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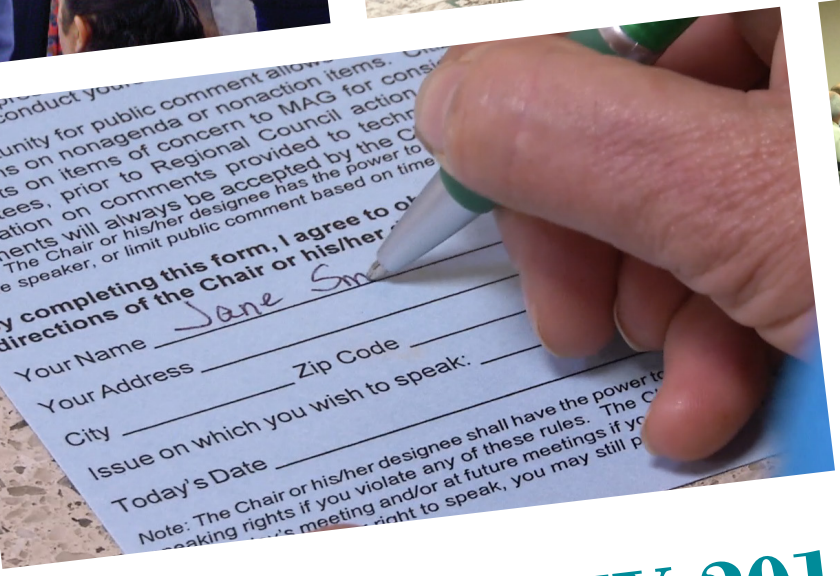
MARICOPA ASSOCIATION of GOVERNMENTS



FY 2016 FINAL PHASE INPUT OPPORTUNITY REPORT

June 2016

REGIONAL TRANSPORTATION PLAN

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Title VI Notice to the Public

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

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

Cover Page Photo:

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

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EXECUTIVE SUMMARY

INTRODUCTION

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

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Final Phase input opportunity provides for input on the draft listing of projects that make up the FY 2017-2021 Transportation Improvement Program (listing of projects) and input on projects included in the Draft FY 2016 Transit Program of Projects, amendment to the 2035 Regional Transportation Plan and DRAFT April 2016 MAG Conformity Analysis. This input report will be presented to MAG policy committees for review and consideration prior to action.

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

INPUT OPPORTUNITIES

During the Final Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2016 Final Phase Input Opportunity to date is included in this report.

SUMMARY OF INPUT

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

- We encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the (Arizona Game and Fish) Department should be consulted during any planning processes involving wildlife connectivity and linkages.
- The (Arizona Game and Fish) Department requests when referring to "wildlife," to be clear it should read fish and wildlife resources as it includes fish, habitat, etc.
- The maps do not recognize the projects and/or studies for the North/South Freeway, SR-24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.
- The National Transportation Act says when you go through a park, there are additional clearances that must be met.
- There are a lot of people making transit policy who do not use the system.
- Ordinances to control dust are in place for the protection of children and the elderly.
- I looked at the TIP and it is huge.
- My concern is that the (MAG Transit) committee almost voted for a plan that had no ADA improvement money.
- I want to keep the disability community engaged so that we continue to be a "squeaky" wheel to make sure we don't get put on the back burner.
- I am in full support of Scenario 1 (as presented to the MAG Transit Committee), as it permitted $11.5 million to be allocated to ADA improvements over a five-year period.
- As a frequent public transit user, Scenarios 2 and 3 simply did not provide enough funding for the needed transit improvements to inaccessible bus stops.
- I understand the operational issues facing Valley Metro when it comes to bus replacements, and that buses break down, specifically with older vehicles.
- While a brand new bus could be put into service, the bus would not be a useful vehicle if some of its bus stops were inaccessible to passengers.
- I support Scenario 1 because it allocated more funding to improving bus stops and permitted bringing bus stops up to ADA standards.
- While some bus stops were considered fully ADA compliant, some of them, such as the 44th Street/Washington Light Rail Transit Station bus stop, featured impediments to mobility devices such as steeper inclines, gravel on driveways, and utility poles on the sidewalk.
- I ask that the agencies take this observation under consideration in order to repair bus stops that are considered ADA compliant, but not necessarily user friendly.

- I want to address the need for prioritizing ADA improvements in your final proposed scenario because these kinds of improvements allow Maricopa residents with disabilities and their families to use our transit system.
- ADA improvements are action items to 1) help our cities comply with the Americans with Disabilities Act civil rights law, and even more importantly, 2) make improvements that facilitate our transit system to be accessible and workable for our Maricopa County residents that have disabilities that likely represent 15 percent to 20 percent of our residents.
- Scenario 1 is the best option for ADA Improvements because there is funding in each year 2017 through 2021, totally $11 million.
- ADA improvements will be needed each of the next five years.
- Some bus stops need to have a wide enough sidewalk so that wheelchair users can off board without landing in gravel or tipping off the side of the sidewalk.
- Some bus stops, like at the northeast corner of Priest and Washington, have to accommodate more than one bus at a time. In these cases, the sidewalk needs to be wide enough so that riders using mobility devices like scooters or power wheelchairs from both buses can load and unload safely without the danger of tipping over because the sidewalk drops to gravel below.
- Sidewalks leading up to bus and light rail stops need to be wide enough to access the bus stop without worry of tipping off the edge or into tree planter areas or gravel drop offs, and to be able to go safely around graded driveways and barriers like garbage cans and light poles.
- Some sidewalks are just simply too narrow for a big power, chair even without obstructions. An example is the narrow sidewalk on the north side of Washington between 40th and 44th street.
- We need to explore how we can prevent power chair users from getting their wheels stuck between the sidewalk and the light rail care as they enter or exit. This happens now.
- Service in Surprise and the Northwest Valley is very bad.
- The city has express bus service for people who work, but it is an inadequate situation for older adults who end up feeling confined.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

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

> 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.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), in December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6)*. The MAG Public Participation Plan, which was updated in April 2014, sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2016 Mid-Phase Input Opportunity was conducted from March-May 2016. Input collected during that phase is included in the FY 2016 Mid-Phase Input Opportunity Report. The FY 2016 Final Phase Input Opportunity was conducted in May 2016. The Final Phase process provides for final input on plan analysis for the Draft TIP, Plan and Air Quality Conformity Analysis, which generally occurs upon the completion of the air quality conformity analysis, and includes a public hearing on the documents and regional transportation issues. The purpose of this document, the *FY 2016 Final Phase Input Opportunity Report,* is to provide information about the outreach conducted during this phase to date and to summarize the results of the input received.

In addition, continuous outreach is conducted throughout the annual update process and includes activities such as small and large group presentations to community and civic groups, the distribution of press releases, informational materials, newsletters, and coordination with the Citizens Transportation

Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements 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 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 TIP and Plan.

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

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

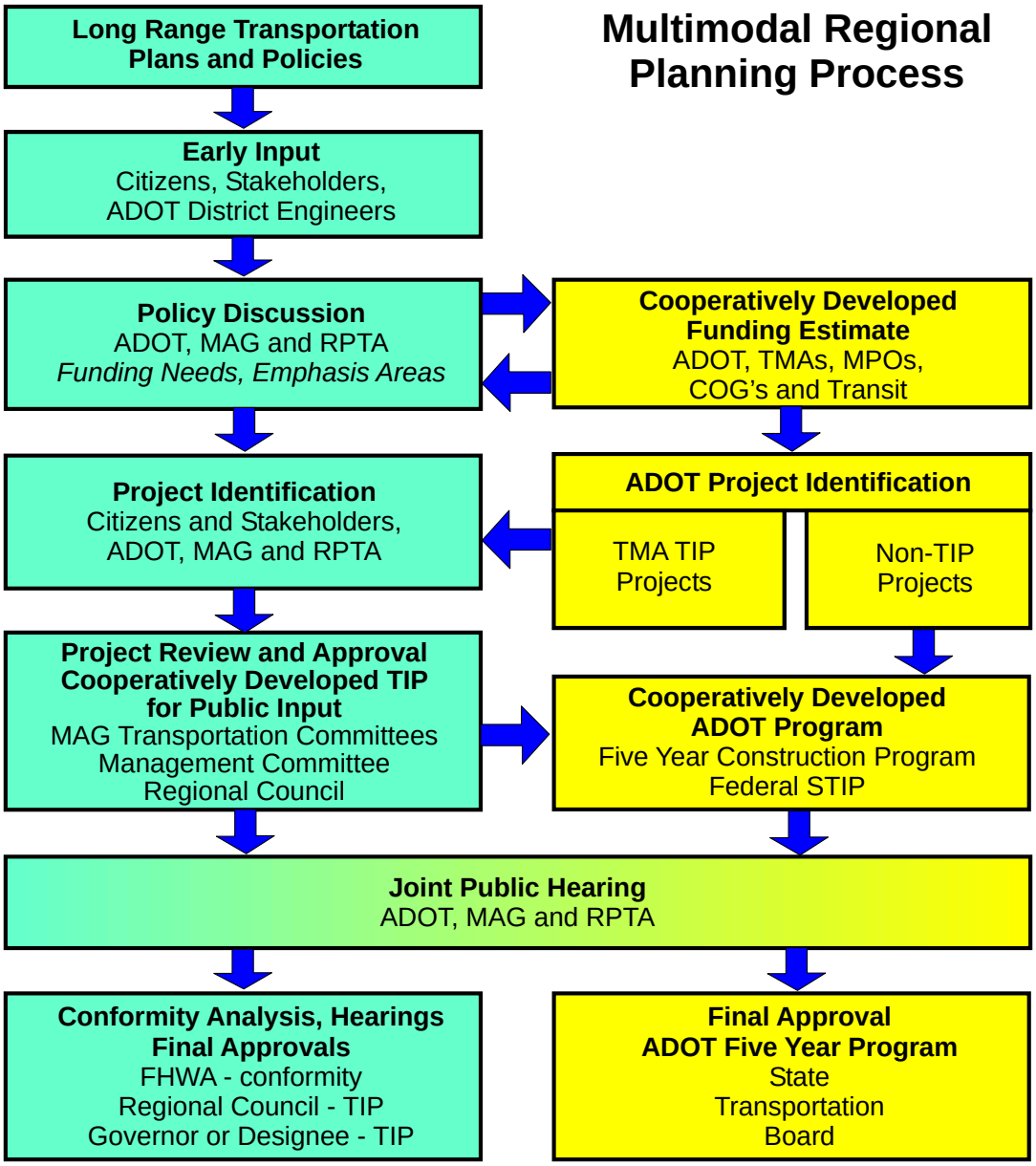

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

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

Table 2: Casa Grande Resolves

PUBLICITY

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

CONTINUOUS INVOLVEMENT

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

- Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.

- Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.

- Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.

- Continued involvement with the Citizens Transportation Oversight Committee (CTOC).

- Partnership in special events including MAG, ADOT, Valley Metro, and METRO, whenever possible. All comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 hours.

- Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee. Monthly summaries of the Regional Council through the Regional Council Activity Report.

- Use of GovDelivery to allow automated notifications of updates to all major MAG project pages.

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

II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

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

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, MAY 11, 2016.

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker noted that a high pollution advisory for ozone had been issued for today. She stated that the advisory notice posted at the MAG office urges people to use alternatives to automobiles, such as riding bicycle or taking transit.

Response: The MAG employees are notified when the Arizona Department of Environmental Quality has issued a High Pollution Advisory and are encouraged to take alternative transportation and reduce emissions.

Comment: Ms. Barker stated that she attended the oral argument in federal court that morning regarding the South Mountain Freeway. She said that the plaintiffs allege that alternatives under NEPA were not met, and the defendants say they offered alternatives, which the plaintiffs say are insufficient.

Response: The Draft EIS, the Final EIS, and Record of Decision have an entire chapter documenting the alternatives selection process, as well as all of the alternatives that were considered. The list of alternatives considered is extensive.

Comment: Ms. Barker noted that the National Transportation Act says when you go through a park, there are additional clearances that must be met.

Response: Ms. Barker is correct. Extensive additional work has been included in the EIS to document why the use of the South Mountain Park property was not avoidable. A mitigation plan was presented with extensive consultation required.

Comment: Ms. Barker stated that South Mountain Park is the largest municipal park in the world.

Response: At nearly 17,000 acres, South Mountain Park is the largest municipal park in the United States and one of the largest urban parks in North America and in the world.

Comment: Ms. Barker stated that there are a lot of people making transit policy who do not use the system. She reported how she went to Los Angeles for less than $100 via air, six buses, and two trains.

Ms. Barker described the routes she took. She said that she was able to go so inexpensively because she knows how to use the transportation system.

Response: Development of a multimodal transportation network that allows our constituents transportation choices and forwards regional mobility continues to be a goal of our regional transportation planning efforts.

Comment by John Rusinek, Valley Resident

Comment: Mr. John Rusinek read from the Maricopa County ordinance regarding parking and driving surfaces. Mr. Rusinek noted that the ground to be driven on needs a stabilizer applied before gravel is laid. He said this also appears in the state ordinance. Mr. Rusinek stated that nobody cares or will talk to him about his problem (with a neighbor's gravel driveway). Mr. Rusinek stated that the Maricopa County representative had given him pictures to ask his approval, but he has not spoken to anyone at the Maricopa County Environmental Department since November. Mr. Rusinek stated that the ordinances to control dust are in place for the protection of children and the elderly. He stated that something needs to be done and the law needs to be followed.

Response: These comments relating to the materials used for driveway improvements should be directed to the City of Phoenix.

COMMENTS RECEIVED DURING THE MAG TRANSIT COMMITTEE MEETING ON MAY 17, 2016.

Comments by Jean Moriki, Disability Rights Advocate

Comment: Ms. Moriki introduced herself and stated that she was pleased to be able to address the Committee. She noted that she had reviewed the agenda from the April and May Transit Committee meetings, specifically the scenarios that were presented for the Draft Transportation Improvement Program (TIP) and Program of Projects (POP). She said that she was fully in support of Scenario 1, as it permitted $11.5 million to be allocated to ADA improvements over a five-year period. As a frequent public transit user, she noted that Scenarios 2 and 3 simply did not provide enough funding for the needed transit improvements to inaccessible bus stops. She thanked the Chair and completed her comments.

Response: Action taken at the May 17, 2016 Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of $1 million in 2016 and $1.5 million in 2017, with $6 million unassigned and to be programed for future projects in fiscal years 2018 through 2021.

Comments by Donna Power, Independent Living Specialist

Comment: Ms. Powers introduced herself and stated that she was a frequent transit user of both light rail and bus services in the Valley. She said that she understands the operational issues facing Valley Metro when it comes to bus replacements, and that buses break down, specifically with older vehicles. However, she explained that while a brand new bus could be put into service, the bus would not be a useful vehicle if some of its bus stops were inaccessible to passengers. Ms. Powers supported Scenario 1 because it allocated more funding to improving bus stops and permitted bringing bus stops up to ADA standards. She noted that while some bus stops were considered fully ADA compliant, some of them, such as the 44th Street/Washington Light Rail Transit Station bus stop featured impediments to mobility devices such as steeper inclines, gravel on driveways and utility poles on the sidewalk. She asked that the agencies take this observation under consideration in order to repair bus stops that are considered ADA compliant, but not necessarily user friendly. She thanked the Chair and completed her comments.

Response: With the support of MAG, Valley Metro/RPTA is facilitating a Regional ADA Bus Stop Accessibility Inventory to evaluate the region's bus stop compliance with recently adopted standards. Results of this study effort are anticipated by fall 2018. Additionally, Valley Metro is in the process of establishing an Accessibility Advisory Group to provide ongoing feedback to address accessibility-related issues on all facilities and services provided by the agency.

Prepared statement by Amina Donna Kruck, Vice President of Advocacy – Ability 360

Statement: Prioritization of ADA Improvements

Dear Committee Members:

I want to address the decision you will be making today to recommend a Transit Plan scenario to the full MAG membership. In particular, I want to address the need for prioritizing ADA Improvements in your final proposed scenario because these kinds of improvements allow Maricopa residents with disabilities and their families to use our transit system. I represent Ability360, a program that offers advocacy and programs by and for individuals with disabilities. We also have a state of the art Ability Center where eleven other disability related organizations are located and a fully accessible sports and fitness center. We have offices in Glendale, Phoenix, and Mesa. I invite you to come see our Center, if you haven't already, which is a model of accessibility and where we will soon enjoy a new light rail stop near 50th and Washington Street.

I want to remind you that ADA improvements are action items to 1) help our cities comply with the Americans with Disabilities Act civil rights law; and even more important 2) make improvements that facilitate our transit system to be accessible and workable for our Maricopa County residents that have disabilities that likely represent 15% to 20% of our residents. These residents are of all ages, all kinds

of physical, behavioral and sensory functional loss. Today they may be or tomorrow they could be your parent, your child, your sibling or co-worker. They use wheelchairs, have hearing and vision loss. Many either are unable to drive or can't afford the luxury of a $30,000 accessible vehicle for transportation and the automobile insurance that goes with it.

Residents with disabilities use public transit to go to work, to volunteer in their community, to shop, to visit with family, to recreate and to get to medical appointments. It is much cheaper for the county for them to use the bus and light rail than to rely on paratransit. We invite Valley Metro to our main location at 50th Street and Washington every month to orient residents how to use the transit system and offer them free bus and light rail rides. The essential nature of an accessible transit system to our disability community members is the reason why we have been such strong advocates for every transit election that has taken place over the last 20 years.

I have reviewed scenarios 1 through 3 which you will be discussing next and I want to address the proposals for ADA Improvements specifically. I will start with the bad news. I am extremely troubled that scenario 2 is even being proposed since it deletes all proposed funding towards ADA Improvements. This is falsely optimistic and totally unacceptable. Scenario 2 is unrealistic. Although it starts with funding in 2016, the funding is woefully inadequate to meet the needs and only proposes funding for ADA improvements for two years out of five.

Now for the good news: Scenario 1 is the best option for ADA Improvements because there is funding in each year 2017 through 2021, totaling $11 million. Even so, it has no funding for 2016 and it is listed within Priority 9, which I argue should be moved up to Priority 3 at minimum. ADA Improvements will be needed each of the next five years. Allow me to give you some examples of improvements that are needed so that our residents and out of town visitors with disabilities can use our transit system safely and effectively to access our community. These access issues are abundant throughout the county.

- Some Bus Stops need to have a wide enough sidewalk so that wheelchair users can off board without landing in gravel or tipping off the side of the sidewalk. Some bus stops like at the N.E. corner of Priest and Washington have to accommodate more than one bus at a time. In these cases, the sidewalk needs to be wide enough so that riders using mobility devices like scooters or power wheelchairs from both buses can load and unload safely without the danger of tipping over because the sidewalk drops to gravel below.
- Sidewalks leading up to bus and light rail stops need to be wide enough to access the bus stop without worry of tipping off the edge or into tree planter areas or gravel drop offs, and to be able to go safely around graded driveways and barriers like garbage cans and light poles.
- Some sidewalks are just simply too narrow for a big power, chair even without obstructions. An example is the narrow sidewalk on the north side of Washington between 40th and 44th street.

- We need to explore how we can prevent power chair users from getting their wheels stuck between the sidewalk and the light rail care as they enter or exit. This happens now. Imagine how frightening that would be!

I appreciate the opportunity to speak to the scenarios you are considering today. As you prepare to make your important project and funding recommendations that will direct the next five years of County transit improvements, please keep in mind the essential nature of accessibility improvements for residents with disabilities who rely on transit as their main or only form of transportation. Thank you!

Response: Action taken at the May 17, 2016, Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of $1 million in 2016 and $1.5 million in 2017, with $6 million unassigned and to be programed for future projects in fiscal years 2018 through 2021.

Regarding existing transit access: with the support of MAG, Valley Metro/RPTA is facilitating a Regional ADA Bus Stop Accessibility Inventory to evaluate the region's bus stop compliance with recently adopted standards. Results of this study effort are anticipated by fall 2018. Additionally, Valley Metro is in the process of establishing an Accessibility Advisory Group to provide ongoing feedback to address accessibility-related issues on all facilities and services provided by the agency.

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON MAY 25, 2016.

Comments by John Rusinek, Valley Resident

Comment: I want to speak about the dust, seems like somebody's got a little wrong somewhere. And, Dianne was right in her speaking up. Here is the last alternative that the city of Phoenix gave the man next door to me on the driveway. It says, "in order for this interlock to happen, the gravel should be at a depth of 1.0 to 1.5 inches. Any deeper, the surface is too uneven vertically for it to lock into place horizontally." This is the paper that they sent the City. The City didn't look at that because Theresa Hilner writes, "you will need to revise submittal to go back to original approval of size of 1.0 inch gravel maintained at 2.0 inch depth. Please let me know if you need anything else. I cannot find any approval to alternative dust proofing to the two-inch depth." So, this is about three inches in that driveway right now. This is all wrong in what the city was going. It took them seven years to deem that driveway non-dust proof. From '05-'12. In '12 they started with the wrong alternatives. They gave three alternatives and they are all wrong.

Response: The comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

Comment: I talked about the driveway, now let's go to the yard. It's for parking maneuvering ingress and egress 3,000 sq. ft. or more in size of the residential buildings with four or fewer units install and

maintain a paving stabilization method authorized by the city or county code ordinance or permit (reads from document). That's on the county ordinance. And the county it says, Maricopa County Air Quality Department is the regulatory agency to ensure federal clean air standards to achieve maintenance for residents and visitors of Maricopa County. Now there's one thing. It says 3000 ft. here that lot is 6000 ft. It's twice the amount it's supposed to be. And nobody will do nothing, nobody will talk to me. And 9500.04, this is the ordinance, state ordinance on that driveway, on that lot. So with that, I want to say Dianne is right. We got to do something about the air and we need to do it right. And I've been working on this thing for 11 years. Seven years they deemed it non-dust proof, seven years. Then the last four, they won't do nothing. They looked at it and now I see Joy (Rich) will be the manager. She made me a print of what I wanted next door, I haven't heard from her since December! So evidently, God told her to take a hike, Thank you!

Response: The comments on the driveway improvements are under the jurisdiction of the City of Phoenix.

COMMENTS RECEIVED VIA TELEPHONE DURING THE FINAL PHASE.

Comments received on May 26, 2016 from Joe Urshan, Valley Resident

Comment: Mr. Urshan called and stated that service in Surprise and the Northwest Valley is very bad. The city has express bus service for people who work, but it is an inadequate situation for older adults who end up feeling confined.

Response: Valley Metro has been working with city of Surprise staff as part of the Short Range Transit Program in regards to route extensions to the city, including routes identified in the MAG Northwest Valley Local Transit System Study. Part of the work includes gaining a better understanding of the transit service gaps in the Northwest Valley and identifying funding opportunities to address those gaps.

COMMENTS RECEIVED DURING THE FINAL PHASE PUBLIC HEARING ON TUESDAY, JUNE 7, 2016.

Comments from Sharon Hettick, Sun City West Resident

Comment: Thank you for taking the time to listen to the public. I was here at a previous meeting and I do appreciate the fact that you have made some changes or recommendations in regard to the Northwest Valley. I'm still here because over 90,000 people who live in the Northwest Valley and Sun City West, Sun City, and Sun City Grand are still without any services, nor are we on your maps clear through 2035. The communities are completely left out of the process. We do have stakeholder meetings at all of them and we have talked with several members of the group that's over here in

regard to what we need to do. But we still need circulators to go through our communities. One of the biggest problems is when I listen to Mr. (Valley Metro Representative Jorge) Luna talk about the average age of the rider on the bus as 35, I'm thinking of the number of senior communities that you have in the Northwest Valley who are not even counted because we have no services there. And we now have over 200,000 people living in the Surprise, Sun City West, Sun City Grand and Sun Cities areas that have absolutely no services. So I would appreciate it going forward, looking at the monies– we do pay our taxes, we do have Prop 400 monies that we were promised with services available that are not there yet. So I would ask that you look at that going forward for the future.

Response:

Valley Metro has been working with local partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West, Sun City Grand, and Surprise. Recently, Valley Metro has been working with the City of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley; data from MAG's Northwest Valley Local Transit System Study and feedback from city staff has helped to populate the Short Range Transit Program with a few local bus route extension options, routes 170 and 138. Additional efforts will need to be coordinated with Maricopa County regarding service extensions through unincorporated areas. While the Great Recession resulted in a deferral of many Prop 400 projects across the region, Valley Metro and MAG are committed to working collaboratively with local transit staff to enhance regional mobility, identifying improvements that could be recommended for funding in the future.

Comments from Kathryn Chandler, Surprise Resident

Comment: I want to thank you, for the consideration of letting us speak, but also for providing the transportation that we do have in this area. We do have a lot of good transportation. I have two daughters that benefit from the transportation in Tempe and downtown Phoenix. But none of us can benefit from that same transportation if we're in Surprise. So the Northwest Valley has very little available, and you already know that the Dial-a-Ride is wonderful and we are glad to have that, but there is no fixed route in our area. So what I'd like to say is, I see in the Plan online that the 170 is going to come out to Surprise on Bell Rd., that the 138 is going to come out to Surprise from Thunderbird and Grand, and then Waddell, and so I'm thrilled to see that. The 83 is coming north on 83rd Avenue. And then I see a circulator going out in north Peoria. Those are wonderful, we are getting much closer. But none of those goes into Sun City West or around Surprise other than coming through to City Hall. But it's a really good first step and I wanted to tell you that we have some groups in Sun City and in Sun City West that are meeting that are actually talking about what the community might be able to do as far as putting together groups that have their own vehicles. Grandview Terrace has a nice bus. There are some other agencies that have nice vans that might start community circulators and work together as a group to start forming something. But we're really hoping that if this takes off, Valley Metro steps in or MAG steps in with a plan, or Valley Metro steps in picking up on those things in the years to come. So we are really moving to do our part as a community also.

Response: As you noted, the City of Surprise has provided additional dollars for Dial-a-Ride services. Valley Metro has been working with local partners to understand the extent of transit service gaps throughout the region, including in Sun City, Sun City West, and Surprise. Recently, Valley Metro has been working with the City of Surprise to analyze and better understand the cost of extending routes further into the Northwest Valley; as you already noted, data from MAG's Northwest Valley Local Transit System Study and feedback from city staff has helped to populate the Short Range Transit Program with a few local bus route extension options, routes 170 and 138. Additional efforts will need to be coordinated with Maricopa County regarding service extensions through unincorporated areas.

Comments from Amina Donna Kruck, Vice President of Advocacy – Ability 360

Comment: We appreciated that there was a little adjustment at the last meeting of the transportation committee about the transportation improvement to decide to still include some ADA bus stop improvement funds. We think that's really important. We understand the concern about the amount of cost that it takes to do small projects. It let me know that we need to get with our cities to make sure they are spending their money, right? And we're very excited about the light rail stop that's included in this plan at 50th Street and Washington. So I want to thank you for your efforts and hope that this moves along quickly, we can't wait.

Response: Action taken at the May 17, 2016, Transit Committee recommended inclusion of ADA bus stop improvement funding in the amount of $1 million in 2016 and $1.5 million in 2017, with $6 million unassigned and to be programmed for future projects in fiscal years 2018 through 2021 with consideration for additional ADA funding. MAG staff will work with the community and member agencies to ensure that funds are utilized efficiently.

The light rail transit station at 50th and Washington is scheduled to open in 2019.

Comments from Dianne Barker, Phoenix Resident

Comment: I am a friend of transit. I believe in multimodal, many modes of getting around. I'm asking this body and all of the bodies I go in front of to be part of the voluntary effort. To be part of the multimodal, to cut down on congestion and pollution, not only in Maricopa County but in Pinal. In regard to the air quality presentation, I'm very aware of our longstanding carbon monoxide maintenance program. I read that Bolin, the Governor, back in 1976, found out that Tucson and Phoenix, the greater Phoenix area, was having a carbon monoxide problem. The cars, through technology, have helped that effort. But now what we have is increasing particulates, it's been going on since the 90's. And we have the ozone in the last couple of days. I will tell you I was over at Burton Barr (library) the other day and we had to leave the library some of us because we were coughing. They are building so many things it could be somebody caught the gas but it was not that much better outside. It was around rush hour around Deck Park.

Response: Over time, there have been significant improvements in air quality in the MAG region. On April 4, 2016, the Environmental Protection Agency approved the MAG 2013 Carbon Monoxide Maintenance Plan. There have been no violations of the 1-hour carbon monoxide standard since 1984 and no violations of the 8-hour carbon monoxide standard since 1996. Effective July 10, 2014, EPA determined that the region has attained the PM-10 standard based upon 2010-2012 monitor data. In 2015, there were no exceedances of the PM-10 standard and no PM-10 exceptional events. For ozone, the region has met the 1-hour ozone standard and there were no violations at any monitor after 1996. The region has also met the 1997 8-hour ozone standard and there have been no violations of that standard since 2004. The region currently does not meet the new 2015 ozone standard. In addition, the new federal Tier 3 tailpipe standards and cleaner fuels will be implemented in 2017, which will also reduce ozone based upon EPA data.

Comment: We need to see where we have bottlenecks. We're running not only light rail, but we've got new buses. They're very nice and air conditioned. I suggest that you try them. It's good for getting us quicker around the Valley if we would put in bus rapid transit. So I'm for some innovative ways to move we people in a quicker and more efficient manner.

Response: Bus rapid transit is a service that operates at higher speeds by taking advantage of limited stops and other time-saving enhancements, including signal priority systems, queue jumpers, and/or exclusive or semi-exclusive travel lanes. Implementation of bus rapid transit has been proposed under the City of Phoenix's Transportation 2050, a voter-approved 0.4 cent sales tax to fund transportation projects across the city. While the City of Phoenix begins implementation of improved transit service, Valley Metro and MAG will continue evaluating opportunities to enhance regional service and connectivity.

Comment: I think on your chart you have all the different light rail you're going for, but I went to Valley Metro and I understand Leslie Rogers from the ninth region, I believe I have this right, says only the Tempe streetcar is in the chute for that. So what we need to do here at MAG is see if we are properly aligned or are we going to have to go with decreasing Prop 400 regional monies for this.

Response: Tempe Street Car is currently in the Federal Transit Administration project development phase and has been included President Obama's budget for Fiscal Year 2017 for $75 million. The Tempe Streetcar project capital costs are estimated at $177 million and will be funded using regional Proposition 400 funds, local funds, and federal grant dollars.

Comment: And then the City of Phoenix, the Phoenix commission, they were surprised they only had two bidders on the project management. Well the project management for light rail, they bring in all of these engineers directly that don't have to bid. The one that won had a subcontractor that ended up with $35 million of no-compete over light rail. And they go for environmental and alternative analysis and the state said in 2012 Deb Davenport that the alternatives analysis wasn't going for

enough alternatives. We've always got the same thing. At-grade rail. So if we don't watch out where we're going we might end up there.

Response: Solicitations for professional consulting services are facilitated according to the procurement processes established by each soliciting agency and contracting is subsequently approved by the agency's governing body.

Comments from Ruth Morgan, Phoenix Resident

Comment: Rapid transit is needed in South Phoenix.

Response: With the passage of Proposition 104 (Transportation 2050), Phoenix voters approved a .4 cent sales tax to fund a 35-year citywide transportation plan to expand transit service and address street improvements. As part of this initiative, improved frequency and service operation for local bus service was a key goal. While the City of Phoenix begins implementation of improved transit service, the city will continue to explore opportunities to enhance regional service and connectivity.

COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE FINAL PHASE.

Comments by Kelly Wolff-Krauter, Habitat, Evaluation and Lands Program Manager, Arizona Game and Fish Department

Comment: Ms. Wolff-Krauter stated that the Department understands the need to continue to address the growing population demands within Maricopa County. The Department and the Arizona Department of Transportation work closely together on a local project scale. The Department also works closely with Maricopa County Department of Transportation on a more local project scale. We would like to extend our expertise to a more regional scale with MAG. In addition, we encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the Department should be consulted during any planning processes involving wildlife connectivity and linkages.

The Department requests when referring to "wildlife," to be clear it should read fish and wildlife resources as it included fish, habitat, etc. In addition, the maps throughout the document do not recognize the projects and/or studies for the North/South Freeway, SR24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.

Response: Thank you for your comments in connection with the MAG Mid-phase Transportation Planning Public Hearing held on April 27, 2016. We appreciate the thoroughness of your input and it will be considered throughout the MAG transportation planning process.

We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter 6 of the MAG 2035 Regional Transportation Plan (RTP). Regarding the North-South Freeway, SR-24 Extension, Phoenix to Tucson Passenger Rail, I-11, and Pinal County transportation plans, these corridors were not mapped since they are not a part of the approved MAG 2035 RTP. However, these projects are discussed in Chapter 16 of the Plan. The status of these corridors will be updated as part of future updating of the MAG 2035 RTP. In addition, Pinal County staff is consulted with to ensure that County plans are reflected in MAG roadway networks.

We greatly appreciate your comments and look forward to the continued involvement of the Game and Fish Department in the regional transportation planning process.

Comments by Amina Donna Kruck, Vice President Advocacy, Ability360

Comment: I am putting out an alert to the disability community about the next meeting. I looked at the TIP and it is huge. Is there a certain page that discusses the decision that was made in the meeting the other day for the Option 3?

Do we know yet what item it will be on the agenda?

Response: For the TIP, those projects that are known at this time (bus procurements, preventative maintenance, etc.), that have a lead agency identified, are included in the Draft TIP. For the ADA/Bus stop improvements, it is a set-aside for now due to the timing of the approval.

MAG and RPTA will work on the detail of programming the specific known projects (those agencies that submitted for funding last fall under the Regional Transit Survey) for ADA/bus stop improvements (a locational list will be generated) and we will work together to formulate a plan to make the most efficient use of the funding. This will include identifying a lead agency to group similar projects together to have one contractor implement all in the group. Once RPTA completes the bus stop survey, we will likely see many stops that could use improvements. With the balance of the 6.0 million "not yet programmed funding" coming in the future, we may issue a Call for Projects to address those stops that are identified in the bus stop survey.

Comments from Timothy Franquist, Director, Air Quality Division, Arizona Department of Environmental Quality

Comment: The Arizona Department of Environmental Quality understands that MAG has been working diligently to implement all planning assumptions, transportation control measures, and conformity budgets.

Response: Thank you for acknowledging the work that MAG has completed for the conformity analysis covering the Maricopa Nonattainment and Maintenance Areas and the Pinal County PM-10 and PM-2.5 Nonattainment Areas.

Comment: ADEQ acknowledges the discrepancy between the PM-10 interim analysis and the West Pinal County PM-10 nonattainment area motor vehicle emissions budget (submitted December 22, 2015) is due to the inclusion of all unpaved roads within the region and not simply those categories included within the West Pinal PM-10 motor vehicle emissions budget. ADEQ concurs with this finding of conformity after verifying MAG's methods.

Response: Thank you for agreeing with the regional emissions analysis that supports a new finding of conformity.

Comment: For the Pinal County interim budget analyses, MAG appears to be using different methods for calculating interim PM-2.5 emissions than those used for interim PM-10 emissions. The Pinal PM-10 and Pinal PM-2.5 nonattainment areas are experiencing similar rates of VMT growth along unpaved roads, which impacts re-entrained road dust emissions greatly but is only reflected in the PM-10 interim budget tests. 40 CFR Section 93.102(b)(3) states: "The provisions of this subpart apply to PM-2.5 nonattainment and maintenance areas with respect to PM-2.5 from re-entrained road dust if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the area are a significant contributor to the PM-2.5 nonattainment problem and has so notified the MPO and DOT, or if the applicable implementation plan (or implementation plan submission) includes re-entrained road dust in the approved (or adequate) budget as part of the reasonable further progress, attainment or maintenance strategy. Re-entrained road dust emissions are produced by travel on paved and unpaved roads (including emissions from anti-skid and deicing materials)." Draft emission inventory and motor vehicle emission budget (MVEB) development by ADEQ for the Pinal County PM-2.5 nonattainment area indicates re-entrained road dust is a significant contributor to the MVEB at 29.7% of the primary PM-2.5 inventory (table below). Any future budget tests must use re-entrained road dust emissions. ADEQ will consult with SCMPO, MAG, and other appropriate entities as this MVEB continues development in order to discuss the methodology utilized and the implications to the budget test.

Draft 2008 West Pinal Primary PM-2.5 Emissions Inventory		
Source Category	**PM-2.5 (tons)**	**Percentage**
Point Sources	47.0	1.0%
Area Sources	1,063.2	21.8%
Mobile Sources	70.8	1.5%
Windblown	2,246.9	46.1%
Re-entrained Road Dust	1,448.1	29.7%
Total	4,876.1	

Response: The transportation conformity provisions for including re-entrained road dust in conformity analyses apply if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the PM-2.5 nonattainment area are a significant contributor or if the applicable air quality plan or plan submission includes re-entrained road dust in the approved or adequate budget. To date, these actions have not occurred. Please keep us advised if EPA takes this action. Also, in your comments you indicated that you would be consulting with the Sun Corridor MPO, MAG, and other appropriate entities. We will look forward to those discussions. It will be very important to review your methodologies used to develop the emissions budget for transportation conformity.

E-Mail from Carolynn Jeter, Chief Operating Officer, A-Making Changes, LLC -

Comment: I am seeking assistance for someone to help me to obtain (2) 2016 15 passenger vans so that I can transport Seniors to get there daily basic needs meet, attend doctor appointments, etc. I currently have a program called Seniors Matters Program.

Response: Ms. Jeter was contacted by MAG Human Services Transportation Planner DeDe Gaisthea and was provided application information for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Additionally, Ms. Jeter was given information about the Human Services Provider inventory where she could review available resources.

E-Mail from Michele Stokes, ADA Compliance Specialist, City of Tempe/Office of Strategic Management and Diversity

Comment: I was looking at the awesome map (on MAG's interactive map viewer on demographics) with all the layers, but could not find anything related to disability. Is that available?

Response: (Note: MAG also responded via telephone to clarify the information sought and provided information via email - See Correspondence Section of this Report)**:**

There are several resources available regarding disability populations in Tempe. On the MAG website, this information is available by census tract at:

https://azmag.maps.arcgis.com/apps/webappviewer/index.html?id=a88cb923d5c6400f8450817e8333eb51

If the user types "Tempe" in the search box, it should zoom in to the Tempe section of the map. The user can hover over each tract to see the disability information pop up. In addition, the MAG Information Services staff sent a PDF report via email to Ms. Stokes containing disability data for the City of Tempe from the American Community Survey (census) website. The data contained in the report can be found in the table on the Census website: http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/S1810/1600000US0473000.

E-Mail from Walt Gray, Coordinator, West Side Town Hall Program

Comment: I am out of state. Want to urge MAG & ADOT to be ready to move if the court rules against the South Mountain Freeway. The West Side Town Hall Program opposes the South Mountain Freeway because it would provide the Chandler area with access to West Phoenix jobs at a time when insufficient attention is being paid to workforce development programs and funding for West Phoenix. We also support PARC because the South Mountain Freeway will adversely affect the Gila River Nation through traffic, noise and pollution for the indefinite future. We think MAG and ADOT should not appeal an adverse court decision because this issue has been widely explored and debated for years. A 30-year plan is out of date by definition. We think MAG and ADOT should move quickly on a parkway from I-10 to the Gila River Nation border. This will provide access to Laveen and the Gila River Nation and keep the economic development opportunities in the Warehouse district and along the parkway. We also think MAG and ADOT should move quickly on SR 30 from the Laveen parkway to the Buckeye-Gila Bend highway and that the Buckeye-Gila Bend highway should be upgraded to freeway standards. This will improve the flow of goods and services to and from the Laveen parkway economic development area. Additionally, we believe underdeveloped sections of Baseline Road should be upgraded from 91st Ave. east to I-10 and that Pecos Road should be made a parkway from I-10 west to the Laveen-Gila River parkway. We also believe MAG and ADOT should accelerate construction of the West Valley bypass for I-11. This would be a better bypass around the Phoenix area than the South Mountain Freeway because it will have more capacity and tie in with I-10 south of the Gila River Nation. We also support accelerated development of high speed rail from Tucson to Phoenix east of I-10.

Response: The Loop 202 (South Mountain Freeway) has been included in the region's adopted transportation planning documents since 1985 and remains in the current Regional Transportation Plan (RTP) as it is a vital component in providing regional mobility. Maricopa County voters twice approved building the South Mountain Freeway, most recently in 2004 through Proposition 400, which authorized the comprehensive, multimodal Regional Transportation Plan.

ADOT and the Federal Highway Administration (FHWA) completed a rigorous 13-year analysis to ensure the freeway complies with the National Environmental Policy Act of 1969 (NEPA). This analysis included developing a comprehensive Environmental Impact Statement (EIS) that complies with federal law and follows best practices for transportation projects. In March 2015, FHWA issued

a Record of Decision, providing ADOT with formal federal approval to proceed with design, land acquisition, and construction of the South Mountain Freeway.

MAG projections show population, housing, and employment will increase by approximately 50 percent between 2010 and 2035, increasing travel demand. Almost 50 percent of projected increases in the entire MAG region are expected to occur in the area that the South Mountain Freeway will serve.

Traffic volumes for the freeway are expected to be in the range of 147,000 to 161,000 vehicles per day by 2035, which is comparable to current use on the Loop 101 and Loop 202. The freeway will also result in 15-million hours of travel time savings annually when compared to the "no-build" alternative.

Congestion relief resulting from the new freeway will lead to localized air quality emissions reductions on area freeways, arterial streets and at interchanges, benefitting users of area highways and those living near congested roads. Without the freeway, the Maricopa County Region would suffer even greater congestion and travel delays, which would increase the emission of air pollutants.

The 22-mile freeway, expected to open in late 2019, will provide a long-planned direct link between the East Valley and West Valley, and will complete the Loop 202 and Loop 101 systems. The current and anticipated congestion on freeways and roads, especially Interstate 10 through downtown Phoenix, will significantly improve the way in which people and goods get around the Phoenix-Metro area.

III. PUBLIC HEARING AGENDA

AGENDA

FINAL PHASE PUBLIC HEARING

Tuesday, June 7, 2016
5:00 p.m.
302 N. 1st Avenue, Second Floor
Saguaro Room

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

- MAG Transportation Improvement Program, Manager Teri Kennedy will present the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.

- Valley Metro Manager of Capital Development Abhishek Dayal will present on the amendment to the MAG 2035 Regional Transportation Plan.

- Valley Metro Manager of Service Planning Jorge Luna will provide a general overview of the operational side of the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.

- MAG Air Quality Planning Program Specialist Dean Giles will present the Draft FY 2016 MAG Conformity Analysis.

III. PUBLIC COMMENT

- Public meeting attendees will be provided an opportunity to comment on the Final Phase Transportation Planning that includes the Draft Amendment to the 2035 MAG Regional Transportation Plan, Draft FY 2017-2021 MAG Transportation Improvement Program, Draft FY 2016 Transit Program of Projects, and Draft April 2016 MAG Conformity Analysis.

IV. ADJOURN

DRAFT

IV. APPENDIX A.
PUBLICITY MATERIAL

PUBLIC HEARING ON A DRAFT AMENDMENT TO THE 2035 MAG REGIONAL TRANSPORTATION PLAN, DRAFT FY 2017-2021 MAG TRANSPORTATION IMPROVEMENT PROGRAM, DRAFT FY 2016 AND 2015 TRANSIT PROGRAM OF PROJECTS, AND DRAFT APRIL 2016 MAG CONFORMITY ANALYSIS

Tuesday, June 7, 2016 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Amendment to the 2035 MAG Regional Transportation Plan, Draft FY 2017-2021 MAG Transportation Improvement Program, Draft FY 2016 Transit Program of Projects, and Draft April 2016 MAG Conformity Analysis. The public involvement process for developing the transportation improvement program satisfies the public participation requirements for the Transit Program of Projects. The purpose of the hearing is to receive public comments.

Four documents will be discussed, including the: (1) Draft Amendment to the 2035 MAG Regional Transportation Plan (RTP), which describes revisions to openind dates for Light Rail Transit and Tempe Streetcar projects and a new light rail station at 50th and Washington Streets, (2) Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period, (3) Draft FY 2016 Transit Program of Projects, (4) Draft April 2016 MAG Conformity Analysis, which presents the documentation to support a finding that the new TIP and amended RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter PM-10 in the Maricopa nonattainment and maintenance areas, and PM-10 and PM-2.5 in the Pinal County nonattainment areas.

The draft documents are available for review at the MAG Offices, 3rd floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday and on the MAG web site at www.azmag.gov. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. June 7, 2016 to the address below. In addition, after considering comments, the MAG Regional Council may take action on the TIP, RTP, and Conformity Analysis on June 22, 2016.

Contact Person: Dean Giles, MAG, (602) 254-6300
dgiles@azmag.gov
302 N. 1st Ave., Ste. 300, Phoenix, AZ 85003

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects,* and *Draft 2014 MAG Conformity Analysis.* The public hearing will also include the *Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400.* The purpose of the hearing is to receive public comments.

For more information, or to arrange special disability accommodations, please contact Leila Gamiz, MAG community outreach specialist at 602-254-6300. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased a transit ticket to attend the meeting. To provide input via e-mail, send your comments to lgamiz@azmag.gov.

ON THE MOVE

PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report

Tuesday, June 7, 2016, 5:00 p.m.

MARICOPA ASSOCIATION of GOVERNMENTS

302 North 1st Avenue, Phoenix
Saguaro Room - second floor

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

From the Front Page

Water

Continued from Page 1A

come troubled and many troubled small water companies to fail," said a policy statement that Arizona Corporation Commissioner Andy Tobin submitted on behalf of a consortium of state agencies and private organizations.

The Arizona Corporation Commission, which regulates 256 water companies, is poised to approve a host of new policies to allow rate hikes to pass faster and for emergency managers to take over in emergencies.

The proposals are prompted, in part, by the recent troubles of the Citrus Park Water Co., a small company serving 28 residents in Yuma County, which ran into trouble when a pump burned out and left the community without water for nearly a week in April.

Dealing with water emergencies

Officials want to be better prepared as drought and environmental concerns threaten other companies.

"We don't have a process for these situations," Tobin said Wednesday. "I'm trying to formalize that process."

Corporation Commission Chairman Doug Little requested May 11 that a new proceeding open, and Tobin and water-utility representatives have proposed new rules.

"In addition to drought, water quality also poses a tremendous financial burden to Arizona water providers," said the policy statement Tobin submitted.

The policy statement suggests that drought will force water companies to dig deeper wells and buy more-expensive pumps, while environmental concerns can trigger similar investments, for which many small water companies are unprepared.

THANIA BETANCOURT

Construction workers renovate deteriorated water pipes in Youngtown, a Phoenix suburb west of Sun City, in 2012.

On April 25, a group of representatives from state government and the water industry met to form a group called the Water Emergency Team, or WET. It includes the Department of Environmental Quality, the Department of Water Resources, the Water Utilities Association of Arizona and other state and private groups.

"Citrus Park revealed serious gaps in what should be a coordinated approach to an emergent water crisis," the policy statement said.

Tobin said other small, rural water companies are struggling to maintain service. Those companies include Yuma County's Tacna Water Management Co., which has had issues with arsenic levels in its water and a storage tank in need of repair.

Similarly, the Corporation Commission this month approved a measure allowing the Truxton Canyon Water Co., serving 950 customers near Kingman, to incur debt to build an arsenic-treatment facility.

Also this year, the Arizona Windsong Water Co. in Sanders was transferred to the Navajo Tribal Utilities Authority so uranium contamination could be addressed.

And finally, the Green Acres Water Co., serving about 200 customers outside Yuma, has applied this year with the Corporation Commission to make an emergency rate hike passed in 2014 permanent.

"Every time I go on the road, I run into a water company in crisis," Tobin said.

'The future is looking more difficult'

The proposed policies Tobin submitted cover details from ensuring the commission participates in WET, emergency grants to water companies, emergency rate increases and other measures.

The Water Utilities Association, representing about 50 water companies, also filed policy suggestions for the commissioners to consider.

None of the association's member companies has run into emergencies this year, but the policy changes would protect solvent companies from getting into trouble, said Paul Walker, president of Insight Consulting, which works for the industry group.

"Whether you believe in it or not, change is happening, and the water resources in Arizona are constrained already and the future is looking more difficult," Walker said. "(These changes) make sure small companies doing a good job have enough money to keep running, and those that are struggling or are too small need to consolidate into larger groups."

Current rules for water companies don't handle emergencies quickly enough, officials said.

Between 2006 and 2016, the state saw 18 emergency rate-hike requests, and those that were finished took an average of 133 days.

"Either the emergency designation is a misnomer, or the process is seriously in need of reform," said the statement Tobin submitted.

An agenda for Thursday's meeting suggested the commissioners would vote on the rules, but a notice sent Wednesday said commissioners want to gather feedback by June 17 and will vote on the issue June 24.

Tobin said he hopes the commission votes promptly.

"When you have people who don't have water, you can't move too quickly," he said.

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Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft Fiscal Year 2017-2021 Transportation Improvement Program, Draft FY 2016 Transit Program of Projects,* an amendment to the *2035 Regional Transportation Plan,* and the *Draft April 2016 MAG Conformity Analysis.* The purpose of the hearing is to receive public comments. Draft documents are available on the MAG website at http://azmag.gov/

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., June 7, 2016. Comments received will be submitted to MAG policy committees for review and consideration. For disability or special accommodations, or to submit comments, contact Leila Gamiz, (602) 254-6300, lgamiz@azmag.gov.

ON THE MOVE

PARTNERS IN PROGRESS

Public Hearing on the MAGTransportation Plan Amendment and Programs, and the Conformity Analysis

Tuesday, June 7, 2016, 5 p.m.
302 North 1st Avenue, Phoenix
Saguaro Room—second floor

MARICOPA ASSOCIATION of GOVERNMENTS

Your participation is encouraged and appreciated.

AR-0008551962-01

ESTRELLA LATINA

Mario López: Hace de la ilusión una danza

Ha dedicado muchos años a convertir los sueños de miles de jovencitas en ritmos y coreografías inolvidables

POR ALFREDO GARCÍA
ESPECIAL PARA LA VOZ

Sus ojos observaban a todo el grupo, la quinceañera llega al centro de la pista y el chambelán principal no debe fallar al disparar el dardo que romperá el globo central conteniendo los miles de pétalos de rosas que caerán sobre ella.

Sin ser notado por los cientos de asistentes que ponen toda su atención en la escena culminante del baile, Mario López Monroy aprieta en una de sus manos el otro dardo que mantiene como reserva ante cualquier falla; de pronto, la explosión da paso a los emocionados aplausos de los asistentes.

"Todo debe salir como lo planeamos. Buscamos que cada baile sea un espectáculo que se recuerde para toda la vida, tanto para la quinceañera como para los asistentes a la fiesta", aseguró en entrevista para **LA VOZ**, el coreógrafo local con más de 20 años de carrera.

Nacido en la ciudad de Querétaro hace 38 años, Mario tuvo de chico las aspiraciones de muchos de sus coterráneos, manteniéndose en la escuela y practicando el futbol hasta que las lesiones lo marginaron, pero siempre pensando en superarse.

"Busqué mejorar y decidí emigrar, llegando a Arizona con la meta principal de aprender el inglés. Como pude me inscribí en el Phoenix College y encontré trabajo en una compañía que le daba mantenimiento a un edificio en Tempe", recordó .

Siendo niño había participado en numerosas fiestas de quinceañeras, aprendiendo de gente que se dedicaba exclusivamente a montar los tradicionales bailes y por ello, en Phoenix empezó apoyando a algunos conocidos que planeaban esta celebración.

"Sin darme cuenta ya tenía una lista de gentes buscando mis servicios y por ello decidí empezar mi negocio; dedicándome de lleno y buscando que la inversión de las familias culmine en una coreografía especial, exclusiva y única", comentó López.

Organizado y decidido, Mario estableció una familia en Arizona y aunque su esposa tiene un origen alemán, gusta mucho que todo lo que envuelve las fiestas y las tradiciones mexicanas, algo que le ha dado color a su relación.

Viviendo de la "pachanga"

El baile y los diferentes ritmos siempre estuvieron presentes en la vida de este queretano, por lo que está pendiente de las tendencias de moda, ajustando la música de actualidad a los pasos que implementa.

"Este tipo de celebraciones es planeada por los padres con mucha anticipación, incluso por años, por ello, tratamos de que todo gire alrededor de sus hijas con gracia y elegancia. Los ensayos son fundamentales y somos estrictos en que se cumplan".

El trato personalizado que brinda en cada contrato, le ha permitido construir una sólida agencia que implementa los bailes centrales de los conocidos "Sweet 16", numerosas bodas y desfiles de modas.

"Generalmente las chicas tienen algo en mente y nosotros pulimos sus ideas. Algunas coreografías son muy sencillas; otras futuristas con un robot y disparos de rayos láser; o hay niñas que entran a la pista en un auto o sobre un caballo. Nosotros nos ajustamos a sus deseos".

Mario está presente en cada evento, pendiente del momento ideal para implementar cada baile e incluso coordinando el brindis por la festejada. Sus presentaciones toman un máximo 40 minutos, combinadas entre las 5 horas que dura la festividad.

"He conformado un equipo que me permite dar servicio alrededor del estado e incluso fuera. Familias mexicanas, salvadoreñas y guatemaltecas son nuestras más frecuente clientela. Pudiéramos crecer como negocio, pero eso nos alejaría del trato directo con nuestra gente...al final, son ellas las que recomiendan nuestro trabajo", concluye el artista .

ALFREDO GARCÍA/LA VOZ
Mario López ha dedicado muchos años a destacar a las quinceañeras con sus bailes.

CONÓZCALO

Mario López

» Coreógrafo

» Nació en Querétaro

» Tiene 38 años de edad y 20 de experiencia.

» Mario está presente en cada evento, pendiente del momento ideal para implementar cada baile e incluso coordinando el brindis por la festejada.

» Sus presentaciones toman un máximo 40 minutos, combinadas entre las 5 horas que dura la festividad.

ALFREDO GARCÍA/LA VOZ
Coordina cada una de las celebraciones con un trato personalizado.

¡Por favor, acompáñenos!

La Asociación de Gobiernos de Maricopa (MAG) realizara una audiencia pública acerca de los siguientes programas: Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales 2017-2021 que incluirá una lista de proyectos, Anteproyecto de Programas y Proyectos de Transito del Año Fiscal 2016, enmiendas al Plan de Transporte Regional 2035 de MAG y el Anteproyecto del Análisis de Conformidad de la Calidad del Aire del Año 2016. El propósito de la audiencia pública es para recibir comentarios del publico acerca a los cambios presentados en los documentos que están disponibles en el sitio web http://azmag.gov.

Audiencia Pública del plan y programas de Transporte de MAG y el Analisis de Conformidad

Martes, 7 de junio 2016, Audiencia Publica: 5:00 p.m.
302 North 1st Avenue, Phoenix
Sala de Conferencias Saguaro – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 7 de junio 2016. Todos los comentarios recibidos serán presentados a los comités de política de MAG para reviso y consideración. Para más información o para hacer arreglos de acomodaciones especiales, por favor llame a Leila Gamiz, especialista de alcance público al 602-254-6300 o por correo electrónico a lgamiz@azmag.gov.

MARICOPA ASSOCIATION of GOVERNMENTS

AR-0008551958-01

V. APPENDIX B. CORRESPONDENCE AND TRANSCRIPT DURING THE FINAL PHASE INPUT OPPORTUNITY

From: Teri Kennedy
To: Leila Gamiz; Audra Koester Thomas
Subject: FW: Question on June 7 meeting
Date: Tuesday, May 24, 2016 2:19:42 PM

From: Amina Donna Kruck [mailto:Aminak@ability360.org]
Sent: Monday, May 23, 2016 4:19 PM
To: Marc Pearsall; Teri Kennedy
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Thank you everyone, My concern is that the committee almost voted for a plan that had no ADA improvement money. I am writing an alert to encourage people to attend the meeting on the 7th and it sounds like there will be no discussion or "voting" for a plan for anyone to advocate for or against. I want to keep the disability community engaged so that we continue to be a "squeaky" wheel to make sure we don't get put on the back burner. I need to let them know how to take an action besides just attending.

AMINA DONNA KRUCK, M.C.,L.P.C
Vice President Advocacy
AminaK@ability360.org

5025 E. Washington St.
Suite 200
Phoenix, AZ 85034

602.443.0722 Direct
602.980.1155 Cell
602.256.2245 Office
602.443.0721 Fax
Arizona Relay 7-1-1

ABILITY360.ORG

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From: Marc Pearsall [mailto:MPearsall@azmag.gov]
Sent: Monday, May 23, 2016 3:34 PM
To: Teri Kennedy; Amina Donna Kruck
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Thanks Teri for explained a very complicated program!

From: Teri Kennedy

Sent: Monday, May 23, 2016 1:22 PM
To: Marc Pearsall; Amina Donna Kruck
Cc: Alice Chen; DeDe Gaisthea
Subject: RE: Question on June 7 meeting

Hi Marc and Amina,
For the TIP, those projects that are known at this time (bus procurements, preventative maintenance, etc.) that have a lead agency identified, are included in the Draft TIP. For the ADA/Bus stop improvements; it is a set-a-side for now due to the timing of the approval.
MAG and RPTA will work on the detail of programming the specific known projects (those agencies that submitted for funding last fall under the Regional Transit Survey) for ADA/Bus stop improvements (a locational list will be generated) and we will work together to formulate a plan to make the most efficient use of the funding. This will include identifying a lead agency to group like projects together to have one contractor implement all in the group. I believe once RPTA completes the bus stop survey, we will see many stops that could use improvements. With the balance of the 6.0 million "not yet programmed funding" coming in the future, we may issue a Call For Projects to address those stops that are identified in the bus stop survey.

Teri Kennedy

Transportation Improvement Program Manager
Maricopa Association of Governments
302 N. 1st Ave., Suite 300
Phoenix, AZ 85003

Phone: 602-759-1752
FAX: 602-254-6490

From: Marc Pearsall
Sent: Monday, May 23, 2016 11:38 AM
To: Amina Donna Kruck
Cc: Teri Kennedy
Subject: RE: Question on June 7 meeting

Thanks Amina,
I'm cc:ing Teri Kennedy on this so that she could answer the TIP question for both of us.
Thx
<Marc

From: Amina Donna Kruck [mailto:Aminak@ability360.org]
Sent: Monday, May 23, 2016 11:38 AM
To: Marc Pearsall
Subject: Question on June 7 meeting

Marc, I am putting out an alert to the disability community about the next meeting. I

looked at the TIP and it is huge. Is there a certain page that discusses the decision that was made in the meeting the other day for the option 3?

Do we know yet what item it will be on the agenda?

AMINA DONNA KRUCK, M.C.,L.P.C
Vice President Advocacy
AminaK@ability360.org

5025 E. Washington St.
Suite 200
Phoenix, AZ 85034

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Leila Gamiz

From: Leila Gamiz
Sent: Thursday, May 12, 2016 8:47 AM
To: 'Kelly Wolff-Krauter'
Cc: Jay Cook; Laura Canaca; Barbara Cook; Cheri Boucher
Subject: RE: Mid Phase Public Hearing/2035 RTP

Kelly,

Thank you for your comments in connection with the MAG Mid-phase Transportation Planning Public Hearing held on April 27, 2016. We appreciate the thoroughness of your input and it will be considered throughout the MAG transportation planning process.
We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter Six of the MAG 2035 Regional Transportation Plan (RTP).

Regarding the North-South Freeway, SR-24 Extension, Phoenix to Tucson Passenger Rail, I-11, and Pinal County transportation plans, these corridors were not mapped since they are not a part of the approved MAG 2035 RTP. However, these projects are discussed in Chapter Sixteen of the Plan. The status of the these corridors will be updated as part of future updating of the MAG 2035 RTP. In addition, Pinal County staff is consulted with to ensure that County plans are reflected in MAG roadway networks.

We greatly appreciate your comments and look forward to the continued involvement of the Game and Fish Department in the regional transportation planning process.

Kindly,

Leila C. Gamiz
Community Outreach Specialist II
Maricopa Association of Governments
Website: www.azmag.gov
Office: 602.452.5076 (Direct)
602.254.6300 (Main Line)
602.452.5090 (FAX)
Email: lgamiz@azmag.gov

From: Kelly Wolff-Krauter [mailto:KWolff-Krauter@azgfd.gov]
Sent: Friday, May 06, 2016 1:31 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Cc: Jay Cook <JCook@azgfd.gov>; Laura Canaca <LCanaca@azgfd.gov>; Barbara Cook <BCook@azgfd.gov>; Cheri Boucher <CBoucher@azgfd.gov>
Subject: Mid Phase Public Hearing/2035 RTP

Good Afternoon Leila,

Attached are the Department's comments relating to the public hearing and the RTP. Please let me know if you have any questions. Thanks so much and have a wonderful weekend.

Kelly Wolff-Krauter
Habitat, Evaluation and Lands Program Manager| Region VI, Mesa| 7200 E. University Dr. Mesa Arizona 85207

THE STATE OF ARIZONA
GAME AND FISH DEPARTMENT
5000 W. CAREFREE HIGHWAY
PHOENIX, AZ 85086-5000
(602) 942-3000 • WWW.AZGFD.GOV
REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

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TY E. GRAY

May 5, 2016

Maricopa Association of Governments
302 North 1st Avenue
Phoenix, Arizona

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

The Arizona Game and Fish Department (Department) recently attended the Mid Phase Transportation Planning Public Hearing, held at the Maricopa Association of Governments Office in central Phoenix. We understand the purpose of the meeting was to allow for the public to comment on draft 2017-2021 Transportation Improvement Program, amendment to the 2014-2018 Maricopa Association of Governments (MAG) Transportation Improvement Program and the amendment to the 2035 Regional Transportation Plan. While the Department does not have specific comments on any of the specific Programs and amendments presented, we have general comments for consideration and offer comments on the 2035 Regional Transportation Plan below.

The Department understands the need to continue to address the growing population demands within Maricopa County. The Department and the Arizona Department of Transportation work closely together on a local project scale. The Department also works closely with Maricopa County Department of Transportation on a more local project scale. We would like to extend our expertise to a more regional scale with MAG. In addition, we encourage communication and coordination regarding natural resources early and throughout the process (outside of the public process) as often planning occurs many years prior to implementation and landscapes potential change within that long time frame, requiring changes, new information considerations, etc. In addition, the Department should be consulted during any planning processes involving wildlife connectivity and linkages.

The Department requests when referring to "wildlife", to be clear it should read fish and wildlife resources as it included fish, habitat, etc. In addition, the maps throughout the document do not

recognize the projects and/or studies for the North/South Freeway, SR24 extension, Phoenix to Tucson Rail, I-11 or the Pinal County transportation plans.

Chapter Four - Public Input Process

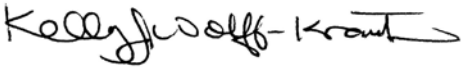
- It is not clear where the state agencies fit within the framework or outside the framework of the described public input process. This would ensure the ability to share information and data early in the process to assist in informing the projects and/or studies, as well as define any roles that need to be discussed such as participating agency, cooperating agency, etc.
- The Department appreciates the opportunity to be invited to the various workshops

Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

- Recognize both fish and wildlife
- The last workshop was in 2013, when the 2035 plan was still being developed
- Recognizing consistency in addressing fish and wildlife resources, recreation, open spaces, fragmentation, linkages and connectivity for species should be included as the local scale projects have worked with the Department for inclusion and should also be expressed at a regional scale as having value
- The Department often becomes a cooperating agency on the local scale planning

In closing, the Department appreciates the opportunity to provide input on all transportation planning throughout the state of Arizona and would like to continue to increase the communication and coordination on these efforts. If you have questions regarding this letter, please feel free to contact me directly at 480-324-3550 or kwolff-krauter@azgfd.gov.

Sincerely,



Kelly Wolff-Krauter
Habitat, Evaluation and Lands Program Manager
Region VI, Mesa

M16-04193554

Cc: Laura Canaca, Project Evaluation Program Supervisor
Jay Cook, Regional Supervisor, Region VI, Mesa

Leila Gamiz

From: Dean Giles
Sent: Wednesday, June 01, 2016 9:16 AM
To: DeDe Gaisthea
Cc: Lindy Bauer; Leila Gamiz
Subject: FW: Seeking Assistance to obtain Van for Senior Program

---

From: Carolynn Jeter [mailto:carolynnjeter@a-makingchanges.org]
Sent: Tuesday, May 31, 2016 12:15 PM
To: Dean Giles
Cc: Dr. Allen Jeter
Subject: Seeking Assistance to obtain Van for Senior Program

Greetings Mrs. Giles,

My Name is Carolynn Jeter, I am seeking assistance for someone to help me to obtain (2) 2016 15 passenger vans so that I can transport Seniors to get there daily basic needs meet, attend doctor appointments, etc. I currently have a program called Seniors Matters Program. And I humbly do apologize if you are not the person who I need to contact. But, your name was sticking out to me with such illumination. So, in my heart I said she can help me. Please if you could contact me at 480-524-2823 so, I can discuss further in detail my passion and desire to help the seniors of our South Mountain community.

May God Bless You

MRS. CAROLYNN W. JETER
A-Making Changes, LLC
Chief Operation Officer
Email: carolynnjeter@a-makingchanges.org
Office Phone: 480-521-4815
Direct Phone: 480-524-2823

Psalm 37:25 I was young and now I am old, yet I have never seen the righteous forsaken or their children begging bread.

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Leila Gamiz

From: Dean Giles
Sent: Monday, June 06, 2016 8:47 AM
To: Leila Gamiz
Cc: Lindy Bauer; Kelly Taft; Eric Anderson
Subject: FW: Transportation Plan

From: Walt Gray [mailto:walt1gray.1914@gmail.com]
Sent: Saturday, June 04, 2016 7:17 PM
To: Dean Giles
Cc: AndreaandKenMcCoy; Dan Carroll; ihdockmaster@yahoo.com; s.chapman88@hotmail.com; Tiffani Getz; Basilio Arriola; Kamal Shiha; Petra Ortega; Sam Sada; Simon Isaac; Tom Tavison; Evelyn Shapiro; hgarewal@trinandassociates.com; Rosa Pastrana; Sylvia Whitman; Pat Lawlis; Tim Lank; Rudy Pena; engage@az.gov
Subject: Transportation Plan

I am out of state
Want to urge MAG & ADOT to be ready to move if the court rules against the South Mountain Freeway. The West Side Town Hall Program opposes the South Mountain Freeway because it would provide the Chandler area with access to West Phoenix jobs at a time when insufficient attention is being paid to workforce development programs and funding for West Phoenix. We also support PARC because the South Mountain Freeway will adversely affect the Gila River Nation through traffic, noise and pollution for the indefinite future. We think MAG and ADOT should not appeal an adverse court decision because this issue has been widely explored and debated for years. A 30-year plan is out of date by definition. We think MAG and ADOT should move quickly on a parkway from I-10 to the Gila River Nation border. This will provide access to Laveen and the Gila River Nation and keep the economic development opportunities in the Warehouse district and along the parkway. We also think MAG and ADOT should move quickly on SR 30 from the Laveen parkway to the Buckeye-Gila Bend highway and that the Buckeye-Gila Bend highway should be upgraded to freeway standards. This will improve the flow of goods and services to and from the Laveen parkway economic development area. Additionally, we believe underdeveloped sections of Baseline Road should be upgraded from 91st Ave. east to I-10 and that Pecos Road should be made a parkway from I-10 west to the Laveen-Gila River parkway. We also believe MAG and ADOT should accelerate construction of the West Valley bypass for I-11. This would be a better bypass around the Phoenix area than the South Mountain Freeway because it will have more capacity and tie in with I-10 south of the Gila River Nation. We also support accelerated development of high speed rail from Tucson to Phoenix east of I-10.

Thanks & Best Wishes
Walt Gray
Coordinator, West Side Town Hall Program
cc: Gov. Doug Ducey, West Side Town Hall Advisory Committee, Merchants for a Better Maryvale, West Side Town Hall Steering Committee and PARC

From: Kelly Taft
To: Michele_Stokes@tempe.gov
Cc: Leila Gamiz; Jami Dennis
Subject: FW: Public hearing info request
Date: Friday, June 03, 2016 3:27:49 PM
Attachments: ACS_14_5YR_S1810-Tempe.pdf

Dear Ms. Stokes:

Thank you for your interest in the public comment process for the MAG FY 2016 Final Phase Input Opportunity. Please feel free to respond to this email with any formal input you would like to have us include in the report. More information about the upcoming public hearing June 7, 2016, is available on the MAG website at http://www.azmag.gov/Events/Event.asp?CMSID=10521. The hearing is scheduled to begin at 5:00 p.m. at the MAG Offices, 302 N. 1st Avenue, Second Floor, Saguaro Room, Phoenix. The building is easily accessible by public transit. The hearing represents the final opportunity for comment, so please note that we are more than happy to take written or telephone comments any time prior to the hearing so that we have additional time to respond.

Per our telephone conversation earlier today, I was able to locate several resources for you regarding disability populations in Tempe. On the MAG website, this information is available by census tract at:
https://azmag.maps.arcgis.com/apps/webappviewer/index.html?id=a88cb923d5c6400f8450817e8333eb51

If you type "Tempe" in the search box, it should zoom in to the Tempe section of the map and if you hover over each tract you will see the disability information pop up. In addition, our information services staff pulled a report on disability data for the City of Tempe from the American Community Survey (census) website that is attached as a PDF. This link should also take you to the table on the Census website:
http://factfinder.census.gov/bkmk/table/1.0/en/ACS/14_5YR/S1810/1600000US0473000

We hope you find this information helpful. If you have additional questions or comments, please don't hesitate to contact me.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020
Don't Trash Arizona!

From: Stokes, Michele [mailto:Michele_Stokes@tempe.gov]
Sent: Friday, June 03, 2016 10:20 AM
To: Dean Giles
Subject: Map - is there any disability information available?

I was looking at the awesome map with all the layers, but could not find anything related to disability.
Is that available?

Looking forward!

Michele Stokes,
ADA Compliance Specialist
City of Tempe/Office of Strategic Management and Diversity
31 East Fifth Street, 2nd Floor,Tempe, AZ 85281
Tempe City Hall Map
480-350-2704 Direct Line
480-350-2907 FAX
Relay Service Users: 711

Comment on TEMPE'S ADA TRANSITION PLAN Throught May 25th!

http://www.tempe.gov/city-hall/diversity/ada-accessibility/ada-transition-plan

ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY

Douglas A. Ducey
Governor

Misael Cabrera
Director

Maricopa Association of Governments
Received
JUN 07 2016

June 7, 2016

Dennis Smith
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Re: Draft April 2016 Conformity Analysis

Dear Mr. Smith,

The Arizona Department of Environmental Quality (ADEQ) is hereby submitting comments on the Draft April 2016 Conformity Analysis for the Draft FY 2017-2021 Transportation Improvement Plan and the Draft FY 2035 Regional Transportation Plan the Maricopa Association of Governments (MAG) submitted in accordance with 40 CFR 93.105 for public comment ending on June 7th. ADEQ understands that MAG has been working diligently to implement all planning assumptions, transportation control measures, and conformity budgets in the Maricopa Carbon Monoxide (CO), Maricopa 8-Hour Ozone, Maricopa Course Particulate Matter (PM_{10}), Pinal Course Particulate Matter, and Pinal Fine Particulate Matter ($PM_{2.5}$) nonattainment areas (NAAs). After reviewing these documents and the State Implementation Plans associated with the NAAs ADEQ has determined that:

1. ADEQ acknowledges the discrepancy between the PM_{10} interim analysis and the West Pinal County PM_{10} nonattainment area motor vehicle emissions budget (submitted December 22, 2015) is due to the inclusion of all unpaved roads within the region and not simply those categories included within the West Pinal PM_{10} motor vehicle emissions budget. ADEQ concurs with this finding of conformity after verifying MAG's methods.

2. For the Pinal County interim budget analyses MAG appears to be using different methods for calculating interim $PM_{2.5}$ emissions than those used for interim PM_{10} emissions. The Pinal PM_{10} and Pinal $PM_{2.5}$ NAAs are experiencing similar rates of VMT growth along unpaved roads which impacts re-entrained road dust emissions greatly but is only reflected in the PM_{10} interim budget tests. 40 CFR § 93.102(b)(3) states:

> "The provisions of this subpart apply to $PM_{2.5}$ nonattainment and maintenance areas with respect to $PM_{2.5}$ from re-entrained road dust if the EPA Regional Administrator or the director of the State air agency has made a finding that re-entrained road dust emissions within the area are a significant contributor to the $PM_{2.5}$ nonattainment problem and has so notified the MPO and DOT, or if the applicable implementation plan (or implementation plan submission) includes re-entrained road dust in the approved (or adequate) budget as part of the reasonable further progress, attainment or maintenance strategy. Re-entrained road dust emissions are produced by travel on paved and unpaved roads (including emissions from anti-skid and deicing materials)."

Draft emission inventory and motor vehicle emission budget (MVEB) development by ADEQ for the Pinal County $PM_{2.5}$ nonattainment area indicates re-entrained road dust is a significant contributor to the MVEB at 29.7% of the primary $PM_{2.5}$ inventory (table below). Any future budget tests must use re-entrained road dust emissions. ADEQ will consult with SCMPO, MAG, and other appropriate entities as this MVEB continues development in order to discuss the methodology utilized and the implications to the budget test.

Draft 2008 West Pinal Primary $PM_{2.5}$ Emissions Inventory		
Source Category	**$PM_{2.5}$ (tons)**	**Percentage**
Point Sources	47.0	1.0%
Area Sources	1,063.2	21.8%
Mobile Sources	70.8	1.5%
Windblown	2,246.9	46.1%
Reentrained Road Dust	1,448.1	29.7%
Total	4,876.1	

Sincerely,

Timothy Franquist, Director
Air Quality Division

MARICOPA ASSOCIATION OF GOVERNMENTS

AGENDA

FINAL PHASE PUBLIC HEARING

Tuesday, June 7, 2016

5:00 p.m.

302 N. 1st Avenue, Second Floor

Saguaro Room

MR. CHAIRMAN: I'd like to call this meeting to order. I'm Eric Anderson, Transportation Director for Maricopa Association of Governments. I'll be chairing the public hearing today.

Those driving to the meeting and parked in the garage can have their tickets validated for parking in the garage downstairs. And those who came to the meeting using transit can get a transit ticket, so just contact one of the MAG staff and they'll accommodate you.

So I want to start by introducing the people down here in the front around the table

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

MR. KIES: Mike Kies with the Arizona Department of Transportation.

MS. KETCHERSIDE: Carol Ketcherside with Valley Metro.

MS. ST. PETER: Amy St. Peter with MAG.

MR. SPEAKER: Dennis Smith with MAG.

MR. SPEAKER: Ken Kessler with

City of Phoenix Public Transit.

MS.LINDY BAUER: Lindy Bauer with MAG.

MR. CHAIRMAN: And we have the four presenters who will be introduced as they come up to make their presentations today. This public hearing is just one of many opportunities throughout the planning and programming cycle to provide comments on MAG transportation plans and programs. This is our opportunity to listen.

We are interested in hearing what you have to say regarding the Valley's transportation system. Those who wish to comment will have three minutes to express their concerns on any issues related to transportation in the Valley.

Any comments received here today will be take down verbatim by the court reporter, and staff will provide written responses to comments. The comments and responses will be included in the Fiscal Year 2016 MAG Final Phase Input Opportunity Report. And this report is important because it will be distributed to all MAG policy committees for review prior to taking action, so if you want

to speak today make sure you fill out a blue card and hand it to one of the MAG staff. We’d appreciate it, thank you.

So, I would like to quickly go over the agenda for today. First, we'll have some brief presentations given by MAG staff and Valley Metro staff. Following these presentations, we'll take public comment on the information presented here today, after which we will adjourn.

Those of you wanting to make comments on the material presented here, once again fill out a speaker's request form and provide it to a MAG staff person. As you come up to the podium, please state some information for the formal record including your name and the city in which you live.

And we're going move on to the presentations. The first one is Teri Kennedy. Teri is the Transportation Improvement Program Manager here at MAG, and she's going to do a presentation on the Draft Fiscal Year 2017 through 2021 MAG Transportation Improvement Program, Teri.

MS. KENNEDY: Thank you very much. Good evening, little bit about the MAG region. We are a Council of Governments and we are a metropolitan planning organization. MAG was formed in 1967. And we are made up of member agencies, who work together on transportation and air quality projects as it relates to the TIP. Our planning boundaries include all of Maricopa County and the portions of Pinal County shaded in blue that you see on the screen.

A few things that aren't included in the TIP or you won’t find in the TIP are local street projects, subdivision projects, emergency relief projects, national planning projects, things like that. What is included in the TIP, it does cover 5 years and it conforms to all applicable federal and state air quality plans and standards and reports on projects programmed with federal funds identified in the US Code Title 23, which is the highways section or Title 49, Chapter 53, which is the transit section. It also includes all the regionally significant transportation projects.

So think of arterials, colletors,

freeways, things like that that. It’s developed in coordination with the Federal Highway Administration, the Federal Transit Administration, Arizona Department of Transportation, and all of our MAG members agencies.

The data that's included in the TIP is input by members of the public, MAG technical advisory committees, MAG agencies and staff. It integrates all competitive application processes that we hold. And it also includes performance measures as they are rolled out by the Department of Transportation andy by the State. It also includes a financial plan that demonstrates how we can be integrated the projects.

It does build from the information contained in the 2035 Regional Transportation Plan, the current FY2014-18 TIP, and other regional plans, programs and policies. We take into consideration public comments and input, state and federal guidance, and also the, most importantly, member agencies updates through data collection.

Also included in the TIP, you will see the life cycle programs. And the life cycle programs are made up of three general funding sources. The first is federal funding, which is Federal Highway Administration and Federal Transit Administration funding and sometimes competitive Department of Transportation funding. It also is composed of the half - cent Maricopa County regional sales tax and local funds for each one of the life cycle programs and local participation is also included in all these three programs.

And included in the TIP listing you'll also see things like congressionally designated roadways, freeways, arterials. And those projects also may use highway or revenue funds and other state, county, or local and even privately developed funding. Also included in the TIP, is the 2016 Transit Program of Projects for section 5307, which is general public transit capacity and rolling stock acquisitions, so think of buses and light rail vehicles, things like that.

The apportionment is identified, and then we allocate 25 percent right off the top to

preventative maintenance to help keep capital costs low. Then we work with Valley Metro on the transit life cycle projects and their needs for buses and rolling stock.

And then if there's funding left over there's a competitive regional process for other transit needs.

And the 2016 program of projects is also available for review at this time. Another element of the Transportation Improvement Program draft is the Federal Highway Administration funded projects and these are our competitive projects for the region. We actually have five general program areas and I've got three up here as an example: bike ped program, intelligent transportation system, air quality, paved and unpaved dirt roads. There’s also safety programs and the service transportation program for Pinal County.

A little bit about the TIP listing data, as you're looking through the TIP it's generally categorized in two areas: the highway category and the transit category, so in the listing you'll see

things like the design and environmental work phase, right-of-way acquisition work phase, construction and sometimes maintenance and operations if it’s applicable to the type of project. There are also other things in the TIP like technical information so we can perform modeling and it also lets you know when we expect the project to be open for service.

In our current TIP, this is a summary of projects that we have by mode. We have over 600 projects currently programmed and there is some ongoing programming that will happen in the future.

Generally, the fifth year of the TIP competitive application process is left open and it helps us demonstrates financial constraints because again we are working on projected revenues.

So a little bit about who's paying for the projects and how does it break up. For the highway side, federal funding is about 41 percent, local funding makes up about 23 percent and 36 percent is our regional half - cent sales tax.

For transit it's a little heavier on the federal side. Regional funding is 20 percent and local about 9 percent at this time.

A little bit about the revenues that we expect for the TIP program. Based on our estimates for Regional Area Road Funds, Public Transit Funds, federal funds coming in. We're estimating about 5.4 billion over the life of the TIP.

And this is how it breaks down for each one of the modal areas based on the Regional Transportation Plan. So a bit of a summary about the revenues and cost we had in the proposed TIP. We’ve got 5.4 billion of estimated revenues from the all sources coming in. 4.7 billion in costs for the projects listed in the program. And then based on our operation and maintenance funding survey, the outlay is 3.2 billion with local agencies funding 3.2 billion leaving 638 million left unprogrammed at this time, based on our projections. So some of the next steps for the TIP, we'll conclude for the public meeting today. And we will provide a final phase input report to be generated or included in the agenda items for

the MAG approval committees, the Federal Highway Administration, Federal Transit Administration, Environmental Protection Agency and Arizona Department of Transportation will review and approve the various areas of the draft Transportation Improvement Program, the Program of Projects, the spring air quality conformity analysis and the amendment to the 2035 Regional Transportation Plan. And once all those reviews and approvals are completed, projects may proceed.

Thank you all for joining us, and if you would some more information, here's some websites links for you to follow.

MR. CHAIRMAN: Thank you Teri. Thank you very much. The next presentation we're going to have is from Abhi Dayal from Valley Metro, he’s the manager of the capital development program.

MR. ABHI: As mentioned I will be talking a little bit about the rail and hike mass transit component that will go into the draft 2035 Regional Transportation Plan. A lot of the changes in the rail program on high capacity

transit program were driven by the recent passage of Phoenix’s Proposition 104 sales tax.

So just real quickly starting with south central it's a five-mile light rail extension project in coordination with the City of Phoenix since 2014. The project was originally scheduled to open by 2034. With the passage of Proposition 104, this is being recommend to open by 2023. And we are currently seeking Federal Transit Administration assist to construct this project.

As a result of that we've been approved entry into the project development phase of the FTA process. We are continuing to work on the draft environmental assessment document, which is a requirement for all federally funded projects. And we are actually in the seeking public review/public comments on this document. As I mentioned, as a result of the passage of Phoenix's Proposition 104, Phoenix City Council back in January voted to advance this project from 2034 opening to 2023. And Valley Metro Rail Board will take action next week to advance the project to 2023 as well.

Going a little bit forward to northwest light rail extension, this essentially extends our recently completed and opened three miles light rail extension that currently stops at 19th and Dunlap to further extend it to the Metrocenter Mall. It's about 1.7 miles light rail project. And it was scheduled to open by 2026. And again as a result of the passage of the Phoenix sales tax, Phoenix City Council in January voted to advance this project from 2026 opening to 2023 and Valley Metro Rail Board will follow suit again next week.

We are currently working on developing some conceptual engineering designs and we are planning to initiate the environmental assessment for this project in the summer of this year.

Moving a little bit west, we have the capital I - 10 west light rail extension project. The whole project is about 11 miles downtown Phoenix to the State Capitol and largely is staying along the interstate 10 to around 79th Avenue park - and - ride.

As a result of the Phoenix program, in

January the City Council voted to implement this project in two phases. The first phase which is about one and a half miles from downtown Phoenix to the State Capitol and will open by 2023. And the second phase from the State Capitol to 79th Avenue will open in 2030. Valley Metro Rail Board will also take action on this change next week following Phoenix City Council's action back in January. We are working on doing an environmental assessment for this project. We anticipate having public comments in late summer of this year.

Moving east, Tempe streetcar project, the region's first street car project is a 3 - mile extension serving downtown Tempe and the Arizona State University campus, starting in Marina Heights on Rio Salado and through downtown Tempe and moves around the ASU campus in Tempe.

This project is actually being differed by a year from it's original opening date of 2018 to 2019. Recently in February of this year this project was identified in the President's budget, we are seeking 75 million dollars from the FTA and the President's budget recognized this project as

part of that program. We are currently finishing up the preliminary engineering and advancing this project through the procurement of street car vehicles a few weeks ago and we will start the procurement for design and construction manager at risk this summer.

Finally, we also have a light rail station project that will be added, again, as a result of the passage of Phoenix’s Proposition 104 program. Back in 2013, Valley Metro in coordination with the city of Phoenix completed a station feasibility study to understand the feasibility of adding a station around 48th Street to Avenue is a lot of land uses in this area, and particularly Ability360. And the recommendation was to advance this project when funding is available. With the passage of Proposition 104 funding is available and we are working with Phoenix to advance this project. We've already initiated the procurement for design artist and construction manager contract and the final design is expected to start next month actually and the construction following that in the Spring of next

year. This project is scheduled to open by 2019. And with that, this concludes my presentation, thank you.

MR. CHAIRMAN: Thank you for the presentation. Thank you, we appreciate that. For this presentation Jorge Luna also from Valley Metro. Jorge is manager of service planning and will talk more on the bus side.

MR. LUNA: Thank you, Eric. Good evening everyone, again, my name is Jorge Luna and I will be presenting the bus and alternative transportation modes overview. It's just a basic overview of some of the items we've been working on that eventually help feed the TIP and the Program of Projects. So this is just an overview of the efforts where we work collectively with our members in putting together and in rolling out service for the future. Some of the items that will be discussed in the presentation are the partnerships, which are very important, our short range transit program that was recently completed, upcoming service changes, the recently completed origin and destination survey, highlight our

travel demand management efforts, and at the end, the ADA Dial-A-Ride service that blankets the region.

So to start off with partnerships, we work, as MAG does, we work with all of our member agencies to provide service in the Metropolitan region. We cover the area from the Northeast to the Southwest of the region and from the Southeast to the Northwest. That area is blanketed with fixed route service, with express routes, neighborhood circulators, with light rail. Of course at the same time, that’s supported with transit stops, park and rides, transit centers and maintenance facilities and all of these work as a system to provide connectivity for area residents to move about. Beyond that we also have trip reduction programs for telecommuting, vanpool, carpooling and also walking, and biking that also help as an additional resource for the community to utilize and below there's some different and modes that operate in the region. So all that effort and all that partnership helps us to do different planning horizons, we work with our

partners doing short term and long term transit improvements, and in this case want to highlight short range transit program which we recently worked with the Board to highlight potential service concepts with service changes in transit, bus transit improvements between 2017 and 2021. This effort builds on previous and ongoing Valley Metro efforts as in accordance with our TLCP transit life cycle adopted policies. We also get input from all our member agencies and of course, from Valley Metro staff. Our work on the SRTP is reviewed every year not every two years. So some concepts we worked on and prepared with committee members are some changes in funding source, some route extensions, some service enhancements, span of service improvements, route modifications, new service and in some cases, streamlining and looking for performance in those different segments. The short range transit program actually feeds our biannual service changes. We have services changes every April and October. Those service changes help to make a more robust transit system and a more performance driven transit

system and this again is done through regional coordination working with all of our member cities. And this is a highlight of what is being proposed for October 2016. The blue lines are some of the service improvements with in Phoenix route as a result of Prop 104. For the October the proposal is to improve the hours of service in Phoenix, improve some frequency of trips in Phoenix and beyond Phoenix we are looking at consolidating some routes, modifying other routes, also adding trips on selected routes. All of this information is found on the Valley Metro website for additional detail. For beyond the biannual service change plans we also look at planning for the future, we work on implementing the remaining projects in the TLCP and Proposition 400. We also work with local transit initiatives. For example, the Phoenix T2050 plan. Another example is Tempe in motion plan. And there's also locally funded improvements that we coordinate with our members to roll out service for the future.

Another element that I wanted to highlight was our recently completed origin and

destination survey. We got about over 22,000 responses and this gave us a good idea and updated Valley riders and this is an info graphic on the business, car ownership, who's employed and the students and the type of fare they have used. We use this information in our planning process in some programs for example, the TIP and the Program of projects.

The other element available for the region is vanpool or Transportation Demand Strategy. What is a vanpool? It helps move between six to 15 people take them to job site for commuting. An average monthly fare of $25 per person, per week. And it's a very flexible service. We have currently 455 vans in our region. And they have all these different amenities on the screen from cruise control and bike racks.

The last thing I wanted to highlight was a recent accomplishment for the region, which was the recent ADA Dial - A - Ride. And now regional trips will be completed, seamless regional trips will be completed come July of this year. This is

the goal we have been working on for regional ADA trips within the region as highlighted with the maps on the screen. Lastly, before closing, I just wanted to highlight some of the benefits of transit. Of course it creates jobs, provides job access, economic competitiveness for the region, provides environmental benefits to reduce congestion, energy conservation and clean air. And there's also social benefits such as mobility, independence, and the quality of life aspect that it brings to the user. That concludes my presentation. Thank you very much.

MR. CHAIRMAN: Thank you, Jorge and congratulation on the regional ADA Dial - A – Ride, it’s been a long time coming. It's something that we've heard about in these public hearings pretty continuously over the last few years so it’s really pleased to see it finally getting implemented. Thank you.

The last presentation we have this evening is the MAG Air Quality Planning Program Specialist, Dean Giles, who's going to talk about the fiscal year 2016 MAG Conformity

Analysis.

MR. GILES: Thank you very much. Welcome. I'm Dean Giles, I’m the Air Quality Planning Program Specialist here at MAG. My presentation includes an overview of the conformity requirements and the results of the conformity analysis that was conducted for draft fiscal year 2017 through 2021 MAG Transportation Improvement Program and the Draft Amendment to the 2035 MAG Regional Transportation Plan.

As you'll see in the upcoming slides, the April 2016 MAG Conformity Analysis and the results of the regional emissions analysis concludes that the draft TIP and the Regional Transportation Plan meet the requirements for a new finding of conformity. The Clean Air Act links transportation and air quality and requires that transportation plans, programs and projects be consistent or conformed to goals and regional air quality plans. Conformity ensures that transportation activities do not cause violations of federal air quality standards and air quality plans establish motor vehicle emissions budgets

that are used in the conformity analysis. Federal conformity regulations specify four criteria that are necessary for conformity determination on the TIP and Regional Transportation Plan. The TIP and RTP must pass conformity emissions tests using a budget that has been found to be adequate by EPA or approved in an air quality plan and for areas without an adequate or approved budget, an interim emissions test. The latest planning assumptions and emissions models enforced at the time the conformity analysis began, must also be used and the TIP and Regional Transportation Plan must continue to provide for timely implementation of transportation control measures from approved air quality plans and priority must be given to transportation control measures and finally, consultation. On May 6, 2016, copies of the draft April 2016 Conformity Analysis were distributed for consultation. And both of the MAG metropolitan planning boundary and the Sun Corridor Metropolitan Planning Organization boundary include portions of the Pinal County PM - 10 and PM - 2.5 nonattainment

areas. Both nonattainment areas are completely covered by MAG and the Sun Corridor Metropolitan Planning Organization and since the Sun Corridor MPO is also conducting a major amendment to their TIP and Plan, transportation conformity is required to be demonstrated for both nonattainment areas by both MPOs. This map shows the MAG metropolitan planning area in blue and the Sun Corridor metropolitan planning area in yellow. In Pinal County, portions of both MPOs cover the West Pinal PM-10 nonattainment area outlined in red and the West Central Pinal 2.5 nonattainment area shown in the red cross hatch area on this map. The next slides present the regional emissions analysis results for carbon monoxide, 8-hour Ozone and PM-10 for the Maricopa County nonattainment and maintenance areas. For carbon monoxide, the required conformity tests uses the EPA approved motor vehicle emissions budgets established in the MAG 2003 Carbon Monoxide Maintenance Plan and the MAG 2013 Carbon Monoxide Maintenance Plan. For analysis year 2015, the projected emissions from implementation of the TIP and Regional

Transportation Plan are less than the budget established in the 2003 Carbon Monoxide Maintenance Plan. This 2003 Carbon Monoxide Maintenance Plan established the budget of 662.9 metric tons per day and it's shown in the yellow bar here in this chart. The second yellow bar is the motor vehicle emissions budget from the 2013 Carbon Monoxide Maintenance Plan. So for all three years analyzed 2015, 2025 and 2035, all three are less than the motor vehicle emissions budget established in the approved air quality plans. The results indicate that the TIP and transportation plan satisfy the conformity test for carbon monoxide. Now for eight - hour ozone the required conformity test uses the EPA approved motor vehicle emissions budgets for the ozone pre cursors volatile organic compounds or VOCs and nitrogen oxides or NOx that are established in the MAG 2007 Eight – hour Ozone Plan and the MAG 2009 Ozone Maintenance Plan. So first for VOCs, the analysis year 2017 the projected emissions from implementation of the draft TIP and regional transportation plan are less than the budget

established in the MAG 2007 Eight - hour Ozone Plan. And for analysis years 2025 and 2035, the projected VOC emissions from implementation of the TIP and RTP are less than the budget established in the 2009 Eight-hour Ozone Maintenance Plan. Now moving onto the other precursor NOx, for analysis year 2017 the projected NOx emissions from implementation for the TIP and RTP are less than the budget established in the MAG 2007 Eight-hour Ozone Plan and for analysis years 2025 and 2035 projected NOx emissions are less than the budget that has been established in a MAG 2009 Eight - hour Ozone Maintenance Plan. The results indicate that the TIP and regional transportation plan satisfy the conformity test for eight - hour Ozone. Now for PM-10. The required conformity test uses the EPA approved budget that's been established in the MAG 2012 Five Percent Plan for PM-10. For each analysis year 2015, 2025 and 2035 projected emissions from implementation of the TIP and RTP are less than the 2012 budget. I think I need to fast forward here. Okay. Here we go. Now it's the on the same slide. Pardon me. So

MAG has also conducted the conformity test using the EPA approved budget established in the revised MAG 1999 Serious Area Particulate Plan for PM-10. Since a lawsuit challenging EPA's approval of the MAG 2012 Five Percent Plan for PM-10 is still pending, so again for each analysis year 2015, 2025, and 2035 the projected PM-10 emissions from implementation of the TIP and RTP are less than 2006 motor vehicle emissions budget. Results indicate that the TIP and RTP satisfy the conformity test for the Maricopa County nonattainment area.

Now moving on to the Pinal County nonattainment areas. For PM-10 for each of the analysis years of 2020, 2030, 2035 and 2040, the projected emissions for the build scenarios are not greater than the projected emissions for the baseline, or the no - build scenario. Previously, EPA had advised MAG to include in conformity analyses budgets from submitted plans so an adequacy finding on a submitted budget wouldn't interfere with transportation conformity. MAG has also conducted conformity tests using the

submitted budget that has been established in the Arizona Department of Environmental Quality 2015 West Pinal Moderate PM-10 Plan and the projected emissions from implementation of the draft TIP and the Regional Transportation Plan for 2018, 2020, 2030, 2035 and 2040 are less than the submitted budget in the West Pinal Moderate PM-10 Plan. The results indicate that the TIP and transportation plan satisfy the conformity test for PM - 10 for the West Pinal nonattainment area. The Pinal County PM - 2.5 nonattainment area the interim emission action and baseline test was conducted for two pollutants, PM - 2.5 and nitrogen oxide. The PM - 2.5 in each of the analysis year 2015, 2020, 2030, 2035, and 2040 projected action or build scenario are not greater than the baseline or no build scenario emissions. And for NOx in each of the analysis years, 2020, 2030, 2035 and 2040 the projected action or build scenario are not greater than the baseline or no build scenario emissions. The results indicate that the TIP and RTP satisfy the conformity test requirements for PM - 2.5 in the West Central Pinal PM - 2.5

nonattainment area. Now on the schedule, on May 5, 2016, the documents became available for public review for a 30-day public review period. Tonight we're having the public hearing and then tomorrow, on June 8th the Management Committee may make a formal recommendation on the conformity analysis. On June 22nd, the Regional Council may take approval action on the April 2016 Conformity Analysis. Thank you very much.

MR. CHAIRMAN: Thank you very much. That completes the formal presentation part of our hearing today.

We're going to move into the public comment period. And just to remind people, if you would like to speak, fill out a blue card. MAG staff has them around the room, just in case you want to speak.

We're requesting that you limit your comments to three minutes. There is a timer and two minutes have gone by notifying you are at the end of the three - minute time period.

First member of the public, the first card I have is Sharon Hettick.

MS. HETTICK: Good - evening. And thank you for taking time to listen to the public. I was here before at a previous meeting and I do appreciate the fact that you have made changes or recommendations in regard to Northwest Valley. I'm still here because over 90,000 people who live in the Northwest Valley, Sun City, Sun City West, and Sun City Grand are still without any services; nor are we on your maps clear through 2035. The communities are left out of the process. We do have stakeholder's meetings and we have talked to seven members of the group here in regards to what we need to do. But we still need circulars that go through communities.

One of the biggest problems is that when I listen to Mr. Luna talk about the average age of the rider of the bus, I'm going off the number seen or communities who are not even counseled because we have no services there. And we now have over 300,000 people living in the Surprise/Sun City West/Sun City Grand, we and Sun City areas that have completely no services.

So I would appreciate going forward

looking at the moneys. We do pay our tax. We do have Prop 400 monies with services that are available that are not there yet. Look at that. Look at that going forward in the future.

MR. CHAIRMAN: Thank you very much. The next card I have is Kathy Chandler.

MS. CHANDLER: Good evening. I want to also thank you for the consideration for letting us speak for providing the transportation that we do have in this area.

We do have a lot of good transportation. I have two daughters that benefit from the transportation in Tempe and downtown Phoenix. But none of us can benefit from that same transportation if we're in Surprise. The northwest has very little. You know that.

The Dial - A - Ride is a ride we're glad to have it, but there is no fixed route out in our area. So from what I'd like to say is, I see in the plan online that the 170 is going to come out to Surprise on Bell Road that the 138 is going to come out to Surprise and Thunderbird and Grand and Waddell and so I'm thrilled to see that. The 83

is coming west -- no, north -- on 83rd Avenue. And then I see a circulator in north Peoria. Those are wonderful. We're getting much closer.

None of those go into Sun City West or Surprise other than coming through to City Hall. But it's a really good first step. We have groups in Sun City and Sun City West that with actually talking about what the community can do as far as putting the groups that have their own vehicles. They have a right start. Communities circulators working together to start managing manage, but we're really hoping this takes this. Valley Metro staff or MAG steps in with picking up those things in the years to come. So we're really moving to do our part as a community also. Thank you very much.

MR. CHAIRMAN: Thank you very much for your time. The next card I have is Donna Kruck.

MS. KRUCK: Thank you. We appreciated that there was a little adjustment at the last meeting at the transportation committee about the transportation improvement to decide to

still includes some ADA improvement bus stop improvement funds. We think that is very important.

I Understand the concern about the amount of costs that it takes to do small projects and let me know that we need to get with your cities to make we were spending their money right. And we're very excited about the light rail stop that's included in the plan at 50th and Washington. We want to thank you for your efforts. We hope it moves along quickly. We can’t wait. I forgot to say that I am Amina Kruck with Ability360. Very important for the disability community.

MR. CHAIRMAN: Thank you very much. The last card I have is Dianne Barker.

MS. BARKER: Good afternoon. I'm Dianne Barker -- excuse me, must be the air -- and I am a friend of transit. I believe in multimodal many modes of getting around. And I'm asking this body and the bodies I go in front of to be part of the voluntary effort to be part of multimodal and to cut down on congestion and

pollution not only in Maricopa County but in Pinal.

In regards to the air quality presentation I'm very aware of our longstanding carbon monoxide maintenance program. I read that Bolin, the governor back in 1976, found out that Tucson and Phoenix the greater Phoenix area was somewhere a carbon monoxide problem anyway problem. The cars get through and technology have helped that effort. But now what we have is increasing particulates. It's been going on since the '90s and we have the ozone stats last couple of days. I can tell you I was at Burton Barr the other day. We had to leave the library some of us because we were coughing. They're building so many things, but it wasn't that much better outside and it was around rush hour around Deck Park. We need to look to see where we have the bottlenecks. We're running, you know, not only light rail but we've got new buses and they're very nice and air conditioned. I would suggest that you try them. It's good for getting us quicker around the Valley if we would put in bus

rapid transit.

So I'm for some innovative ways to move us we people in a quicker and more efficient manner. I think that on your chart you have all the different light rail that you're going for you, but I went to Valley Metro and I understand Leslie Rogers from the region, I believe I have this right, says only the Tempe streetcar is in the shoot for that. So what we need to do here at MAG to see if we are properly aligned or are we going to have to go with increases Prop 400 regional moneys for this and then the City of Phoenix.

And then I'd like to say I went to Phoenix committees. They were surprised only had two bidders on the projects management. Well, the product management for light rail they bring in all these engineers directly that don't have to bid. The one had a subcontractor that ended up with 35 million to complete over the light rail. And they go for Pinal and the alternative analysis. And the State said in 2012 Debra Davenport that the alternative analysis wasn't

going for enough alternative. We always got the same thing at rail. So if we don't watch out where we're going we could end up there.

MR. CHAIRMAN: Thank you, Dianne. I appreciate your comments. All right. That completes the public comment period unless we have anyone last minute who would like to offer their comments. Thank you all very much for coming and providing your input and Valley Metro, City of Phoenix for joining us today.

For those of you all who provided comments will be part of the official record and part of our decision making process. Thank you again. We hope to see you at the next meeting. Thank you all. If you need your parking validated, see a MAG staff person.