electricity that drives the Central Phoenix/East Valley Light Rail operations is generated in "The Four Corners" burning soft coal. That creates a carbon footprint per revenue passenger greater than would be left if each light rail passenger had driven to work in an automobile.

GRADE-LEVEL CROSSINGS ADVERSELY AFFECT CROSS TRAFFIC

The more frequent the public services, the more attractive they are to travelers and shippers. Unfortunately, the more frequent the grade-level rail services, the greater the number of drivers and passengers who drive across the rail line are brought to a stop and wait until the frequent convenient rail services have passed. These stops and waits of travelers, that far outnumber the revenue passengers carried by the rail services, create additional costs of the lost time, the added fuel consumption, the increased air pollution and health care costs. Those factors were not mentioned in the Phoenix environmental impact statement or the Ninth Region's federal "Record of Decision" that justified federal expenditures for the light rail infrastructure, equipment and operating subsidies.

SOMEWHERE, THE "SAFETY FIRST" POLICY WAS LOST

Light rail is light on safety. The accident rates of light rail vehicles operating at grade-level, especially those in the middle of streets, are higher than accident rates of those operating on elevated, underground or isolated grade-level infrastructures. Each accident delays services on the same grade-level tracks for their on-board passengers who cannot transfer to alternate transportation. These accidents cause the common carrier's insurance rates to rise. Safety apparently was not considered when a light rail proposal, originated by Parsons, was selected rather than Joe Ryan's mono-rail, an ASU professor's elevated proposal, and John Shaw's wide-bodied RapiTran proposal.

When are you going to give orders for some corrective actions?

THE ECONOMIC DIRECTION OF ARIZONA MUST BE IMPROVED

The standard market basket of Arizona costs about \$6.00 more than the national average, according to a recent report in the Arizona Republic. MAG's 2009 update of the Transportation Plan concludes that, from the year 2000 to 2050, Arizona's population will triple from 5,000,000 people to 15,000,000 and "nearly half of the total population in this region will be Hispanic". The heavily Hispanic El Mirage high school is experiencing a drop-out rate in excess of 50%! Its students' AIMS scores are among the lowest in the state. This situation indicates Arizona may be headed for what I call "economic overpopulation", the situation where there are not enough jobs, for which the population is qualified to handle, that pay enough to cover the under-educated residents' costs of living. To get cash with which under-employed residents can purchase necessities of life, large percentages of the population have only three ways to acquire the badly-needed cash; they must steal, deal in drugs or deal in the sex trade. The actual share of those area crimes that are committed by illegal immigrants in this region just bear out what I said about economic overpopulation.

TO LOWER COSTS OF LIVING – LOWER THE COST OF TRANSPORTATION

When people are scattered over the State and many are working twilight and graveyard shifts, their transportation needs are for convenient departures throughout the day and night. That calls for relatively small, light-weight vehicles with departures in high-density areas less than five minutes apart. In no case should the scheduled departure times be more than an hour apart.

HALT THE TEAM THAT PRODUCES THE EVER-WORSENING AIR QUALITY

When I proposed a strategy to avoid this mess A DECADE AGO, Jack Tevlin said he agreed with the numbers of a monorail proposal for really-rapid transportation services between Apache Junction and Wickenburg. It was planned to pull traffic out of several developing traffic jams. However, Mr. Tevlin said the strategy was politically unacceptable. At the time, a chap from Florida had moved into Tempe and, it now appears, he already had Mr. Tevlin's ear. The lobbyist then became a member of the Governor's Vision 21 Transportation Task Force. Subsequently, his firm was given a major contract building your expensive light rail line that is costing a lot more than the quoted 40 million dollars a mile. As you know, the result is not "RAPID TRANSIT", the two words that the City of Phoenix placed conspicuously on the Prop 2000 ballot. It has been clearly demonstrated that the resulting light rail investment increases air pollution.

A PROPOSED PROFITABLE GOVERNMENT/PRIVATE INDUSTRY PARTNERSHIP

To make cities and suburbs around Arizona attractive to businesses around the world, all Arizona communities should have convenient direct services to and from DOWNTOWN PHOENIX and Sky Harbor terminals, both the passenger and the cargo terminals. Light-weight vehicles providing convenient frequent services between far-flung suburbs and mid-city areas, and short itineraries within the cities, should be powered by electricity generated on-board by a hydrogen fuel cell. The low-cost hydrogen would be created with surplus electricity from new nuclear reactors, created around four dozen American metropolitan regions.

There always is a weak demand in the middle of the night, every night, for the 24/7 generating power of nuclear power plants. New water destruction facilities, near those power plants, would purchase the surplus electricity to convert water molecules into hydrogen and oxygen molecules. The cheap hydrogen gas would be sold in bulk to the regional RapiTran Share Companies. Those mixed companies, with low-cost transportation products, will be able to charge relatively-low transportation prices, pulling traffic out of regional traffic jams, and still make profits for their private and government share holders. The overall result will lower the costs of goods purchased in Arizona.

THE TIME HAS COME FOR A MAJOR NEW METHOD OF TRANSPORTATION

Just as President Roosevelt created The Manhattan Project that, in effect, ended World War II with two atomic bombs, I suggest you create The Phoenix Project that makes a major contribution to our nation's energy independence while reducing the cost of transportation. I suggest you establish a 4-year goal to create America's next atomic energy power plant near a Main Line of John Shaw's elevated RapiTran grid. These plants should be near a supply of fresh water. Next to it, place a hydrogen gas separation plant. During periods when consumers' needs are less than the power plant's 24/7 electricity output, the "surplus" electricity will be used to separate water molecules into hydrogen gas and oxygen gas molecules. The hydrogen gas will be piped to a "gas station" adjacent to the RapiTran Main Line. I suggest Westinghouse, GE and others be asked for bids to build the nuclear reactor to produce electricity 24/7 and its sister hydrogen plant.

Northrop Grumman Corporation, Boeing, General Motors and others should be asked for proposals to build John Shaw's RapiTran vehicle. If you have not paid attention to what he said before dying a disillusioned man, let me know and I will give you literally days of my time – pro bono.

Now, it is time for you folks to stop catering to an outfit that was fined around a half million dollars for what they did on Boston's Big Ditch project.

Have a good catered dinner on Wednesday, March 25, 2009.

Joe Ryan
Sun City West, Arizona

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

From: Kelly Taft
Sent: Friday, April 17, 2009 8:56 AM
To: 'Greg.G.Swartz@pjc.com'
Cc: Jason Stephens; Amy St Peter
Subject: FW: MAG - Get Involved

Dear Mr. Swartz~

Thank you for your interest in transportation issues. The Citizens Transportation Oversight Committee is established under Arizona Revised Statutes ARS 28-6356. It includes one member who represents each supervisorial district in the county that are appointed by the board of supervisors. The law also requires that the chair of CTOC, who is appointed by the Governor, serve as a voting member of the governing body of the regional planning agency for all matters relating to the regional transportation plan. MAG is the regional planning agency for the Maricopa region. The law was recently updated to also require the CTOC chair serve as a voting member of the Transportation Policy Committee. The CTOC representative serves on both of these MAG policy committees and votes on all transportation-related issues.

Many of our committees have a prescribed membership, but several do allow for citizen representation. The Transportation Policy Committee has six business representatives, three of whom are appointed by the Speaker of the House and three by the President of the Senate. The business must be regional in nature. More information about MAG committees and their membership can be found on page 14 of the MAG Information Book, available online at this link:

<http://www.mag.maricopa.gov/detail.cms?item=522>

I don't know if you have an interest in human services issues, but I do know that our Human Services Continuum of Care Regional Committee on Homelessness is currently seeking members. If you have an interest in that committee, I can put you in contact with our Human Services Manager, Amy St. Peter, whom I am copying on this message.

Kelly Taft, APR
Communications Manager
602-452-5020

From: Swartz, Greg [mailto:Greg.G.Swartz@pjc.com]
Sent: Monday, April 13, 2009 12:00 PM
To: Jason Stephens
Subject: MAG - Get Involved

Jason:

This is Greg Swartz. I have resided in Central Phoenix since 1995. Since 1995, my career has focused on public finance including assisting state and local governments to finance a variety of public infrastructure throughout Arizona.

I'm interested in getting involved in transportation and related public finance issues on behalf of MAG.

I reviewed the MAG website and would like to find out more about the following:

1. Citizens Transportation Oversight Committee – appointment process and relationship to MAG.
2. Any other MAG advisory or technical committee that is seeking members.

Greg Swartz, Vice President
Piper Jaffray & Companies

Jason Stephens

To: Jason Stephens
Subject: FW: Back in Arizona

From: TMCMRyan@aol.com [mailto:TMCMRyan@aol.com]
Sent: Friday, April 24, 2009 10:59 PM
To: info@barackobama.com
Cc: dave@koly.com; david.krietor@phoenix.gov; pmcmahon@ktar.com; rscarfo@ktar.com; llange@azhha.org; lashutka.nancy@mayo.edu; laurie.roberts@arizonarepublic.com; lesley.wright@scottsdalerepublic.com; Clydl@aol.com; mleyshon@yourwestvalley.com; poppiscw@aol.com; lin.phillips@asu.edu; Linda.Greiwe@arizonarepublic.com; LINDABENT@aol.com; louis.matamoros@phoenix.gov; davelowicki@cox.net; waltmaas@starband.net; Jason Stephens; MAG General Mailbox; jerilyn.kruger@mesa-air.com; MooreGraphicsAZ@aol.com; sarah.whitmore@morganstanley.com; 2morrow@cox.net; mreagan@azleg.gov; nancylabowe@cox.net; NazGreen1@netzero.net; lmn_gobblue@yahoo.com; eneville@dot.state.az.us; hope@amahoro-africa.org; AJNMIMI@aol.com; hfnoon@comcast.net; jillnoon@comcast.net; venita.james@arizonarepublic.com; arizona@barackobama.com; PATNJSHORE@aol.com; Randall.Overmyer@surpriseaz.com; PinkneyFL@aol.com; plopes@azleg.state.az.us; hank.pluster@ci.chandler.az.us; billnjane@frontiernet.net; pora@suncitywest.org; rpullen@azgop.org; joanna@quenchaz.com; r.gira@att.net; kraml@abc15.com; greggr@windermere.com; lou@cnbc.com; Salleys@myexcel.com; editor@scottsdaleactivist.com; jsemmens@cox.net; imary@jetstreamwireless.com; SIGSINGS@aol.com; Kelly Taft; tboone@azleg.gov; Janiecthom@aol.com; lyn279@cox.net; l.tuttle@cox.net; Arvellau@aol.com; mrsvanover@cox.net; jvanover@cox.net; tverscho@azleg.state.az.us; wvalley.letters@arizonarepublic.com; Jane2000@cox.net; josborne3@cox.net; mwwilson@mail.maricopa.gov; Terry@valleyventures.com; nwolfe@sundancetvl.com; twright@ellmanco.com; MJYannone@aol.com; teresay@knighttrans.com; AAARC1@aol.com
Subject: Re: Back in Arizona

Dear Sara:

Please do your best to prevent any federal funds from being wasted on grade-level RAIL systems when there are better ways to unclog our highways and to save hydrocarbon fuels. I'd be honored to fly to Washington and make a three-hour presentation on how the USA could become, once again, A LEADER IN TRANSPORTATION TECHNOLOGY.

Unfortunately, from what I was told in an e-mail attached to the end of this message, our President's recovery funds are going to be wasted here in Arizona - unless you act to stop it.

I looks like more millions of tax dollars are going to be wasted on relatively dangerous and inefficient light rail transportation system. The greatest danger is from the added pollutants the system will directly and indirectly create - not the folks who will be injured at grade-level crossing.

Apparently the American Planning Association ignores relative costs, what the light rail infrastructure does to the air quality by forcing non-users to drive more miles and to wait as the trolley approaches - all the time burning hydrocarbon fuels. Forget the fact that the carbon footprint of each trolley passenger, propelled by high-sulphur, soft brown coal burned hundreds of miles from Phoenix, is greater than the carbon footprint that the passenger would make if she or he had made the trip in a car. And, ignore the fact that it is less expensive to create an elevated system with a prefabricated infrastructure in a few days, as the Japanese do in urban areas, than to inconvenience shopkeepers and customers while creating the streetcar tracks and stations in the middle of streets OVER A PERIOD OF YEARS.

By the way, during the construction of the light rail infrastructure, Deloitte and Touche must have turned their heads away from the City of Phoenix's Balance Sheet. Well over one hundred miles of perfectly good street lanes, carrying traffic smoothly in all four directions, were destroyed. If an elevated system were built, those ASSETS would not have ben eliminated. Now, what does Accounting 101 tell you to do when you destroy an

7/7/2009

asset and its value THAT WAS ON THE BALANCE SHEET goes to ZERO? You create a COST that did not appear when experts compared the light rail system WITH SEVERAL proposed elevated systems. And the Planning Association forgot to consider the policy of most transportation planners: "SAFETY FIRST!"

Also, not factored into the effect of the Valley Metro operation upon hundreds of thousands of motorists who are being made less productive and who will create more air pollutants. How's that? Well, the streetcars are going north, south, east and west across the paths of street traffic. Many taxpayers' dollars were spent creating a computerized traffic light control system. If a light's cycle time is ninety seconds, and the lights are a mile apart, and the traffic travels at 45 MPH, no vehicle ever stops along the route. The system is called an ITS. Now, Valley Metro has spent many taxpayers' dollars purchasing more computers and more software that will override the ITS system and give the trolley operators a green traffic light at all times, even when the doors are closing at each station (assuming the trolley does not overstay its scheduled station stop time) ! So, instead of having smooth flows of traffic on the city streets, Valley Metro has negated the fuel and time savings of the ITS and caused the vehicular traffic to stop, collect in bunches, and start - then stop, collect in bunches, and start again. Nice work! How's that for producing more ozone?

The American Planning Association ignored the fact that the heavier the vehicle, the more fuel it takes to produce a given amount of available ton miles or revenue passenger miles or any other unit of production, compared to the same production of a lighter vehicle. They apparently forgot that vehicles that do not make grade-level crossings can be of lighter construction. Furthermore, the lighter vehicles accelerate faster with a given amount of energy.

I could go on for another page with factors that transportation planners work with - factors that the experts hired by Valley Metro and the City of Phoenix apparently either forgot or never learned in the first place. When this old transportation planner tried to outline few of them before the Maricopa Association of Governments Regional Council, I noted some of the Mayors were talking among themselves before the Chairman announced, "Mr. Ryan, your three minutes are up!"

Joe

Joseph B. Ryan
Sun City West
April 25, 2009

From: Dianne Barker <dteam11@yahoo.com>
Subject: Minutes
To: "Kelly Taft" <ktaft@mag.maricopa.gov>
Cc: dsmith@mag.maricopa.gov, vday@mag.maricopa.gov
Date: Thursday, May 7, 2009, 8:05 AM

May 7, 2009

Dear MAG:

Please correct the MAG Manager's Meeting Minutes, April 8, 2009, Agenda #3, 2nd paragraph as follows"

Dianne Barker has never seen planners, engineers nor politicians riding light rail or buses.

Thank you.

Sincerely,

Dianne Barker
dteam11@yahoo.com
(602) 999-4448

Kelly Taft

From: Dianne Barker [dteam11@yahoo.com]
Sent: Monday, May 11, 2009 9:44 AM
To: Kelly Taft
Cc: frank.fairbanks@phoenix.gov; Dennis Smith; Jason Stephens; vday@mafd.maricopa.gov
Subject: 4: Minutes

Kelly, no advise necessary for my copying MAG's able minute's secretary of my brief presentations before MAG Manager's meeting or it's others bodies. Val does fine and only in a few instances as my contacting you last week for a simple change, this latent conversation would be unnecessary. Sorry you were unavailable until today. `D Barker

Mon, 5/11/09, Kelly Taft <ktaft@mag.maricopa.gov> wrote:

From: Kelly Taft <ktaft@mag.maricopa.gov>
Subject: RE: 2--Re: Minutes
To: "Dianne Barker" <dteam11@yahoo.com>
Cc: "Valerie Day" <vday@mag.maricopa.gov>, "Jason Stephens" <jstephens@mag.maricopa.gov>
Date: Monday, May 11, 2009, 8:40 AM

Dear Dianne~

We will reflect the change in the permanent record and the chair will note a change has been made before the minutes are formally approved.

Please note that our minutes are not verbatim minutes. If you want your comments included verbatim, it would be helpful if you could provide a written statement to staff prior to your comments. Thank you for your assistance in this regard.

Kelly Taft, APR
 Communications Manager
 Maricopa Association of Governments
 (602) 452-5020

Don't Trash Arizona!

From: Dianne Barker [mailto:dteam11@yahoo.com]
Sent: Monday, May 11, 2009 7:13 AM
To: Kelly Taft
Cc: Dennis Smith; Valerie Day; Jason Stephens
Subject: 2--Re: Minutes

--- On Thu, 5/7/09, Dianne Barker <dteam11@yahoo.com> wrote:

Kelly Taft

From: Dennis Smith
Sent: Thursday, June 11, 2009 5:13 PM
To: Kelly Taft
Subject: FW: BUS BID

From: Dianne Barker [mailto:dteam11@yahoo.com]
Sent: Thursday, June 11, 2009 10:57 AM
To: Dennis Smith; Eric Anderson
Subject: Fw: BUS BID

Hello Mr. Smith & Mr. Anderson, MAG -FYI

--- On Thu, 6/11/09, Dianne Barker <dteam11@yahoo.com> wrote:

From: Dianne Barker <dteam11@yahoo.com>
Subject: BUS BID
To: eneville@azdot.gov, CTOC@azdot.gov, nsladd98@hotmail.com, aginfo@azag.gov, TMCMRyan@aol.com
Cc: bobmcknight@cox.net, lindabent@aol.com, legend61@cox.net
Date: Thursday, June 11, 2009, 10:50 AM

ALL-

Yesterday Phoenix City Council, in front of a packed chambers, voted to competitively bid the majority of Valley transit operations, the management contracts of both the North & South Bus Garage operations & routes. They are going to RFP with two choices to bid ; (1) the whole contract (1) each separate , North & South. The opposition came mainly from the Union & Veolia employees who think their situation will worsen, They are afraid they will loose seniority. There is controversy whether Sec 13 (illegal to worsen employee employee) will be violated, although outside hired city attorney says 'No"..

The city council said they are under pressure from the federal government to have a competitive bid. You see, Veolia, is a "morph of evolutions of the same near 40 yr contractor. The city said they did not intend to hurt employees, but times are tough and need to go by the law for competitive bid. The city pays near 70% of all mass transit costs in the Valley! The state shares are down as well as loca transit receipts.

Jason Stephens

From: MJYannone@aol.com
Sent: Friday, June 19, 2009 10:46 PM
To: Jason Stephens; light_rail_scam@yahogroups.com
Subject: Re: CONTACT MAG BY TUESDAY

Dear jstephens@mag.maricopa.gov:

Here is my recommendation for MAG. Pull up the light-rail tracks, pull down the overhead wiring, re-pave the roads, and restore traffic flow and the sales tax to their pre-disaster states. Clear enough?

Then go out of business and never show your face again.

Sincerely,

Mark Yannone
LightRailScam.blogspot.com
Yannone.blogspot.com

A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

Kelly Taft

From: TMCMRyan@aol.com

Sent: Saturday, June 20, 2009 1:35 AM

To: jstephens@mag.maricopa.gov; MAG General Mailbox; oig.dot.gov@hotlines.com; phil.gordon@phoenix.gov; pora@suncitywest.org; rpullen@azgop.org; rpullen@wagewatch.com; rpullen8@cox.net; Kelly Taft; mwwilson@mail.maricopa.gov

Cc: aginfo@azag.gov; arizona@barackobama.com; arizonasrs@cox.net; AskDOJ@usdoj.gov; info@azadvocacy.org; tboone@azleg.gov; rburns@azleg.state.az.us; jharper@azleg.state.az.us; jnelson@azleg.gov; azgov@az.gov; azcentral@azcentral.com; doug.maceachern@arizonarepublic.com; ken.western@arizonarepublic.com; dot.comments@dot.gov; editor@porascw.org; info@barackobama.com; tomjenney@cox.net; tjenney@afphq.org; jhuppent@azleg.gov; laurie.roberts@arizonarepublic.com; mleyshon@yourwestvalley.com; senator_mccain@mccain.senate.gov; John_McCain@mccain.senate.gov; Randall.Overmyer@surpriseaz.com; vice.president@whitehouse.gov; vice_president@whitehouse.gov

Subject: Design of Loop 303/US 60 and LRT funding based on faulty planning data

The following data are to be included in the MPO's transportation planning function and be reflected in the action items on the next MAG Regional Council meeting::

Given:

* Both the Final Environmental Impact Statement (FEIS) and the Record of Decision of the 9th District related to the Central Phoenix/East Valley Light Rail Project omitted obvious factors that result in an INCREASE in the production of air pollutants. Not mentioned in either document were the increases of VMD caused by the tracks and stations being in the middle of the streets (Who paid for the light rail marketing pictures, taken in other states, of streetcar stations that are not in the middle of the streets?), the blockage of cross streets by the curbs beside the tracks, the added "no left turn" signs along the 20-mile LRT route, the added U-Turn lanes and longer cycle times of the U-Turn traffic signals, the computers and software purchased to override the City's costly ITS system, that cause tens of thousands of drivers every day, otherwise non-stop traffic, to stop, wait for the streetcars to pass and start, to give the operators of the light rail vehicles a green traffic light as often as possible; the truncation of bus routes to force some of the riders (who do not return to using automobiles) to become connection passengers between bus and streetcar services; and the false statements in the Record of Decision that specific minutes would be saved by travelers using the LRT services between downtown Phoenix and Sky Harbor terminals (when DIRECT service had been provided by the Red Line) and between uptown Phoenix and a given address on Washington (Note that Washington, where the southbound streetcars on First Avenue cross Washington, is a one-way street heading west), so the way the Director's theoretical traveler could complete the sample trip would be to continue south to Jefferson, then eastbound past Chase Stadium, back up to Washington, and change streetcars to one traveling west on Washington to the point mentioned by the 9th District FTA Director. Both of his sample trips using light rail would not save a traveler time but would take significantly more time and transit expenditures. (Incidentally, whose idea was it to print "Rapid Transit" on the ballot of Proposition 2000, used in the special election for the city tax to create the relatively slow transit services?)

* Some party paid for 4 X 8 signs that read in bold black letters: "Vote for Prop 400 - FINISH THE HIGHWAYS" and had them placed along County streets and highways, before the election of Prop 400 that authorized the County-wide half-cent sales tax. Revenues from this tax partially are being allocated to the LRT that serves a tiny percent of the County's 4,000,000 residents, while there is an under-funding of tens of billions of dollars to fulfill the County's highway needs during this 20-year planning period (2006 - 2025).

* The Planning Region's population will grow by approximately 100 percent during the current 20-year planning period.

* The West Valley and Northwest Valley areas will receive a higher share of the population growth than the East Valley because much of the aforementioned areas are now devoid of homes. (For example, there are very few residents in the Hassayampa Valley west of the White Tank Mountains.)

* The MAG Regional Council heard a report from a government-paid consultant that he had worked with land developers to create a framework of highways for the vacant region west of the White Tank Mountains.

* The land developers approved of a framework of highways that would intersect with I-10 at two-miles

intervals westward from the point where Loop 303 intersects with I-10. Furthermore, the consultant specifically mentioned that the land developers felt the framework of highways would be adequate for their new homes to house three million (yes, 3,000,000) new Maricopa County residents. At a subsequent meeting, this planning premise was placed in a MAG CONSENT AGENDA and was approved by the MAG Regional Council.

* The growth rate of vehicle miles driven (VMD) has been higher than the growth rate of the population for two significant reasons. The County is experiencing a sprawl of growth radiating away from Phoenix with an increase in average miles driven between homes, on one hand, and trip destinations on the other hand. Also, for economic reasons, there has been an increase in the number of family members who are employed and commute to their place of employment. Therefore, the needs for added lane miles and higher capacity interchanges are rapidly increasing.

* Loop 303 will connect the areas around its interchange with US 60, on one hand, and the areas served by I-17 to the north and I-10 to the west and east, on the other hand.

* Shortly after the interchange of Loop 101 and I-17 was completed, there were traffic back-ups on eastbound Loop 101 before the Interchange in the mornings and on northbound I-17 before the interchange in the afternoons. To partially relieve the problems caused by under-building that interchange, the one-lane, 40 MPH ramp from eastbound Loop 101 to southbound I-17 was re-stripped to make it a 2-lane ramp, and the one-lane 35 MPH ramp from northbound I-17 to westbound Loop 101 also was re-stripped to make it a 2-lane ramp with many more tire marks on the outside concrete barrier than on the barrier of the other ramp (because its radius is shorter).

* Now, since there are traffic backups all over the Valley before and after the County's Deck Park Tunnel and the under-built interchanges - where the left-turning traffic flows do NOT come up to 4-way traffic lights -

* Why have the drawings of the Loop 303/US 60 interchange of both MCDOT and ADOT, for the past 4 years, and despite the observations of this citizen at MCDOT, ADOT, CTOC and MAG meetings, included a 4-way traffic light 25 feet under US-60 to stop all four left-turning traffic flows? (When I asked a MCDOT engineer what would be the cycle time of that traffic light, he replied that it had not been determined. Then, when I asked how he knew the interchange would be adequate for the 2006 - 2025 planning period, he replied that "The computer said so.")

* Furthermore, because it takes energy to lift traffic up hills, with the resultant (unnecessary) production of air pollutants (e.g., Ozone with increased global warming), why are the first two of the planned ten Loop 303 lanes raised on an expensive bridge at least 50 feet above the grade level? That design is far more expensive than having the planned ten lanes of Loop 303 cross both US 60 and the single BN&SF track, that carries fewer than 20 trains per weekday, at a lower level. Boxcars are not 50 feet high! All ten lanes of Loop 303 could be built at grade level if the County built a very gradual rise and fall for the single railroad track that would cross, at an elevation of 25 feet above grade level, a grade-level ten-lane Loop 303, giving the standard clearance for trucks on Loop 303 that would be passing under the raised railroad track.

* The former Director of ADOT told the State Transportation Board that he did not have adequate funds to maintain his highways.

* Currently, there are several programs, including computer-generated telephone messages, telling the public to call Governor Brewer and tell her not to increase taxes.

In view of the above items, it is proposed that on the agenda of next MAG Regional Council meeting there be five (5) ACTION ITEMS for member and public discussion and a vote:

1. Action Item - The Meeting Minutes reflect the understanding of the MPO members that the votes for Prop 2000 and Prop 400 and the subsequent federal funding for the Central Phoenix/East Valley Light Rail Project were based upon fraudulent information and illegal advertising and, therefore, it is the consensus of the Members that no additional federal and Maricopa County funds be given to the light rail infrastructures or operations;

2. Action Item - To recommend immediate cancellation of the Environmental Impact Statement of the Loop 303/US 60 interchange infrastructure and redesign of the infrastructure to conform to given planning data;

3. Action Item - The MAG members recommend that the Arizona Legislature cancel the two State laws that (1) do not limit the value paid to a landowner to the current market value of the land being taken for a right of way but require a negotiated price reflect what the land will be worth AFTER THE HIGHWAY IS COMPLETED and (2) give the acquiring government a 24-month deadline to complete the highway. Both conditions increase the cost of Arizona highways and unduly give landowners, who know in advance where framework highways will be built, tax dollars that are not justified and a guarantee that the highway will be complete when the new homes are ready for sale.

4. Action Item - All members of the MAG, the mayors of Maricopa County, should ask their constituents to disregard the messages to tell the Governor not to increase taxes because additional funds are needed not only to build adequate highway infrastructures but also to properly maintain the highways that exist.

5. Action Item - Request that all managers who have approved the design of dangerous under-built intersections that cause higher than necessary traffic jams, higher consumption of hydrocarbon fuels (e.g., oil from the Middle East), that unnecessarily increase the production of air pollutants, including Carbon Dioxide that is converted to the pollutant Ozone which also contributes to global warming, and cause higher rates of lung cancer and concurrent higher health care costs;

Respectfully submitted by

Maricopa County (Sun City West) Resident Joseph B. Ryan
Telephone 623- 584-3300

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Jason Stephens

From: Me [jj4194@yahoo.com]
Sent: Sunday, June 21, 2009 9:48 AM
To: Jason Stephens
Subject: Re: Street Sign in Tonopah

Please forward our thanks for the Jefferson 911 street sign.
James Lew

From: Jason Stephens <jstephens@mag.maricopa.gov>
To: jj4194@yahoo.com
Sent: Tuesday, December 23, 2008 8:37:08 AM
Subject: Street Sign in Tonopah

James -

For the street sign, please contact Maricopa County and Chris Plumb at 602-506-4176. He'll be able to help you out. If for some reason you don't get the assistance you require, please give me a call and we can try and work another avenue.

Thank you!
Jason (602) 452-5004

Kelly Taft**Subject:** FW: The train wreck we can't afford**From:** TCMRyan@aol.com [mailto:TCMRyan@aol.com]**Sent:** Wednesday, June 24, 2009 11:44 AM**To:** aginfo@azag.gov; michael.crowe@asu.edu; info@azadvocacy.org; tboone@azleg.gov; rburns@azleg.state.az.us; jharper@azleg.state.az.us; jnelson@azleg.gov; azgov@az.gov; ed.zuercher@phoenix.gov**Cc:** info@azdot.gov; arizonasrs@cox.net; doug.maceachern@arizonarepublic.com; robert.robb@arizonarepublic.com; ken.western@arizonarepublic.com; WIrwin@chevron.com; usdeptstate@mailnj.custhelp.com; info@barackobama.gov; tomjenney@cox.net; mleyshon@yourwestvalley.com; John_McCain@mccain.senate.gov; vice.president@whitehouse.gov; news@westvalley101.com**Subject:** Fwd: The train wreck we can't afford

The one far-more efficient mode, that creates NEW CORRIDORS where high-speed rail cannot, COULD BE the RapiTran innovation of the late engineer John Shaw. Unfortunately, a Republican governor created the Vision 21 Transportation Task Force and put on that organization an excellent salesman of Parsons Brinckerhoff. Parsons is a firm that was fined about half a million dollars for their work on the fourteen-billion-dollar "Big Dig" under the Charles River. He had Steve Beard added to the work force of the Vision 21 Task Force's outside consultants, based at San Francisco. Then, both Parsons and S.R. Beard and Associates were hired by Valley Metro Rail, Inc. to build a "rapid transit" line costing only \$40 millions a mile. Now, through their accounts, flowed a goodly portion of around \$80 millions a mile for the infrastructure, equipment, etc., (moving utility lines were covered in another account of the City of Phoenix). Furthermore, the public have not been told what will be the operating losses of Valley Metro or the subsidy being paid by the President of ASU to carry students - Note that ASU money was appropriated for EDUCATION - NOT TRANSPORTATION - while the well-paid ASU President shuts down the nursing program at ASU West and students just charge their Valley Metro trips on their ASU "Travel Cards"!!

What is our world coming to?

Joe Ryan

From: bjklein@swbell.net
 To: bjklein@swbell.net
 Sent: 6/24/2009 12:12:31 A.M. US Mountain Standard Time
 Subj: Fwd: The train wreck we can't afford

A critic of the high speed rail planned for California responds to a recent message from Randal O'Toole.

Begin forwarded message:

From: Martin Engel <martinengel@earthlink.net>
Date: June 24, 2009 12:32:22 AM CDT
To: HIGH-SPEED INFORMATION:, ;
Subject: The train wreck we can't afford

Here is a photo to encourage our critical thinking about rail alignments. This was sent to me by Randal O'Toole, who knows what he's talking about when he discusses trains, high-speed and otherwise.

Berms? High retaining walls? Any other bright ideas, Mr. Kopp? Yes,

Mr. Diridon, we are NABYs, 'Not in Anybody's Back Yard.'

Martin



[http://www.metro.co.uk/news/article.html?
Rail_disaster_inquests_to_be_held&in_article_id=688425&in_page_id=34](http://www.metro.co.uk/news/article.html?Rail_disaster_inquests_to_be_held&in_article_id=688425&in_page_id=34)

This wreck happened in the UK in 2002 at 95 mph.

And, here's an article by Randal O'Toole in which he makes a number of good points. Among the more important is that of raising the question about who the customer will be. Before last November's election, Kopp predicted 117 million annual passengers; not passenger miles, but actual passengers. Now they are talking in the 50 millions of annual passengers. But, who will those people be? Well, we could say that if the HSR tickets were free or almost free, we all -- the great classless cross-section of America -- would ride this train.

But, the train won't be free. In fact, it will be very expensive. Therefore the customers will be highly class stratified. Why? Because high speed rail tickets are the most expensive rail tickets there are, all over the world. HSR, as we keep repeating, are the premium, first-class, top-of-the-line trains. Not the trains 'for the rest of us.'

And why else? Because Diridon expressly promised that his railroad would not be subsidized by taxpayers, state or federal. The train would

generate so much revenue that it will pay off all its debts, cover all its operating expenses and make a bunch of profits as well. Actually, he has said \$2 billion a year in profits. (Where's the line for private investors; I want in on that!) That means, all costs and profits must come out of ticket sales. They also say \$55. for one-way tickets. I must have been sick and stayed home the day we had arithmetic in school because those numbers don't make any sense.

So who will ride the trains? Corporate types with subsidized travel expense accounts; guys in suits with briefcases and laptops; the well-to-do. The train will be a photo-op for PR firms representing celebrities. It will transport rich families on their way to Disneyland.

Are you angry yet? Is this what the Administration wants to pour billions into if and when this project is 'shovel ready?' Are we totally crazy in this time of the biggest deficits in history, to blow dollars which are worth less and less every day. . . .into luxury trains? Have we lost all sense of reason?

Remember, the state is cutting way back on education funding, hospital funding and all the other social services which constitute the safety net for most of our needy citizens. But, grasping for the billions from Washington to build this fancy high-speed train for the wealthy few is OK? That makes no sense at all.

When do we say enough is enough? Before they build it, or after it's too late?

Martin

High-Speed Spending on High-Speed Rail

BY RANDAL O'TOOLE

MONDAY, 22 JUNE 2009

[http://www.talkgwinnett.net/index.php?](http://www.talkgwinnett.net/index.php?option=com_content&task=view&id=792&Itemid=1#ixzz0JI4ovfGS&C)

[option=com_content&task=view&id=792&Itemid=1#ixzz0JI4ovfGS&C](http://www.talkgwinnett.net/index.php?option=com_content&task=view&id=792&Itemid=1#ixzz0JI4ovfGS&C)

On June 17, the Federal Railroad Administration (FRA) asked states for proposals for spending the \$8 billion of stimulus money that Congress allocated to high-speed rail. Which raises a question: Would you pay \$1,000 so that someone - probably not you - can ride high-speed trains less than 60 miles a year?

That's what the FRA's high-speed rail plan is going to cost: at least \$90 billion, or \$1,000 for every federal income taxpayer in the country.

That's only the beginning. Count on adding \$400 for cost overruns. Taxpayers will also have to cover operating losses: Amtrak currently loses \$28 to \$84 per passenger in most of its short-distance corridors.

The FRA plan also has huge gaps, such as Dallas to Houston, Jacksonville to Orlando, and the entire Rocky Mountains. Once states start building high-speed rail, expect local politicians to demand these gaps be filled - at your expense. And don't be surprised when the government asks for billions more in 30 years to rebuild what will then be a worn-out system.

What would we get for all this money? Unless you live in California and maybe Florida, don't expect superfast bullet trains. In Georgia and most of the rest of the country, the FRA is merely proposing to boost the top speeds of Amtrak trains from 79 miles per hour to 110 mph.

A top speed of 110 mph means average speeds of only 60-70 mph, which is hardly revolutionary. Many American railroads were running trains that fast 70 years ago.

The pro-rail Center for Clean Air Policy predicts that, if the FRA's system is completely built, it will carry Americans 20.6 billion passenger miles a year in 2025. That sounds like a lot but, given predicted population growth, it is just 58 miles per person.

Georgia's portion of the plan will cost at least \$1.8 billion, or close to \$200 for every Georgia resident, plus tens of millions more per year in operating subsidies. For that, the average Georgian will take a round-trip on the train only once every 17 years.

Most of the rest of your \$1,000 will go to California, which wants to you to help pay for a costly bullet train. Even this train will do little to relieve congestion or save energy; mainly it will just fatten the wallets of rail contractors.

Who will ride these trains? We can get an idea by comparing fares between New York and Washington, D.C. As of this writing, \$99 will get you from Washington to New York in two hours and 50 minutes on Amtrak's high-speed

train, while \$49 pays for a moderate-speed train ride that takes three hours and 15 minutes. Meanwhile, relatively unsubsidized and energy-efficient buses cost \$20 for a four-hour-and-15-minute trip with leather seats and free Wi-Fi. Airfares start at \$119 for a one-hour flight.

Who would pay five times the price to save less than 90 minutes? Those wealthy enough to value their time that highly would pay the extra \$20 to take the plane. The train's only advantage is for people going from downtown to downtown.

Who works downtown? Bankers, lawyers, government officials and other high-income people who hardly need subsidized transportation. Not only will you pay \$1,000 for someone else to ride the train, but that someone probably earns more than you.

Nor is high-speed rail good for the environment. The Department of Energy says that, in intercity travel, automobiles are as energy-efficient as Amtrak, and that boosting Amtrak trains to higher speeds will make them less energy-efficient and more polluting than driving.

An expensive rail system used mainly by a wealthy elite is not change we can believe in. Georgia should use its share of rail stimulus funds for safety improvements such as grade crossings, not for new trains that will obligate taxpayers to pay billions of dollars in additional subsidies.

Martin Engel
1621 Stone Pine Lane
Menlo Park, CA 94025
650:323-1670
martinengel@earthlink.net

=

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Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Wednesday, June 24, 2009 3:26 PM
To: Jason Stephens
Subject: Transportation Report Public Participation

Wednesday, June 24th, 2009

Dear Mr. Stephens:

It is understood that persons as myself who could not fit your public transcript hearing last week into their schedule still have the opportunity to participate by tomorrow by writing to you. Therefore please accept my report and forward to public officials. My statement for your report is as follows:

" Holistic, comprehensive transportation planning auditing , etc for all modes is what we need. Why should any transportation subsidy debate be focused solely on mass transit by presumably a population of non-users who are vastly publicly supported for their everyday dedication to single occupancy vehicle "SOV" travel? The 40,000 deaths annually on our Nations roads require costly public safety rescue coupled with emergency expense of taking care serving injured, too!

Finally, if we don't watch out where we're going, we could end up there!" Thank you for your time and attention, Jason.

Sincerely,

**Dianne Barker, Citizen
3219 E. Camelback Rd., #393
Phoenix, Arizona 85018
dteam11@yahoo.com**

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

July 9, 2009

SUBJECT:

Presentation of the Framework Recommendation for the Interstates-8 and 10-Hidden Valley Transportation Framework Study

SUMMARY:

As a follow-up to the Interstate 10-Hassayampa Valley Framework Study, MAG and its funding partners, the Arizona Department of Transportation, the Maricopa County Department of Transportation, Pinal County Public Works, the Town of Buckeye, and the Cities of Goodyear and Maricopa, recognized the need to extend framework planning into southwest Maricopa County and Western Pinal County. Beginning in May 2007, a consultant team began framework planning efforts for a 3,200 square mile study area bounded by Gila River on the North, SR-87 and Overfield Road on the East in Pinal County, the Tohono O'odham Indian Community and Barry Goldwater Range on the South, and 459th Avenue on the West in Maricopa County. The project's study team has determined that entitled development represents a population of approximately 2.5 million by buildout.

This study is the second framework effort in the MAG region, since the conception of the regional freeway network in 1960, and the Hassayampa Study in 2008, to establish a network of transportation facilities to meet buildout travel demand. In doing so, the study team developed and studied alternatives illustrating high capacity roadway and transit corridors to frame transportation for the Hidden Valley study area. The team also conducted a precursory environmental scan of the study area so that transportation corridors could be identified to avoid presently known natural and built environmental factors.

At this time, the project's funding partners, in cooperation with a Study Review Team and a project consultant team, has made their final framework recommendation that is ready for study acceptance by the MAG and the Central Arizona Association of Governments (CAAG) Regional Councils. An illustration of the recommendation and draft of the project's executive summary is attached to this transmittal.

The project has received consultant help from DMJM Harris, Inc., and its sub-consultants Wilson and Company, Partners for Strategic Action, Lima and Associates, and Curtis Lueck and Associates.

Regional Council action will be sought for acceptance of the Interstates 8 and 10-Hidden Valley Transportation Framework Study in September 2009.

PUBLIC INPUT:

To date, the project team has conducted more than 200 stakeholder events and meetings to receive public input on the study and transportation framework alternatives. The events included six public meetings, two public-developer forums, presentations to CAAG, and individual meetings with elected officials from Maricopa County, Pinal County, the City of Goodyear, the City of Casa Grande, the City of Goodyear, the Town of Buckeye, and the City of Coolidge, and the tribal councils for the Gila River and Ak-Chin Indian Communities.

In addition to the meetings, the project's study team has issued two newsletters for the general public. All information related to the project is available at www.bgaz.org.

PROS & CONS:

PROS: The study recommends a framework for extending and preserving the existing and planned metropolitan freeway network for the next ring of development in the MAG and CAAG regions. The project's recommendations provide guidance to MAG, CAAG, and member agencies for establishing a transportation framework and an implementation strategy to meet buildout travel demands. The recommendations also include an interchange spacing strategy to preserve Interstates 8 and 10 as freight corridors.

CONS: Most of the transportation needs identified in this study will not be funded. Thus, as with the Hassayampa Study, the Regional Council will be requested to accept the study's findings versus actually adopting them. In taking this action, the planning process can be moved forward in an illustrative manner, thereby providing guidance to MAG and the affected agencies in the Hidden Valley for future activities, including updates to the Regional Transportation Plan. The framework recommendations are also based upon presently known natural and built environmental factors.

Future studies could identify potential impacts that may either need mitigation, prevent construction, or require an update to the framework.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The September 2009 request for the project's recommendations is for acceptance. As future planning continues in the MAG region, additional studies will be needed to identify how the project's corridors are ultimately incorporated into the Regional Transportation Plan for possible implementation and construction.

POLICY: This framework study is the second effort of its type for the MAG region since 1960. Preliminary results from the Interstates 8 and 10-Hassayampa Valley Transportation Framework Study are being incorporated by affected agencies in their continuing planning studies and process. From a policy perspective, this study's recommendations provide guidance and coordinated transportation vision to a rapidly developing portion of the metropolitan area.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

Management Committee: On July 8, 2009, the Management Committee received a presentation on the study.

MEMBERS ATTENDING

Mark Pentz, Chandler, Chair	Horatio Skeete for Ed Beasley, Glendale
Carl Swenson, Peoria, Vice Chair	Romina Korkes for John Fischbach, Goodyear
# Matt Busby for George Hoffman, Apache Junction	RoseMary Arellano, Guadalupe
Rogene Hill for Charlie McClendon, Avondale	Darryl Crossman, Litchfield Park
Stephen Cleveland, Buckeye	Scott Butler for Christopher Brady, Mesa
Gary Neiss, Carefree	Jim Bacon, Paradise Valley
* Usama Abujbarah, Cave Creek	Frank Fairbanks, Phoenix
Spencer Isom for B.J. Cornwall, El Mirage	John Kross, Queen Creek
Alfonso Rodriguez for Phil Dorchester, Fort McDowell Yavapai Nation	* Bryan Meyers, Salt River Pima-Maricopa Indian Community
Julie Ghetti for Rick Davis, Fountain Hills	Bridget Schwartz-Manock for John Little, Scottsdale
Rick Buss, Gila Bend	Randy Oliver, Surprise
* David White, Gila River Indian Community	Charlie Meyer, Tempe
George Pettit, Gilbert	Chris Hagen for Reyes Medrano, Tolleson
	Gary Edwards, Wickenburg

Mark Hannah for Lloyce Robinson,
Youngtown
Kwi Sung Kang for John Halikowski, ADOT
Kenny Harris for David Smith,

Maricopa County
Carol Ketcherside for David Boggs,
Valley Metro/RPTA

- * Those members neither present nor represented by proxy.
- # Participated by telephone conference call.
- + Participated by videoconference call.

An update on the planning process for the Interstates 8 and 10-Hidden Valley Transportation Framework Study was provided to the Transportation Review Committee, Management Committee, the Transportation Policy Committee, and the MAG Regional Council in June 2008.

CONTACT PERSON:

Bob Hazlett, MAG Senior Engineer, 602 254-6300.



bqaz Interstates 8 and 10 Hidden
Valley Transportation Framework
Study

<http://www.bqaz.org>

DRAFT

Executive Summary

June 2009

AECOM

Wilson & Company, Inc.
Partners for Strategic Action, Inc.
Curtis Lueck & Associates
Lima and Associates



302 North First Avenue, Suite 300 • Phoenix, Arizona 85003 • Phone (602) 254-6300



Maricopa Association of Governments • Arizona Department of Transportation
• Maricopa County Department of Transportation • Pinal County Department
of Public Works • Town of Buckeye • City of Goodyear • City of Maricopa

Executive Summary Report

Project Background, Purpose and Objectives

The Interstates 8 and 10 Hidden Valley Transportation Framework Study is the second long-range planning study that the Maricopa Association of Governments (MAG) is conducting in rapidly developing areas surrounding present-day metropolitan Phoenix. The purpose of these studies is to initiate the transportation planning process in large areas that are expected to experience intense growth and development over the next 30 to 50 years.

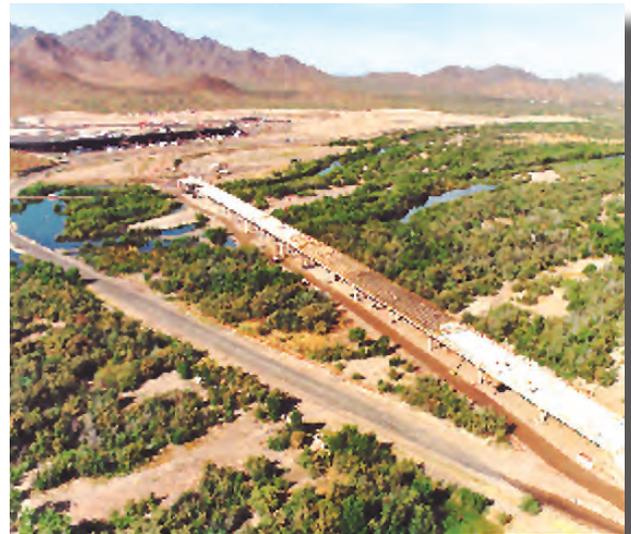
The study area, which encompasses approximately 3,000 square miles (larger than the state of Delaware), is situated in Maricopa and Pinal counties. Its boundaries are generally the Gila River on the north, the I-8 corridor on the south, Overfield Road (east of I-10) on the east, and 459th Avenue in Maricopa County on the west. The Hidden Valley contains two Native American Indian communities, five wilderness areas, and the Sonoran Desert National Monument.

MAG and its partners are beginning broad-brush planning in advance of growth. The planning timeframes are 2030 and Buildout, which may occur after 2050. The table below shows the magnitude of expected growth. At Buildout, the Hidden Valley study area will have roughly two-thirds the population of Maricopa County today.

Completion of this study met the following objectives:

- Developed a conceptual network of transportation corridors for freeways, parkways, arterials, and

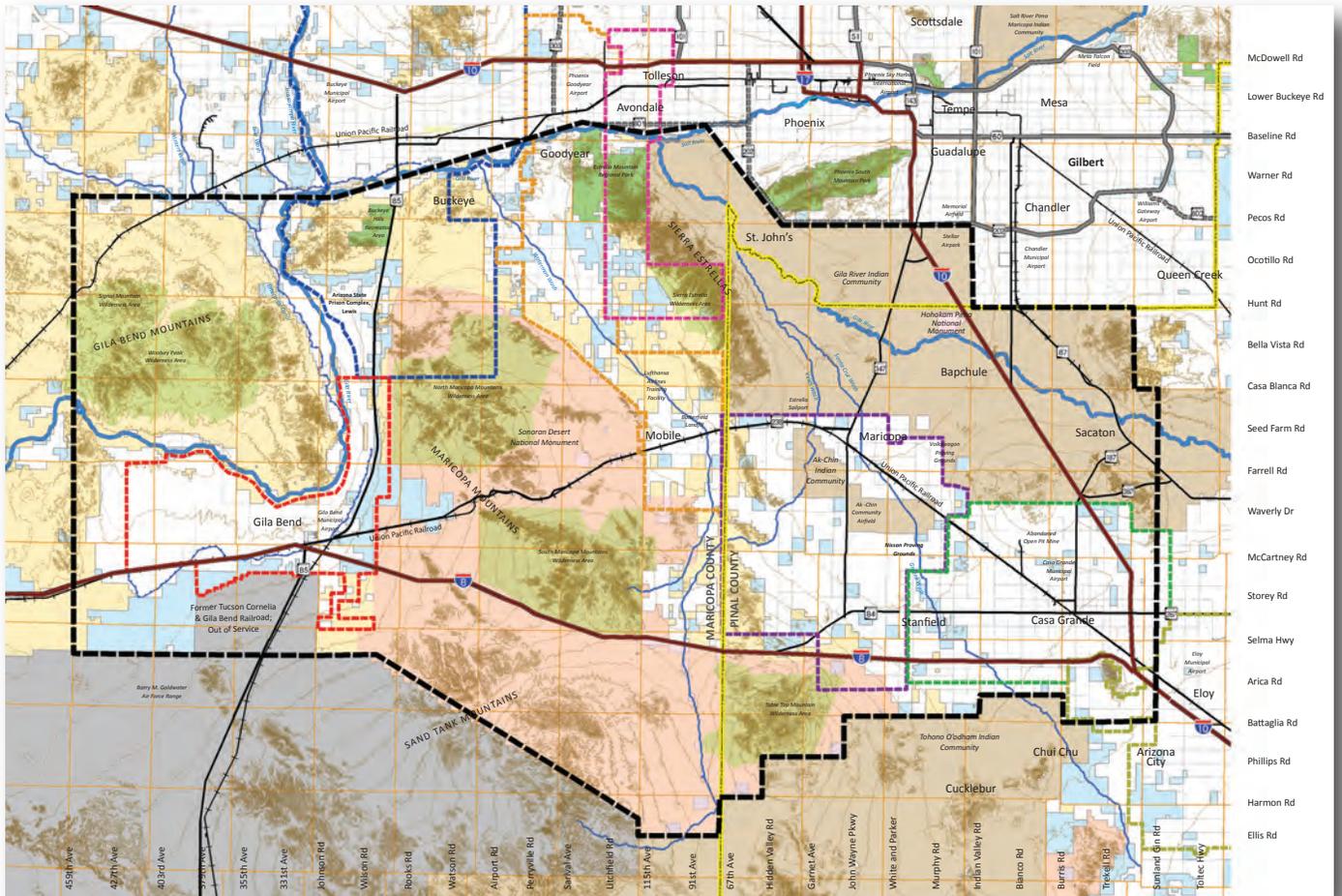
- public transit throughout the study area;
- Identified potential traffic interchange locations on I-8, I-10, and proposed freeways;
- Established access management strategies for high-capacity corridors to ensure safe and efficient operation of the roadways;
- Prepared a comprehensive set of maps illustrating the study area's natural and man-made environment.
- Integrated recommendations with results of the recently completed MAG Interstate 10 Hassayampa Valley Transportation Framework Study, which covered much of the area just north of the Hidden Valley study area;
- Determined logical phasing of major transportation improvements;
- Specified future corridors in which right-of-way should be preserved now; and
- Examined alternative funding strategies.



Date or Scenario	Population	Employment (Jobs)
Year 2005	90,000	49,000
Year 2030	448,000	224,000
Buildout (post-2050)	2,500,000	1,100,000

Source: MAG Study Team, 2009

Study Area Map



Legend	Interstate	Topography (100')	Avondale MPA	Goodyear MPA	Military
Study Area	Metro Phoenix Freeway System	Township/Range	Buckeye MPA	Maricopa MPA	State Land
Railroad	Proposed Freeways	County Boundary	Casa Grande MPA	BLM	Private
Road	River/Wash	Wilderness Area	Eloy MPA	Indian Community	
Highway		National Monument	Gila Bend MPA	Local or State Park	

Recommended Framework

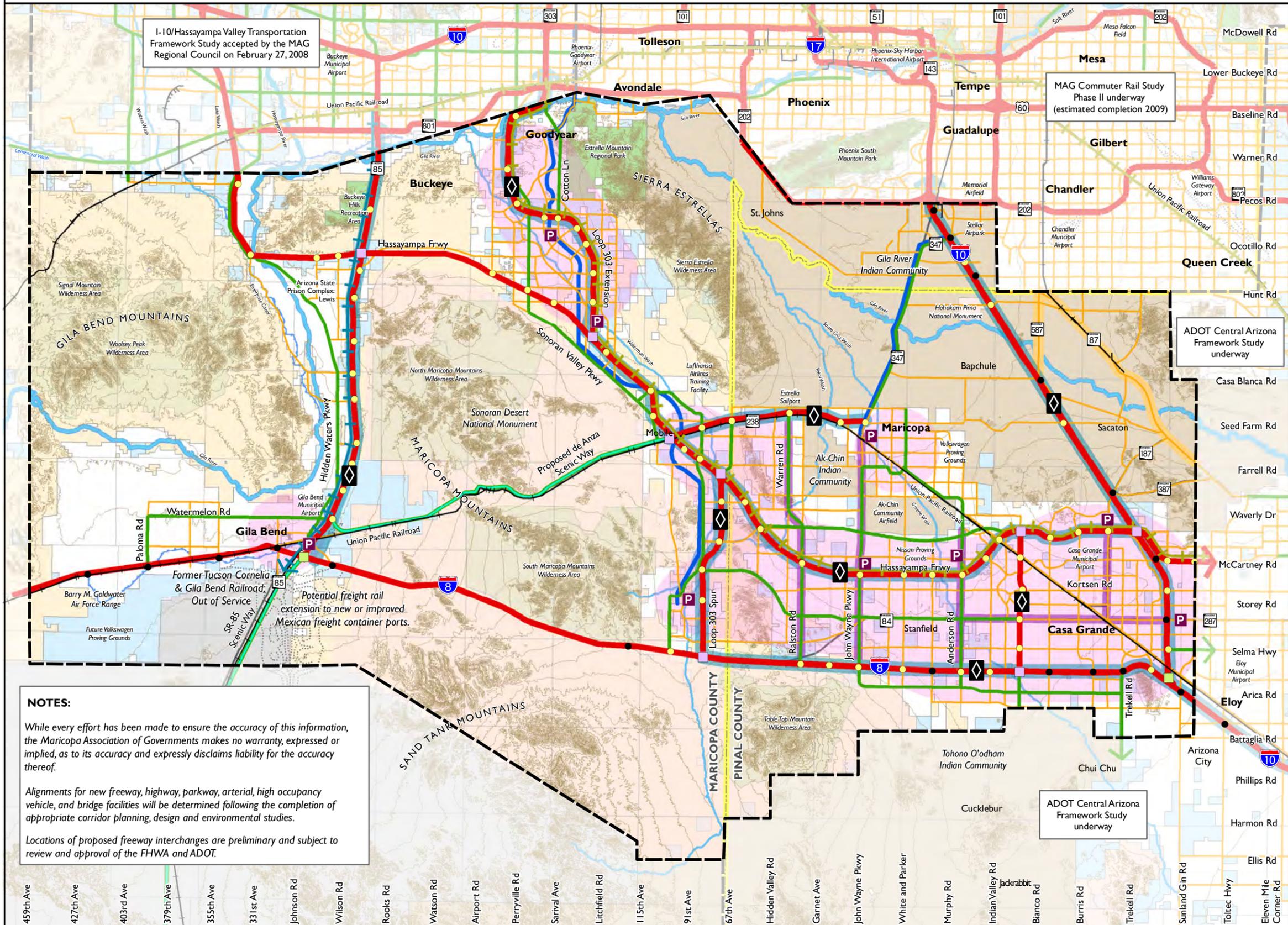
The recommended transportation framework for the Hidden Valley is illustrated on page 3. The network is multimodal, featuring expanded and new high-capacity roadway corridors to accommodate future travel demand, as well as transit corridors to facilitate travel to the major employment centers of Metropolitan Phoenix and Tucson and activity hubs in the Hidden Valley. The framework is designed to:

- Meet the long-range mobility needs of the Hidden Valley region, in a manner consistent with adopted transportation and land use plans.
- Introduce new travel corridors between existing and proposed communities in the Hidden Valley.
- Accommodate travel demand in a sustainable and environmentally responsible manner, using context-sensitive solutions such as grade-separated wildlife crossings and “scenic ways” across visually attractive landscapes.
- Lay the foundation for local and regional multimodal planning, including approximate locations of future transportation hubs, traffic interchanges, and park-and-ride facilities.
- Allow for phased implementation, depending on development timeframes and available funding streams, over a period extending 40 or more years into the future.
- Be consistent with the continuing planning efforts of Native American communities within the Hidden Valley by avoiding known cultural resources and



I-8/I-10 Hidden Valley Transportation Framework Study

Recommended Framework



I-10/Hassayampa Valley Transportation Framework Study accepted by the MAG Regional Council on February 27, 2008

MAG Commuter Rail Study Phase II underway (estimated completion 2009)

ADOT Central Arizona Framework Study underway

ADOT Central Arizona Framework Study underway

NOTES:
 While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.
 Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.
 Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

- Legend**
- Study Area Boundary
 - Existing Railroad
 - Proposed Hidden Valley Network**
 - Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Proposed Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Proposed Traffic Interchange
 - Existing or Programmed System Interchange
 - Proposed System Interchange
 - Proposed Transit Network**
 - Freeway Transit Corridor
 - Parkway Bus Transit Corridor
 - Potential Commuter Rail
 - Enhanced Transit Corridor
 - Potential Local Transit Service Area (including service to support regional transit)
 - Potential Park-n-Ride
 - High Occupancy Vehicle (HOV) Lane

Note: This proposed network is for a buildout scenario.



- identifying transportation improvements on tribal lands that protect and enhance the goals of their communities.
- Provide seamless highway and transit links with adjacent regions.

The network includes several new freeways and parkways, and identifies approximate locations of arterials. All of the framework routes should be viewed as generalized corridors, not specific alignments. Specific locations for roadway and transit facilities will be established in future planning and design studies. While all recommendations on tribal lands have been informally agreed upon, such improvements are contingent upon formal acceptance by both the Ak-Chin and GRIC tribal councils.

The roadway network contains approximately 1,960 lane miles of freeways, 1,703 lane miles of parkways, and 3,668 lane miles of arterials. Freeways are fully access-controlled and have four to five lanes per direction at Buildout. Arizona Parkways are intermediate- capacity, six- to eight-lane divided roadways with partial access control and indirect left turns permitted at major intersections. Parkway facilities are generally spaced every three to five miles. The background network of arterial streets would accommodate shorter trips in and between Hidden Valley communities. A series of interchanges is illustrated on the map. FHWA, ADOT, MAG, and CAAG are working to set a minimum spacing of two miles between interchanges on Interstate highways, except where closer spacing already exists or was previously approved. (The minimum spacing from the nearest freeway-to-freeway or “system” interchange is three miles.) Existing or proposed traffic interchanges refer to freeway-to-arterial or freeway-to-parkway access points. System interchanges refer to freeway-to-freeway ramp systems.

A synopsis of additional features follows:

- Two scenic ways are proposed, reflecting a parkway cross-section with enhanced wildlife crossing corridors. These roadways can also provide accessibility for recreational opportunities.
- High occupancy vehicle lanes are identified on those freeways that connect communities to major employment centers.
- Freeway transit and parkway bus transit corridors

are proposed to connect major activity centers, with potential park-and-ride facilities identified on the map.

- Communities would offer local bus transit and paratransit services.
- Two enhanced transit corridors are illustrated. The City of Goodyear has proposed an enhanced transit corridor to connect the multiple Goodyear city centers along a north- south transit spine. The City of Maricopa has proposed an enhanced transit corridor along SR-347 to provide a rapid transit connection to freeway transit along I-10.
- A potential route for future commuter rail service is illustrated. This service could connect with a potential system serving central Phoenix.
- A proposed freight rail route is depicted in the western portion of the study area, connecting two Union Pacific lines, one near Gila Bend and another in Buckeye. This could extend farther north to the BNSF Railway parallel to US-60/Grand Avenue.

Coordination and Outreach

The Interstates 8 and 10 Hidden Valley Transportation Framework Study included an agency coordination and community outreach program throughout the project. Approximately 200 meetings were conducted with public agency staff, elected officials, and a wide range of private stakeholders, such as landowners and developers. All of these public and private stakeholders were invited to participate in several forums. Over 100 people, including several elected officials, attended each event. MAG also conducted two sets of community workshops to present the study findings to the general public.

The MAG team supplemented these meetings with three newsletters and a special web page, <http://www.bqaz.org>, linked to the MAG website. The stakeholder team included:

Funding Partners:

- Maricopa Association of Governments
- Arizona Department of Transportation
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Town of Buckeye
- City of Goodyear
- City of Maricopa

Contributing Partners:

- Central Arizona Association of Governments
- City of Casa Grande

Study Review Team:

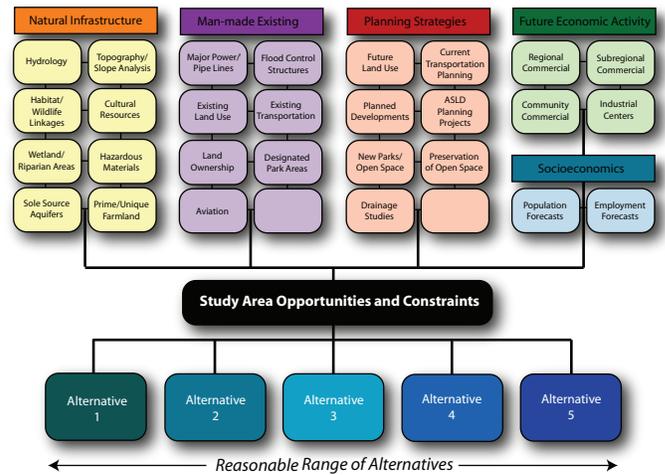
- Ak-Chin Indian Community
- Arizona Department of Environmental Quality
- Arizona Department of Transportation
- Arizona Game and Fish Department
- Arizona State Land Department
- Central Arizona Association of Governments
- City of Avondale
- City of Casa Grande
- City of Goodyear
- City of Eloy
- City of Maricopa
- Federal Highway Administration
- Flood Control District of Maricopa County
- Gila River Indian Community
- Maricopa Association of Governments
- Maricopa County Department of Transportation
- Pinal County Department of Public Works
- Tohono O’odham Indian Community
- Town of Buckeye
- Town of Gila Bend
- U.S. Air Force (Luke Air Force Base and Goldwater Range)
- U.S. Bureau of Land Management

Environmental Scan and Development Suitability Analysis

An environmental scan, like an environmental overview at a corridor level, assists in identifying critical flaws of transportation alternatives. An environmental scan of more than 35 maps was created to display the existing conditions of the Hidden Valley. The scan included a review of the social, environmental, physical, and economic environment of the study area. It is especially useful for providing background information at a glance to stakeholders and the community.

Upon completion of the scan, a development suitability analysis was conducted by combining natural and man-made opportunities on two maps, which were used to develop regional transportation network alternatives for the Hidden Valley study area.

Development Suitability Analysis Process



Arizona Parkway Functional Classification

The Arizona Parkway is a new roadway functional classification, proposed in the Hassayampa Valley study and further studied by the Maricopa County Department of Transportation. This facility type has an excellent record of providing capacity up to double that of a conventional arterial, at a fraction of the cost of a freeway.

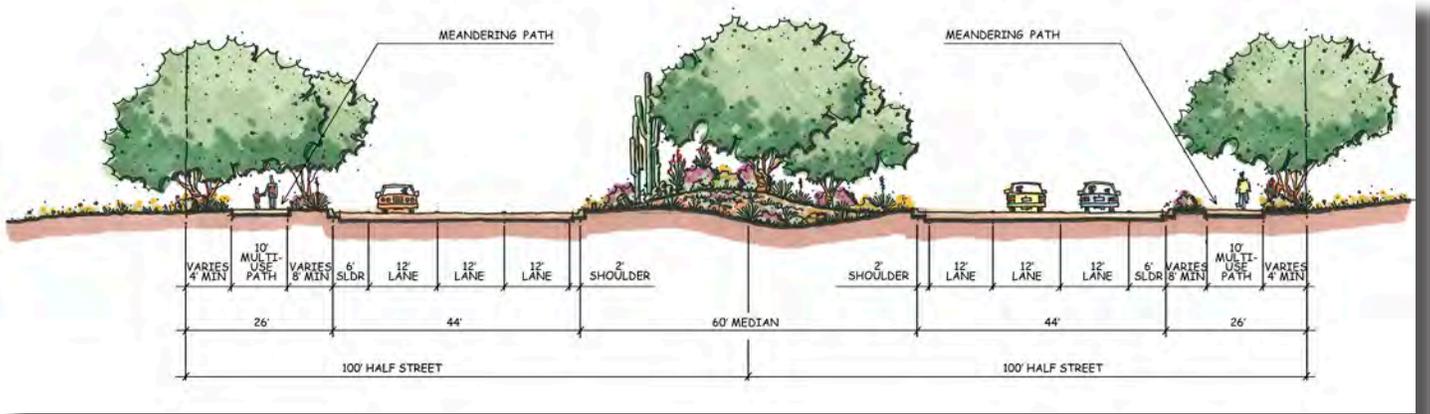
Parkways include: six- to eight-lane divided roadways, more access management than a typical arterial roadway, right-of-way of at least 200 feet, and minimum 60-foot median to accommodate storage for indirect left turns and large vehicle turning radii.

A unique intersection design feature that greatly increases parkway capacity is the “indirect left turn.”



Aerial view of parkway in the state of Michigan

Arizona Parkway Cross-Section



Traditional left turns are not permitted at intersections, resulting in a two-phase signal cycle that improves traffic operations and safety. At high-volume junctions between two parkways, grade-separated intersections may be provided.

Key advantages of this type of roadway over a typical arterial include: higher vehicle capacity, faster travel times, better gas mileage due to fewer stops and less idling at intersections, and less potential for accidents at intersections due to elimination of left turns.

Following the preliminary recommendations of the Hassayampa Valley Framework Study, the Maricopa County Department of Transportation led several studies to identify the operation and construction of the Arizona Parkway cross-section. Please find these studies and additional information at: <http://www.bqaz.org/azparkway/index.asp>

Wildlife Crossings

The Arizona Wildlife Linkages Workgroup, a partnership of public agencies and non-governmental organizations, completed a study known as *Arizona's Wildlife Linkages Assessment* in 2006. The assessment documented and mapped initial work to identify habitat blocks, fracture zones, and potential linkage zones, in an effort to promote connectivity of habitat for Arizona's wildlife. The assessment is intended to provide a framework for land managers and planners to assess opportunities for mitigation, such as wildlife crossings and land protection measures.

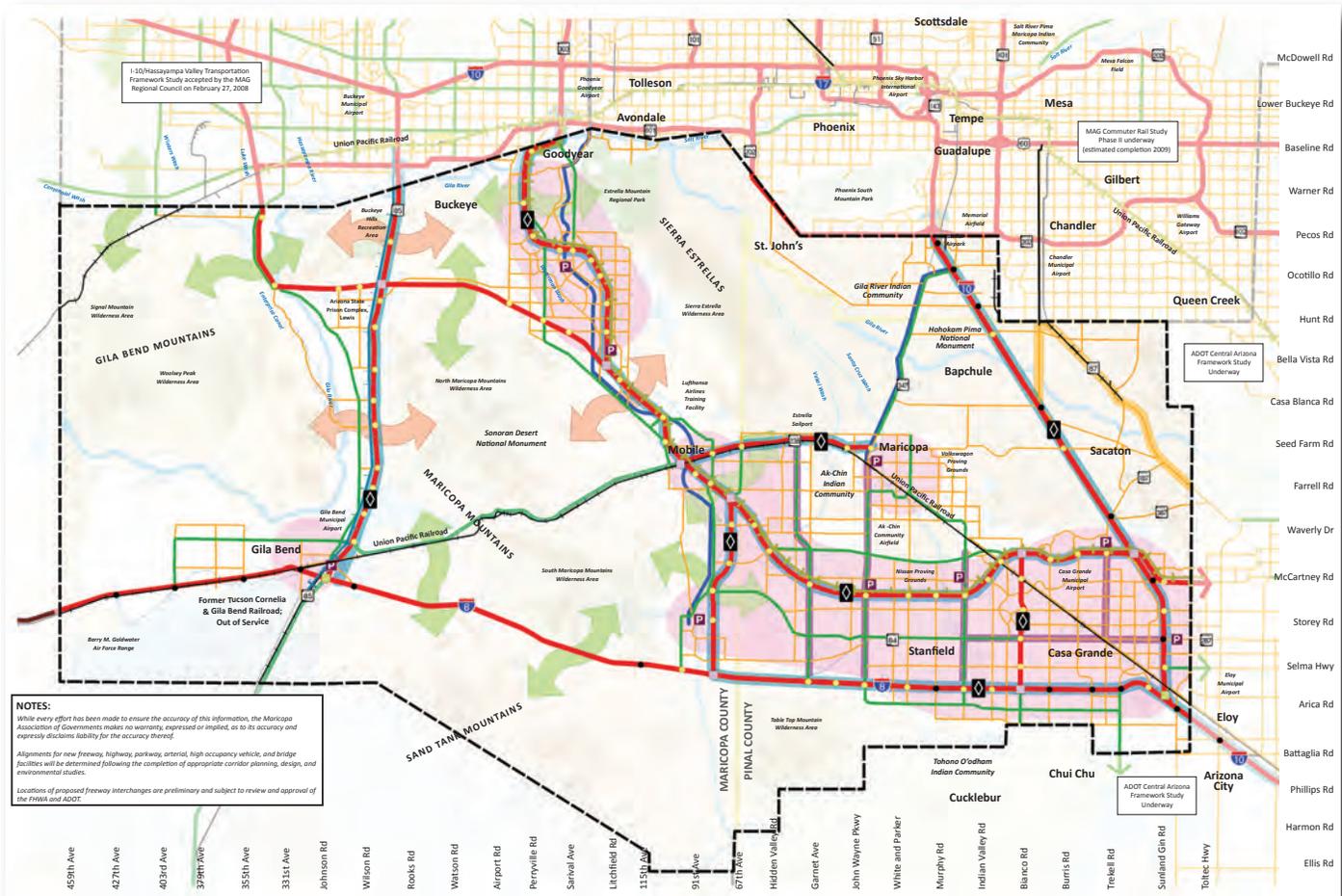
Concrete ramp for tortoise crossing near US-60 (right)

Mitigation measures are important for two reasons. The first reason is human safety. As our infrastructure expands into more rural areas, we are moving into the wildlife habitat, increasing the chances of wildlife-vehicle collisions. Secondly, wildlife crossings reduce the adverse effects of roads, decreasing wildlife mortality.

A follow-on program to the Arizona's Wildlife Linkages Assessment, the *Arizona Missing Linkages* assesses specific regions to determine these wildlife crossing needs. The Gila Bend-Sierra Estrella Linkage Design identifies the two most important linkages in the study area – the connection across SR-85 between the Gila Bend Mountains and the Sonoran Desert National Monument, and the connection across the proposed Hassayampa Freeway between the Sonoran Desert National Monument and the Sierra Estrella Wilderness Area. Both of these areas include a range of species size for which wildlife crossings should include appropriate infrastructure.



Arizona Wildlife and Missing Linkages



 Wildlife Linkage  Priority Linkage/Arizona Missing Linkage

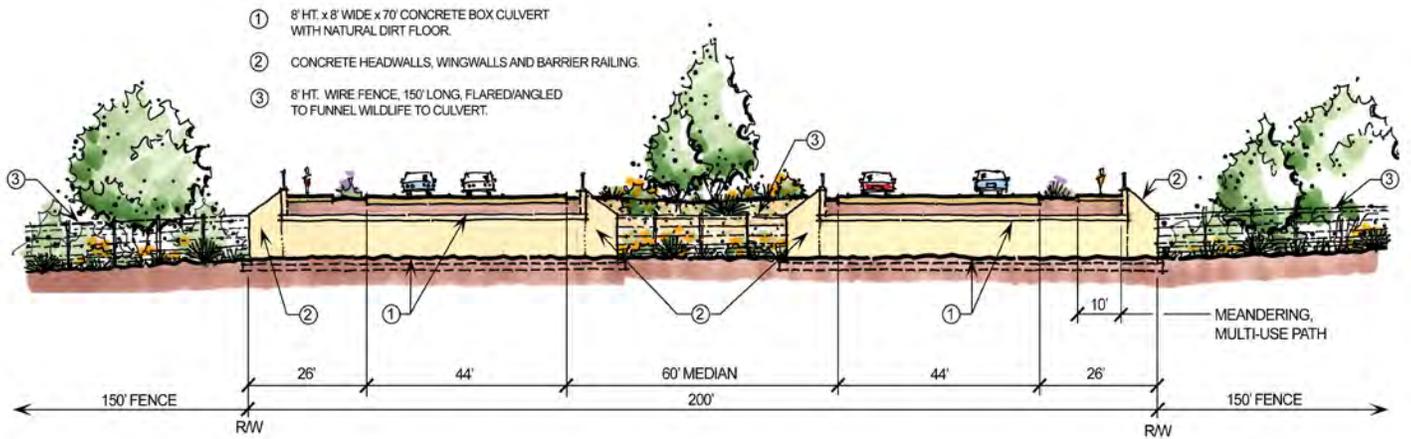
Several wildlife crossings are planned or exist in Arizona and offer examples of alternative mitigation measures. For example, to accommodate desert bighorn sheep on US-93, three wildlife bridges will be constructed over the highway, to appeal to the sheep's desire to be up high. On the other hand, eleven underpasses were constructed on a 17-mile section of SR-260 between Payson and Show Low, permitting elk to cross the highway after over 100 documented wildlife-vehicle collisions in 2001. Mitigation measures included elk crossing signs along SR-260 between Payson and Show Low and pedestrian-wildlife underpasses with monitoring equipment. Since implementation of these crossings on SR-260, elk-vehicle collisions have fallen as much as 95 percent. Near Superior along the Gonzales Pass segment of US-60, concrete ramps have been constructed at the entrance of each culvert to help tortoises avoid slipping between the

riprap entrances to culverts. The ramp guarantees the animals a pathway up to and into the culvert.



Example elk underpass on SR-260

Arizona Parkway Sample Wildlife Crossing for Large Mammal: Cross-Section



Arizona Parkway Sample Wildlife Crossing for Large Mammal: Elevation



A bridge or box culvert with a large opening attracts larger species, whereas low pipe or box culverts with smaller openings are more attractive to small and medium animals. In both situations, fencing is necessary to guide the animals into the crossing, and not over the road.

The cross-section presented above can easily be adapted to a freeway or arterial by varying the dimensions of the culvert opening in relation to the roadway width. Additionally, depending on the animal size, the box culvert can be replaced with a pipe culvert or other appropriate pathway, which may use an overpass rather than an underpass.

Protection of significant wildlife crossings is an important element of this study. Appropriate mitigation measures should be included in future design of the recommended roadways, especially scenic ways.



Artist rendition of a bighorn sheep crossing over US-93

Relationship to Statewide Transportation Planning Framework

The Arizona State Transportation Board has undertaken a statewide collaborative process to identify Arizona’s multimodal transportation needs and a range of options to meet them. It is the first statewide transportation planning effort in Arizona to address truly long-range needs (2030 and 2050); the first to consider all roadways and transit on an equal footing; the first to include city and county, as well as state systems; and the first to fully integrate principles of smart growth, environmental stewardship, and tribal participation. It will also include a rail development program and investment strategy for the state.

ADOT’s program has applied the concept of a framework study statewide. For Maricopa County and a portion of Pinal, the Hidden Valley study, the I-10 Hassayampa Valley Regional Transportation Framework, and the update of the MAG RTP provide the basis for the future transportation network. In Pima County, ADOT will incorporate the update of the PAG RTP. ADOT has split the rest of the state into four regions – Northern Arizona, Western Arizona, Central Arizona, and Eastern Arizona. The Hidden Valley recommended network is fully integrated with its adjacent study area, the Central Arizona Framework, which encompasses the rest of Pinal County.

In summer 2009, ADOT and its regional partners will use the information developed to create a Statewide Transportation Planning Framework, which will lead to the updated State Long-Range Transportation Plan.

System Funding

Building the recommended roadway network in the study area will cost over \$25 billion in today’s dollars. These roadway projects are not funded or included in the adopted Regional Transportation Plans. The study team identified various transportation revenue sources in use today by study area jurisdictions, including the Highway User Revenue Fund (HURF) (primarily the state fuel tax), the Regional Area Road

Framework Planning Regions



Fund (RARF) which comes from the voter-approved half-cent sales tax in Maricopa County, and the Pinal County Transportation Excise Tax extended to 2025 in Pinal County. The HURF has been declining in real terms for almost twenty years, and the RARF and the Pinal County tax expire in 2025. Accordingly, these sources cannot be relied on for the proposed Hidden Valley framework. We need to identify and commit a new array of funding sources to build the network. Funding will also be needed for continuing operation and maintenance once construction is complete.

There are no easy solutions to this funding predicament, as the sources that generate the most revenue will likely be the most difficult to enact. Even though the conceptual network is a long-term vision, we should begin to think now about how to overcome the funding shortfall.



Potential Implementation Timeframe

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
Freeway					
I-8	I-10 to SR-347	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
	West of SR-347			4 lanes (existing)	10 lanes, including 2 HOV, and new TIs
I-10**	SR-202L to I-8	N/A	2010-2015 (for new TIs)	6 lanes (general purpose)	10 lanes, including 2 HOV, and new TIs
SR-85	I-8 to I-10	Complete	Complete	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303L Extension	I-10 to Rainbow Valley Rd	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
	Rainbow Valley Rd to Hassayampa Fwy	2010-2020	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
SR-303 Spur	Hassayampa Fwy to I-8	2010-2020	2015-2020	6-lane parkway	8 lanes, including 2 HOV
Hassayampa Fwy	I-10 (Casa Grande) to I-10 (Buckeye)	2010-2015	2010-2020	6 lanes (general purpose)	8 lanes, including 2 HOV
SR-238	Hassayampa Fwy to SR-347	2010-2015	2015-2020	4 lanes (general purpose)	8 lanes, including 2 HOV
Montgomery Fwy	I-8 to Hassayampa Fwy	2020-2025	2020-2030	4 lanes (general purpose)	8 lanes, including 2 HOV
Parkway					
SR-347** ^H	I-10 to Maricopa-CG Hwy	N/A	2010-2020	6 lanes	6 lanes
	Farrell Rd to I-8		2010-2020	4 lanes	8 lanes
Sonoran Valley ^H	SR-238 to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Warren-Ralston ^H	I-8 to SR-238	2010-2015	2010-2020	4 lanes	8 lanes
Anderson ^H	SR-84 to Maricopa-CG Hwy	2010-2015	2010-2020	4 lanes	8 lanes
Anderson ^M	I-8 to SR-84	2015-2020	2015-2025	4 lanes	6 lanes
Cotton Ln ^H	SR-303L to SR-303L	2010-2015	2010-2020	4 lanes	6 lanes
Kortsen/SR-84/SR- 287 ^M	Montgomery to SR-303 Spur	2015-2020	2015-2025	4 lanes	6 lanes
Maricopa-CG Hwy ^M	All (parkway portion)	2010-2020	2015-2025	6 lanes	6 lanes
Farrell ^M	All (parkway portion)	2010-2020	2015-2025	4 lanes	6 lanes
Val Vista ^M	Hassayampa Fwy to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Selma Hwy ^M	East of I-10	2010-2020	2015-2025	6 lanes	6 lanes
Trekell ^M	South of I-8	2010-2020	2015-2025	4 lanes	6 lanes
Vekol Valley ^M	I-8 to Hassayampa Fwy	2010-2020	2015-2025	4 lanes	6 lanes
Hidden Waters ^L	Gila Bend to I-10	2010-2015	2010-2020	2-lane arterial	6 lanes
Tabletop ^L	SR-347 to Trekell	2015-2025	2020-2030	4-lane arterial	6 lanes
Watermelon/ Paloma ^L	I-8 to Hidden Waters	2015-2025	2020-2030	2-lane arterial	8 lanes

Potential Implementation Timeframe (cont.)

Corridor	Segment	Corridor/ Preliminary Alignment Study	Right-of-Way Preservation	Facility Level of Development*	
				Interim (2030)	Buildout
Parkway (cont.)					
SR-85 Scenic Way	South of I-8	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
De Anza Scenic Way	SR-238 to SR-85	N/A	Post 2030	2-lane arterial (no change)	4-lane scenic way
Regional Transit					
Passenger Rail	Queen Creek-Eloy (UP Phoenix Subdivision)	2010-2015	2010-2020	Peak period service	Full service
	SR-303L/Hassayampa Fwy corridor	In conjunction with Hassayampa Fwy studies	2015-2025	Limited or no service	Full service
Regional Bus	All	N/A	N/A	Based on demand	Based on demand

*Refers to total lanes in both directions.

**All transportation improvements on tribal community land require advance authorization from the tribal governing council.

Parkway priorities: ^HHigh ^MMedium ^LLow

Source: MAG Study Team, 2009