

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
September 12, 2012  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

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|---|--|
| David Cavazos, Phoenix, Chair                     | Darryl Crossman, Litchfield Park                             |
| Dr. Spencer Isom, El Mirage, Vice Chair           | Christopher Brady, Mesa                                      |
| # George Hoffman, Apache Junction                 | Jim Bacon, Paradise Valley                                   |
| David Fitzhugh for Charlie McClendon,<br>Avondale | Carl Swenson, Peoria   |
| * Stephen Cleveland, Buckeye                      | John Kross, Queen Creek                                      |
| Gary Neiss, Carefree                              | * Bryan Meyers, Salt River Pima-Maricopa<br>Indian Community |
| * Usama Abujbarah, Cave Creek                     | Dan Worth, Scottsdale  |
| Patrice Kraus for Rich Dlugas, Chandler           | * Chris Hillman, Surprise                                    |
| Phil Dorchester, Fort McDowell Yavapai<br>Nation  | Charlie Meyer, Tempe   |
| Ken Buchanan, Fountain Hills                      | Reyes Medrano, Tolleson                                      |
| * Rick Buss, Gila Bend                            | Joshua Wright, Wickenburg                                    |
| * David White, Gila River Indian Community        | * Lloyce Robinson, Youngtown                                 |
| Patrick Banger, Gilbert                           | * John Halikowski, ADOT                                      |
| Bob Darr for Horatio Skeete, Glendale             | John Hauskins for Tom Manos,<br>Maricopa County              |
| Brian Dalke, Goodyear                             | Jyme Sue McLaren for Steve Banta, Valley<br>Metro/RPTA       |
| * Bill Hernandez, Guadalupe                       |  |

\* Those members neither present nor represented by proxy.

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

1.     Call to Order

The meeting was called to order by Chair David Cavazos at 12:02 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Cavazos noted that George Hoffman was participating by teleconference.

Chair Cavazos welcomed Acting City Manager for Scottsdale, Dan Worth.

Chair Cavazos noted the following materials were at each place: For agenda item #5H, revised tables of exceedances through September 6, 2012; for agenda item #8, a map of the Environmental

Impact Statement Studies on Interstates 10 and 17; and for agenda item #10, a resource inventory for domestic violence victim advocates.

Chair Cavazos announced that public comment cards were available to members of the public who wish to comment. Chair Cavazos noted that parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

### 3. Call to the Audience

Chair Cavazos stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Cavazos noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Chair Cavazos recognized public comment from Dianne Barker, a Phoenix resident, who said she had asked Executive Director Smith if MAG had a mission statement. She said that it does not, but the Regional Transportation Plan does state that it is a multimodal plan. She expressed her displeasure that the newly designated Interstate 11 corridor was not being made a multimodal corridor. Ms. Barker stated that all transportation options should be looked at. She pointed out that presentations given at MAG meetings have noted that improvements to some freeways cannot be built due to location constraints and lack of funds. Ms. Barker commented that you cannot have the control measures without having the funding there.

Chair Cavazos recognized public comment from John Rusinek, a Phoenix resident, who said he had announced at the July Regional Council meeting that his dust problem had been solved, but it has not. Mr. Rusinek stated that he is being discriminated against by the City of Phoenix. He described how too-large rocks were used to cover his neighbor's dirt drive, but this pushed the borders out. Mr. Rusinek stated that no one from the City has monitored this job and he told the city the wrong material was used. He reported that his friend, Pat Vint, was forced to put in 75 tons of rock and was threatened with a fine and jail time if it was not done. Mr. Rusinek stated that the City came to his house and surveyed his property without notification, but found nothing wrong. He said the City was doing this to coerce him to drop his complaints. Chair Cavazos thanked Mr. Rusinek for speaking and keeping to the three minute time limit.

Chair Cavazos recognized public comment from Pat Vint, who thanked Mr. Cavazos for recognizing them. He said they have been having a disaster and they want to rely on Mr. Cavazos to help them. Mr. Vint noted that Mayor Stanton is forming a city ethics review task force to get accountability of the city with citizens. He reported that two city employees threatened him. Mr. Vint stated that he hoped he could remain friends with Mr. Cavazos. He stated that former Maricopa County Attorney Rick Romley is heading the task force and he asked Mr. Cavazos to

help Mr. Vint and Mr. Rusinek be named to the task force. Chair Cavazos thanked Mr. Vint for his comments.

4. Executive Director's Report

Dennis Smith reported on items of interest in the MAG region. He announced that the Economic Development Listening Session with the U.S. Department of Commerce will take place at 9:00 a.m. on September 26, 2012, with a networking session at 8:30 a.m. at the Arizona Commerce Authority. Agencies participating in the session include the Arizona Department of Transportation, the Arizona Mexico Commission, and all of the councils of governments and metropolitan planning organizations in Arizona.

Mr. Smith stated that Michael Camuñez, Assistant Secretary for the U.S. Department of Commerce, will be present at the session. He stated that work continues on assembling a list of needs at the border crossings to ask Mr. Camuñez to provide to Arizona, for example, the Nogales rail crossing has an iron entry gate that is operated by hand and propped up by a rock.

Mr. Smith showed a slide developed by the East Valley Partnership that showed Mexico is the number one trade partner with Arizona, with Canada coming in second. He said that this session is important if we want to diversify our economy beyond home construction. Mr. Smith stated that the MAG Regional Council, MAG Economic Development Committee, MAG Management Committee, and intergovernmental representatives have been invited to the session. Mr. Smith stated that at the event, business interests will discuss how important it is to increase trade with Mexico. He stated that this is a golden opportunity for Arizona to have communication with a very important representative of the Commerce Department. He advised that due to security reasons at the Arizona Commerce Authority, RSVPs are required in advance.

Mr. Smith stated that he and Amy St. Peter, MAG Human Services Manager, and Ron Guziak from SunHealth, were invited to the White House Forum on Urban Innovation regarding the MAG Municipal Aging Services Project on August 27, 2012. Mr. Smith noted that the Virginia G. Piper Charitable Trust and MetLife have contributed to this project to have appropriate accommodations ready for the baby boomer generation.

Mr. Smith provided an update on the Economic Development Committee (EDC). He stated that in order to make a difference for the Arizona economy, the best thing to focus on would be on the Joint Planning Advisory Council. Mr. Smith stated that a presentation on the MAG Freight Study recommendations will be given at the October 2, 2012, EDC meeting and at the October 30, 2012, Joint Planning Advisory Council meeting. He noted that a retreat on implementing the study's recommendations is tentatively planned for February 2013. Mr. Smith stated that all of these events are open to member agency staff.

Chair Cavazos thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

5. Approval of Consent Agenda

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

Chair Cavazos recognized public comment from Ms. Barker, who said that she felt discriminated against because the two male citizens who spoke were thanked and she was not thanked. Ms. Barker stated that the data used by MAG to figure air pollution are outdated, but staff told her she was wrong but gave no reason. Ms. Barker stated that EPA will not pass MAG's budget and more emissions are being created with at-grade light rail. Ms. Barker noted the Sierra Club's objections to air quality conformity. She stated that 16 plans and projects taken out of the TIP is called a minor revision. Ms. Barker stated that the region had more than 102 exceedances in 2011 and wants to blame all but one of them on haboobs. She encouraged MAG to try something different. Chair Cavazos thanked Ms. Barker for her comments.

Chair Cavazos recognized public comment from Mr. Rusinek, who stated that the rocks spread on the property next door forced the borders out. Mr. Rusinek stated that he was then accused of taking pictures of children. Chair Cavazos reminded Mr. Rusinek that his comments needed to stay on the topic of agenda item #5H, as he indicated in his request for public comment. Mr. Rusinek stated that in that case, he had no more comments.

Chair Cavazos recognized public comment from Mr. Vint, who stated that neither he nor Mr. Rusinek are shown respect by the City of Phoenix staff (who did not include Mr. Cavazos). Mr. Vint stated that City officials have threatened him, and had him spread two inches of gravel first and then three inches of gravel. He stated that the City Environmental Department has not come out for a site visit. Mr. Vint stated that 11 tons of big gravel were laid and because the gravel is too large, it will be more dusty than ever. He expressed his hope that Mayor Stanton and Mr. Romley will invite some victims to serve on the task force. Chair Cavazos thanked Mr. Vint for his comments.

Mr. Crossman moved to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, and #5I. Mr. Meyer seconded. Chair Cavazos asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of July 11, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the June 13, 2012, meeting minutes.

5B. ADOT Red Letter Process

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and permits. ADOT has forwarded a list of notifications from January 1, 2012, to June 30,

2012. Of the 89 notices received, none had an impact to the State Highway System. This item was on the agenda for information.

5C. Project Changes – Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, and to the Regional Transportation Plan 2010 Update, as appropriate. The Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified eighteen times with the last modification approved by the Regional Council on July 25, 2012. Since then, there is a need to modify projects in the programs. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination.

5D. MAG Design Assistance for the Bicycle and Pedestrian Facilities Program

The MAG Management Committee, by consent, recommended approval of the Mesa Crosscut Canal West Mesa Regional Connector for \$80,000; the Glendale 55th Avenue Bike Route Spot Improvement for \$70,000; and the Scottsdale Non-motorized Crossing of the Loop 101 at the Central Arizona Project Canal for \$50,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The FY 2013 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2012, includes \$200,000 for MAG Design Assistance for the Bicycle and Pedestrian Facilities Program. The Design Assistance Program allows MAG member agencies to apply for funding for the preliminary engineering portion of a bicycle or pedestrian project. According to federal law, any project which is not constructed after being designed with federal transportation funds could be required to return the funds used for design to the Federal Highway Administration. At the July 17, 2012 meeting, the Bicycle and Pedestrian Committee reviewed and ranked applications for project funding. Five applications requesting \$359,300 in funding were originally submitted for consideration and one jurisdiction subsequently pulled its application. The Committee voted to recommend approval of three projects for \$200,000. Due to a limited amount of funds, the fourth project could not be awarded. On August 23, 2012, the Transportation Review Committee recommended approval of the three Design Assistance projects.

5E. Amendment to the Arup North America, Ltd., Contract to Continue Stakeholder Work for the Sustainable Transportation and Land Use Integration Study

The MAG Management Committee, by consent, recommended approval of amending the Arup North America, Ltd., contract by \$23,000 to conduct the additional stakeholder work for the Sustainable Transportation Land Use Integration Study. In May 2010, the Regional Council approved the FY 2011 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included a Sustainable Transportation and Land Use Integration Study. On September 13, 2010, the Regional Council Executive Committee selected Arup North America, Ltd., to conduct the

study for an amount not to exceed \$750,000. Additionally, on March 14, 2011, the Regional Council Executive Committee approved an amendment to the MAG FY 2011 UPWP and Annual Budget to include \$48,650 for the Urban Land Institute (ULI) to conduct two public/business forums with stakeholder participation in coordination with the Sustainable Transportation and Land Use Integration Study. The ULI completed the two public/business forums and the contract is complete with \$23,740.78 unspent. It is requested that \$23,000 be added to the contract with Arup North America, Ltd., for stakeholder work to complete the Sustainable Transportation and Land Use Integration Study. This funding will support four stakeholder meetings related to the findings of the high capacity transit and land use integration modeling exercise, the Sustainable Transportation Toolkit, and the recommendations of the Study.

5F. Local Match Consideration for Glendale Right-of-Way Costs for Northern Parkway

The MAG Management Committee, by consent, recommended allowing Glendale to include the \$560,597 of Northern Avenue right-of-way expenditures as part of the required local match for the project. Glendale has acquired significant right-of-way for the planned Northern Parkway project, which is included in the Arterial Life Cycle Program (ALCP). Since the project will include federal funds, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are involved in determining the eligibility of project costs for reimbursement with federal funds. The ALCP Policies and Procedures states that for federally funded projects, the eligibility for both the reimbursement of costs with federal funds and for the calculation of the required local match will follow federal guidelines. ADOT and FHWA have determined that \$560,597 of right-of-way costs submitted by Glendale are ineligible for federal reimbursement. MAG staff has reviewed all of the information and analysis provided by Glendale, ADOT and FHWA and determined that the costs incurred by Glendale are directly related to the right-of-way needed for Northern Parkway and would be acceptable for either reimbursement or the required ALCP local match if the project did not include federal funds. MAG staff recommended that an exception to the adopted ALCP policy be made to allow the \$560,597 to be included in the calculation of the local match for Northern Parkway. On August 23, 2012, the MAG Transportation Review Committee concurred with the recommendation.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation projects, new Job Access Reverse Commute and New Freedom transit projects, and Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by September 21, 2012. This item was on the agenda for consultation.

5H. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

On May 23, 2012, the MAG Regional Council adopted the MAG 2012 Five Percent Plan for PM-10. The Arizona Department of Environmental Quality adopted the plan and officially transmitted it to the Environmental Protection Agency (EPA) on May 25, 2012. A completeness finding was issued by EPA on July 20, 2012, which stopped the sanctions clocks that were triggered when the prior Five Percent Plan was withdrawn. To avoid the imposition of a federal implementation plan, EPA must approve the plan by February 14, 2013. The region will also need at least three years of clean data as measured by the air quality monitors for attainment of the PM-10 standard (2010, 2011, and 2012). The Arizona Department of Environmental Quality now has consultant assistance to prepare the documentation required for exceptional events. Also, EPA published a notice of availability and public comment period for the Draft Guidance to Implement Requirements for the Treatment of Air Quality Monitoring Data Influenced by Exceptional Events and associated attachments. The documents clarify key provisions, respond to questions and issues that have arisen since EPA promulgated the Exceptional Events Rule, and update the prior May 2011 guidance. While some improvements have been made, the revised guidance includes additional requirements and the documentation required remains resource intensive. MAG staff submitted comments by the September 4, 2012 deadline.

5I. Update on the Economic Development Committee - Survey Results and Charter

In October 2010, the Regional Council approved the creation of the Economic Development Committee (EDC). At that time, it was suggested that a two year sunset review by the Regional Council be included with the formation of this committee. October 2012 will be two years since the EDC was formed. In April 2012, a survey instrument was sent out to the EDC members to gauge the effectiveness of the committee. At that time, it was also suggested that a charter for the EDC be created to clarify the focus moving forward. At the May 2012 EDC meeting, the results of the survey and the draft charter were discussed. The EDC reviewed the purpose, mission, goals and activities of the committee, and the comments and recommendations made by the committee members were incorporated into the charter. On June 5, 2012, the EDC recommended approval of the charter to the Regional Council.

6. Rebalancing of the Draft FY 2013 Arterial Life Cycle Program

Teri Kennedy, MAG staff, provided a report on rebalancing the Draft FY 2013 Arterial Life Cycle Program. Ms. Kennedy stated that Arizona Revised Statutes 28-6352 (B) requires that MAG have a budget process for the ALCP that ensures that the ALCP is financially balanced and to make necessary adjustments.

Ms. Kennedy stated that during the annual update and fiscal analysis, a program deficit of approximately \$40 million was identified. Besides local funding; the ALCP has three funding sources: the half cent sales tax for transportation (Regional Area Road Fund) and federal Surface Transportation Program funds and Congestion Mitigation and Air Quality Improvement funds. As in the Freeway Lifecycle Program, the ALCP has experienced revenue shortfalls based on the half cent sales tax decline.

Ms. Kennedy stated that since the inception of the ALCP, revenue projections for the program have seen a 30 percent decline. The last major rebalancing addressed a \$190 million deficit, and there is now an additional \$40 million deficit that was identified in the spring 2012 analysis. Ms. Kennedy then reviewed a chart that showed the ALCP project expenditures in the approved FY 2012 Program and the projected revenues for the Program.

Ms. Kennedy stated that in order to address the deficit, a memorandum was generated and sent to Transportation Review Committee members and intergovernmental representatives and an ALCP working group meeting was scheduled for May 22, 2012. Three scenarios were developed and three rebalancing samples were distributed. The working group reviewed and discussed the three scenarios: Scenario 1: Keep bonding and inflation; defer and cut projects and/or reimbursements from the program; to address the \$35-40 million deficit. Scenario 2: Eliminate bonding; defer projects four to six years and cut \$10 million from the program. Scenario 3: Eliminate bonding and eliminate inflation on reimbursement requests; projects would defer two to four years, however, no projects would be cut from the program. Ms. Kennedy stated that alternative scenarios were also requested and one was received that is referenced as Scenario 4: Reduce all reimbursements by the percent necessary to rebalance (still would have deferrals), but would result in an inequitable balance among agencies.

Ms. Kennedy stated that Scenario 3 was chosen by the working group. She said that Scenario 3 would eliminate bonding for projects in the future, and would eliminate inflation being applied to future reimbursements until such time as revenues recover. Ms. Kennedy advised that eliminating bonding and inflation is a deviation of policy from the approved ALCP Policies and Procedures. Ms. Kennedy added that they also inquired of the working group if members had any other suggestions, and to let staff know of any projects that could be delayed or swapped.

Ms. Kennedy stated that a draft of the rebalanced FY 2013 ALCP was distributed to member agencies for review, and this was followed by a second working group meeting. Agencies that submitted achievable updates to project priorities in the program were included in the current draft.

Ms. Kennedy stated that eliminating bonding for projects and eliminating inflation to reimbursements, would be suspended until such time as revenues recover. She indicated that most projects would be deferred only one to three years, no projects would be removed from program, no additional projects would be unfunded, and no reimbursement would be decreased.

Chair Cavazos thanked Ms. Kennedy for her report and asked members if they had questions.

Vice Chair Isom read the following statement and submitted a copy for the permanent record: The City of El Mirage will vote in favor of the "Rebalanced 2013 Arterial Life Cycle Program" as a show of our ongoing support for regionalism and the Maricopa Association of Governments. I do have to go on record to let the Association know that the El Mirage Road project is the linchpin for our City's economic development efforts. Simply pushing the funding out a couple of years sounds easy enough, which is essentially what a "rebalancing" does, but it impacts a small City like El Mirage that has worked extremely hard to garner broad community and business support,

as well as voter approved bond funding for this project. Again, we support MAG and will support this item, but have to put our concern on the record. I personally would like to thank the County and MAG for their ongoing partnership and cooperation on this and other projects, and look forward to finding alternative ways to move the El Mirage Road project forward in a timely manner.

With no further discussion, Ms. Kraus moved to recommend approval of (1) the Draft FY 2013 Arterial Life Cycle Program and (2) the amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program and to the Regional Transportation Plan 2010 Update, as appropriate. Mr. Dalke seconded, and the motion passed unanimously.

7. Update on the Southeast Corridor Major Investment Study

Bob Hazlett, MAG staff, provided an update on the Southeast Corridor Major Investment (MIS) Study. He noted that the study began in the summer of 2010 and is essentially complete. Mr. Hazlett added that some of the details he would cover in this report would flow into the report on the next agenda item, Update on Environmental Impact Statements for Interstates 10 and 17.

Mr. Hazlett stated that the Southeast Corridor MIS identifies multimodal transportation investment options to the currently planned expansion of I-10 between the I-10/I-17 traffic interchange referred to as “The Stack” and the I-10/SR-202L (Pecos Stack) traffic interchange, including the Broadway Curve. He noted that an ADOT study recommended up to 25 freeway lanes at the Broadway Curve and the question was asked if there could be other options for this segment. Transportation investment options were explored to address the projected increases in area employment and population and the resulting increase in roadway congestion levels. Mr. Hazlett also noted that this represents the highest concentration of employment in the Valley (about 425,000 jobs) and good transportation services are needed.

Mr. Hazlett they used the Regional Transportation Plan as the starting point for the study. He stated that the MIS developed bundles of transportation alternatives. Mr. Hazlett stated that the study partners included the jurisdictions of Chandler, Guadalupe, Phoenix, Tempe, Arizona Department of Transportation, and Federal Highway Administration. He noted that the MIS was also consistent with the accepted MAG Regional Transit Framework Study.

Mr. Hazlett stated that the first bundle identified is the Basic Mobility Bundle, which includes a transit corridor along Southern Avenue and down Central Avenue and a managed lanes or congestion pricing option, to help relieve congestion.

Mr. Hazlett stated that the second bundle identified is the Peer Competitive Bundle, which includes investments to the level of San Diego and Salt Lake City. This bundle includes the transit corridor along Southern Avenue and down Central Avenue, managed lanes on I-10, commuter rail, a high capacity transit corridor along Rural Road, and modern streetcar extensions.

Mr. Hazlett stated that the third bundle is the Transit Focus Bundle, which includes investments at the Seattle level. This bundle includes high capacity transit corridors on Central Avenue,

Southern Avenue and Rural Road, managed lanes on I-10, commuter rail, an automated guideway transit extension, and modern streetcar extensions. Mr. Hazlett stated that Chandler requested that the study also look at some variations to the Transit Focus Bundle, to remove light rail transit on Rural Road south of Southern Avenue, add light rail transit to Chandler Boulevard via Arizona Avenue, and adding bus rapid transit on Rural Road (which restores Proposition 400 service).

Mr. Hazlett then spoke of the managed lanes concept, consistent in all bundles, which might be a viable option for this area. He noted the region already utilizes managed lanes through its high occupancy vehicle network, and he said that the primary benefit of managed lanes is travel time savings. Mr. Hazlett displayed a map that showed lane management strategies currently in use in the nation. He noted that 15 projects in the United States currently use congestion pricing. In addition, four mega-projects valued between \$1.8 billion and \$2.6 billion are currently being constructed in the United States: the Capital Beltway (I-495) near Washington, DC; Interstate Highway 635 (LBJ Freeway) in Dallas, Texas; the North Tarrant Expressway in Dallas, Texas; and I-595 in Fort Lauderdale, Florida. Mr. Hazlett stated that managed lanes in this context was considered by the project's planning partners as a potential for Interstates 10 and 17, and as an opportunity for a public/private partnership.

Mr. Hazlett stated that evaluation criteria used in the MIS included environmental impacts, socioeconomic impacts, capital development feasibility, operational feasibility, performance, financial feasibility, and cost effectiveness.

Mr. Hazlett then addressed key findings. He said that regardless of bundle, managed lane operations along Interstate 10 and Interstate 17, including Direct HOV ramps, provide the highest level of performance while accommodating increased traffic volumes in the freeway corridor. Mr. Hazlett stated that there could be as many as 400,000 vehicles per day traveling the Broadway Curve. A strategically focused network of high capacity transit services featuring exclusive guideway transit offers most productive transit investment; an east/west transit connection between Central Avenue and the East Valley in a parallel corridor to Interstate 10 and a north/south connection along Rural Road or Arizona Avenue produces the highest number of new system-wide transit riders; and most importantly, modeling results indicate an exclusive guideway transit investment in either Rural Road or Arizona Avenue will not have a significantly discernible impact on traffic volumes or speeds on Interstate 10. Mr. Hazlett remarked that 25,000 transit volume forecasted by the Transit Focus Bundle versus 400,000 vehicular volume illustrates how important it is to improve Interstate 10 in the southeast corridor.

Mr. Hazlett stated that the recommended bundle includes managed lanes, new Direct HOV ramps, exclusive guideway transit, and modern streetcar extensions. He displayed a map of the improvements. Mr. Hazlett then described the Interstate 10 miles per hour performance statistics utilizing projects in the Regional Transportation Plan and the Southeast Corridor MIS.

Mr. Hazlett then displayed the average ridership, average revenue miles, and the average riders per revenue mile for the region's transit system, per the Regional Transportation Plan, the Basic Mobility Bundle, the Peer Compatible Bundle, and the Transit Focus Bundle.

Mr. Hazlett completed the presentation of the study's recommended bundle that identified managed lanes for Interstate 10, extending the south central transit corridor east to Tempe, providing the same on either Rural Road or Arizona Avenue to downtown Chandler, adding Direct HOV ramps on Interstate 10, and streetcar extensions. He noted that these recommendations needed further study and that this topic was on the agenda for information and discussion only.

Chair Cavazos thanked Mr. Hazlett for his report and asked members if they had questions.

Ms. McLaren expressed her appreciation to Dennis Smith and MAG staff for undertaking this study. She said that Valley Metro recognizes the importance and significance of the Broadway Curve and its needs. Ms. McLaren stated that Valley Metro appreciates the identification of how transit can make a difference to provide mobility options in this corridor and they look forward to partnering on advancing some of these projects.

8. Update on Environmental Impact Statements for Interstates 10 and 17

Mr. Hazlett stated that Environmental Impact Statement (EIS) studies for capacity expansion of Interstate 10 between the SR-51/SR-202L "MiniStack" and SR-202L "Pecos Stack" traffic interchanges and Interstate 17 (I-17) between the Interstate 10 (I-10) "Split" and SR-101L "North Stack" traffic interchanges have been underway for a number of years.

Mr. Hazlett stated that the Interstate 10 Corridor EIS began in 2001, and studied widening the corridor and implementing a local-express lane system to mitigate weaving issues between SR-143 and US-60.

Mr. Hazlett stated that the Interstate 17 Corridor EIS began in 2009 and studied options for widening the corridor to implement either a local-express lane system or add two general purpose lanes in both directions. Mr. Hazlett noted that there is an issue with frontage roads along I-17, and he added that no improvement project for this corridor has been identified yet.

Mr. Hazlett then described the plans in the Regional Transportation Plan for these corridors. Interstate 10: widen between 40th Street and Pecos Stack; program amount of \$648.5 million. Interstate 17: no project specified; awaiting EIS outcome; program amount of \$821.6 million. The Regional Transportation Plan funding for these two corridors totals \$1.47 billion.

Mr. Hazlett stated that alternatives from the EIS studies substantially exceed Regional Transportation Plan program amounts. EIS alternatives for Interstate 10 total \$1.6 billion to \$1.7 billion. EIS alternatives for Interstate 17 total approximately \$2 billion to \$3 billion. Mr. Hazlett stated that new airspace regulations at Phoenix-Sky Harbor International Airport impact the I-10/I-17 Split interchange, and any improvements may be substantial and will require resolving any conflict with the airspace. Mr. Hazlett stated that the EIS process timing has been too long, and new ideas are emerging for meeting travel demand. As a result of these issues, last week, the Federal Highway Administration and MAG got together and suspended the EIS studies in order to take a step back.

Mr. Hazlett stated that the 35-mile corridor of I-17 / I-10 is the backbone of the Valley. He noted that on average, 108,000 to 262,000 vehicles drive daily on the Interstate 10 corridor, and on average, 90,000 to 194,000 vehicles drive daily on Interstate 17. Mr. Hazlett noted that the highest average daily usage is 290,000 vehicles on Interstate 10 in the West Valley. He stated that Interstate 10 was constructed between 1965 and 1967, and Interstate 17, the oldest freeway in the state, was constructed between 1957 and 1964. As noted in his presentation, some improvements will be needed to both interstate routes.

Mr. Hazlett stated that Interstate 10/Interstate 17 is the “Spine” of the regional transportation system. Future steps include identifying a Master Plan for the Spine, identifying interim spot improvements, determining manageable environmental study segments, and considering alternative project delivery methods and congestion pricing.

Chair Cavazos thanked Mr. Hazlett for his report and asked if there were questions.

Mr. Meyer expressed his appreciation to Mr. Hazlett and MAG for the outreach to the City of Phoenix, City of Tempe, and ADOT, and for being willing to take a different look at this. Mr. Meyer commented that it can be a real challenge in Tempe – when I-10 does not work well, Tempe gets the reflective traffic. He stated that the City of Tempe has concerns with some plans and their impact on Tempe. Mr. Meyer expressed appreciation for the understandability of Mr. Hazlett’s report on complex issues and the approach.

9. ADOT Passenger Rail Corridor Study Update

Mike Kies, Arizona Department of Transportation (ADOT) staff, provided a report on the ADOT Passenger Rail Corridor Study. Mr. Kies stated that a recommendation of the Building a Quality Arizona (BQAZ) visioning process was for the state to have a more multimodal transportation system. He said that a rail framework study was one of the key elements of the BQAZ framework.

Mr. Kies stated that one of the recommendations of the state rail plan was to have an intercity rail spine extending from Northern Arizona to the Mexican border, with the most critical segment being from Tucson to Phoenix.

Mr. Kies stated that the BQAZ process identified several corridors as potential passenger rail corridors from Tucson to Phoenix. He noted that the study area included Maricopa, Pinal and Pima counties.

Mr. Kies stated that three products will come from the study: an alternatives analysis, an environmental impact statement, and a service development plan. He noted that the process is currently at the alternatives analysis phase. Mr. Kies described that the alternatives analysis is divided into three steps: initial screening of ideas, a conceptual analysis (the study is currently at this stage), and a final analysis. He stated that the alternatives analysis will result in a locally preferred alternative, which will lead to a locally preferred alternative and a record of decision.

Mr. Kies then described the potential modes that were examined. He said that express bus between Tucson and Phoenix is still a consideration; light rail is not being considered except as a connector

to the system that will be recommended. They are looking at rail that blends commuter rail and intercity rail – a local and express system. Mr. Kies stated that they are no longer considering high speed rail as a mode between Tucson and Phoenix, but this does not preclude that technology from the recommended plan in case there are future connections to places like Las Vegas or Los Angeles.

Mr. Kies then described the initial screening process where they screened all of the ideas they received for route locations. He pointed out on a map that routes extend beyond Phoenix to the West Valley and beyond Tucson to Tucson International Airport. Mr. Kies stated that following the screening, they met with all 45 agencies within the study area. He said that a couple of themes came forth. Connecting downtown Phoenix to downtown Tucson with passenger rail is a priority. He said that the notion of passengers taking rail from Tucson to Tempe and then transferring to light rail to continue on to Phoenix was not appealing to the stakeholders. The second theme is system connectivity; all alternatives assume commuter rail extensions to Buckeye and Surprise and a high capacity transit connection to Tucson International Airport.

Mr. Kies stated that they are moving forward with seven conceptual alternatives: one bus alternative on Interstate 10 and six rail alternatives. Rail alternatives include sharing the right-of-way with the Union Pacific Railroad from Tucson to Phoenix; two non-Union Pacific Railroad alternatives to follow Interstate 10 from Tucson to Phoenix and a combination route along Interstate 10 and US-60; and three combination alternatives using existing transportation corridors, such as Interstate 10, with Union Pacific Railroad along the Southeast Branch, the Tempe Branch, and the Chandler Branch.

Mr. Kies displayed a bar chart that showed year 2035 projections of daily person trips on various alternatives. He noted that the alternatives that show the highest potential ridership all access the Southeast Valley.

Mr. Kies stated that they just held some support team meetings that included stakeholders from Maricopa, Pima, and Pinal counties. Input received included opposition to a bus alternative, travel time is important, and markets and activity centers served are critical to system success.

Mr. Kies stated that they will be taking the alternatives to the public in October and November, and anticipate a final recommendation, completion of the EIS and a record of decision in 2013.

Chair Cavazos thanked Mr. Kies for his report and asked if there were any questions.

Mr. Meyer referenced Mr. Kies' comment that high speed rail was not a practical option at this time, but was not precluded as an option for the future. He asked if the tracks would be able to handle high speed rail. Mr. Kies replied that was their intention. He added that if there are high speed connections to other metro areas like Los Angeles, they would not want to preclude those cars from being able to use the tracks. They would not be operating at their true high-speed speed, but could operate in the same corridors and stop at the same stations as intercity and commuter rail.

Mr. Meyer asked if the tracks would not necessarily be upgraded to high speed level, could the high speed vehicles operate at more conventional speeds. Mr. Kies replied that was correct. Mr.

Meyer asked if there was a huge cost differential. Mr. Kies replied that there is a cost differential and he assumed it was huge.

10. Domestic Violence Awareness Month Activities

Rena Tenney, MAG staff, provided a presentation on upcoming Domestic Violence Awareness Month activities. Every year, MAG helps raise awareness about domestic violence during October, which is recognized as Domestic Violence Awareness Month, while highlighting initiatives undertaken by the MAG Regional Domestic Violence Council. She said that this year, these activities will focus on the work of the MAG Protocol Evaluation Project in supporting and promoting the work of victim advocates.

Ms. Tenney stated that the MAG Protocol Evaluation Project is funded by the Governor's Office, and it engages members of the criminal justice system in assessing the protocols/practices used to arrest and prosecute domestic violence crimes. During discussions with professionals in the justice system and victims, there was a re-occurring theme - the importance of connecting victims with victim advocates as quickly as possible.

Ms. Tenney stated that victims noted their need to have someone assist them in getting the help they needed and navigating the criminal justice system, law enforcement spoke about how connecting victims with advocates early helped in keeping them involved in the investigation process, and prosecutors pointed to victim involvement as the key to being able to pursue justice through the criminal justice system.

Ms. Tenney stated that large jurisdictions praised the work of their victim advocates while small jurisdictions started asking how they could access these services. She informed the committee that law enforcement in El Mirage noted these benefits and set about finding grant funding to help hire their first part-time victim advocate.

Ms. Tenney reported that in collaboration with the O'Connor House, victim advocates were asked how best could their work be supported and help bridge the gap for referrals to victim advocacy services. With the help of MAG interns, Nathalea Silva and Amanda Stanko, a victim services provider inventory and interactive web map were developed. Ms. Tenney noted that while these tools were developed for victim advocates, these tools may be used by law enforcement, professionals, and even victims to find victim advocacy services. She added that they were developed for easy maintenance and upkeep by MAG staff on at least a quarterly basis.

Nathalea Silva then continued the report and shared highlights of her research into supporting victim advocates. She said that a survey was sent to 150 victim advocates and 60 respondents participated. The purpose of the study was to assess the needs of victim advocates to determine how the advocacy role could be enhanced through additional training and support services.

Amanda Stanko continued the presentation and noted that a copy of the provider inventory for victim advocates was at each place. She then demonstrated the web map. Ms. Stanko noted that one of the site's features is a quick escape button, so that a user can quickly change the page if their abuser happens to enter the room. Ms. Stanko demonstrated how a user can find the closest facility on the map and see the services provided in a pop-up box. She noted that the domestic

violence shelters are not mapped due to privacy concerns, but their names are listed. Ms. Stanko pointed out that MAG staff translated the website into Spanish.

Ms. Tenney noted that there will be a press conference on October 4, 2012, and a Building Connections to Justice Training Event on October 24, 2012. She stated that registration forms for the training event were at each place and requested that member agencies promote the events.

Chair Cavazos thanked staff for their reports. No questions were noted.

11. Request for Future Agenda Items

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

No requests for future agenda items were noted.

12. Comments from the Committee

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

No comments from the committee were noted.

Adjournment

There being no further business, Mr. Kross moved, Mr. Crossman seconded, and the meeting was adjourned at 1:30 p.m.

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Chair

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Secretary