MARICOPA ASSOCIATION of GOVERNMENTS

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May 9, 2016

TO: Members of the MAG Management Committee

FROM: Darryl H. Crossman, Litchfield Park, Chair

SUBJECT: ADDENDUM TO THE MAY 11, 2016, MAG MANAGEMENT COMMITTEE AGENDA

An addendum to the May 11, 2016, MAG Management Committee agenda has been prepared to provide for an item on the FY 2016 MAG Mid-Phase Public Input Opportunity. Please contact the MAG office if you have questions about the addendum to the agenda.

ITEM PROPOSED FOR CONSENT*

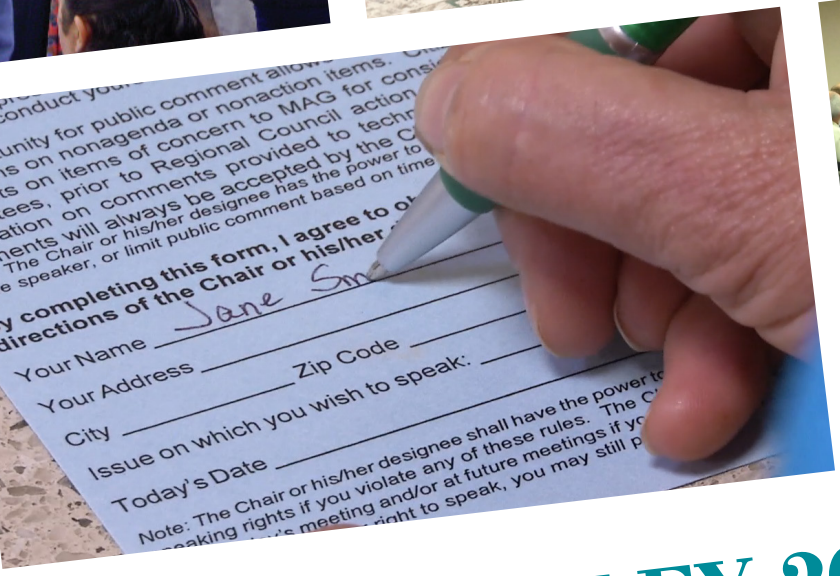
*5H. FY 2016 MAG Mid-Phase Public Input Opportunity

MAG has conducted a public involvement process on transportation plans and programs for the Mid-Phase public input opportunity. Included in this process were small group presentations, a public hearing, e-mail, telephone and website correspondence. As part of MAG's adopted four phase public involvement process, the Mid-Phase allows for input on draft programs and plans prior to action. A compilation of this input is distributed in the form of a Mid-Phase Input Opportunity Report. Please refer to the enclosed material.

5H. Information and discussion.

ON THE MOVE
PARTNERS IN PROGRESS

MARICOPA ASSOCIATION of GOVERNMENTS



DRAFT FY 2016 MID-PHASE INPUT OPPORTUNITY REPORT

May, 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 Mid-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, and amendment to the 2035 Regional Transportation Plan. This input report will be presented to MAG policy committees for review and consideration prior to action.

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

INPUT OPPORTUNITIES

During the Mid-Phase Input Opportunity, MAG obtained input via small and large group presentations, committee meetings, website and e-mail correspondence. A summary of the input received during this time is included in this report.

SUMMARY OF INPUT

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

- Revise Chapter Six of the 2035 Regional Transportation Plan (RTP) to address the issue of lighting, as the construction of new roadways always requires new lighting.
- Let's make that the best lighting possible for dark sky enthusiasts.
- Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done.
- Perhaps invite International Dark Skies Association to serve as a Resource and Environmental Agency.
- I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.
- The Regional Plan doesn't have several small projects in its list. Need an I-10 Eastbound auxiliary lane from 91st to 83rd Avenues. It's the only auxiliary lane missing on I-10 in the county and it messes with drivers, including me.
- Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays.
- The Avondale exit for I-10 westbound needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential.
- The Dysart exit for I-10 westbound needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Boulevard.
- A problem was with the one-inch gravel driveway next door. The one-half inch gravel has now been installed on the driveway, and it looks nice, but is worried it will spread out.
- Cars are violating intersections and more needs to be done to protect the safety of people in the intersections.
- Standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation.
- People need to be protected from pollution and particulates.
- Work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down.
- The Tempe Streetcar and the actions taken in March by the transit committee on the delay of the project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January?
- I know that Pinal County is also a part of MAG, as well as Phoenix. We have a great need for public transportation out here.

- On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).
- We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. The is Valley Partnership's top state route project for the next five years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner.
- The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on 1-10 for the West Valley.
- There were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed.
- If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.
- There are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.
- There are parts where the routes need to be improved. Litchfield Road and Camelback Road were part of the Regional Transportation Plan back in the day and they've been on hold forever.
- There's a real problem in Surprise, and I'm very frustrated, even before I got on the city council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride.
- We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

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), the MAG Regional Council, in December 2006, 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 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 through May, 2016. The Mid-Phase process provides for input on initial plan analysis for the Draft TIP, Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan, and includes a public hearing/meeting on regional transportation issues. The purpose of this document, the *FY 2016 Mid Phase Input Opportunity Report,* is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis. The results of the Final Phase Input Opportunity will be included in the *FY 2016 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC). 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. This plan also conforms to guidelines delineated in FAST Act.

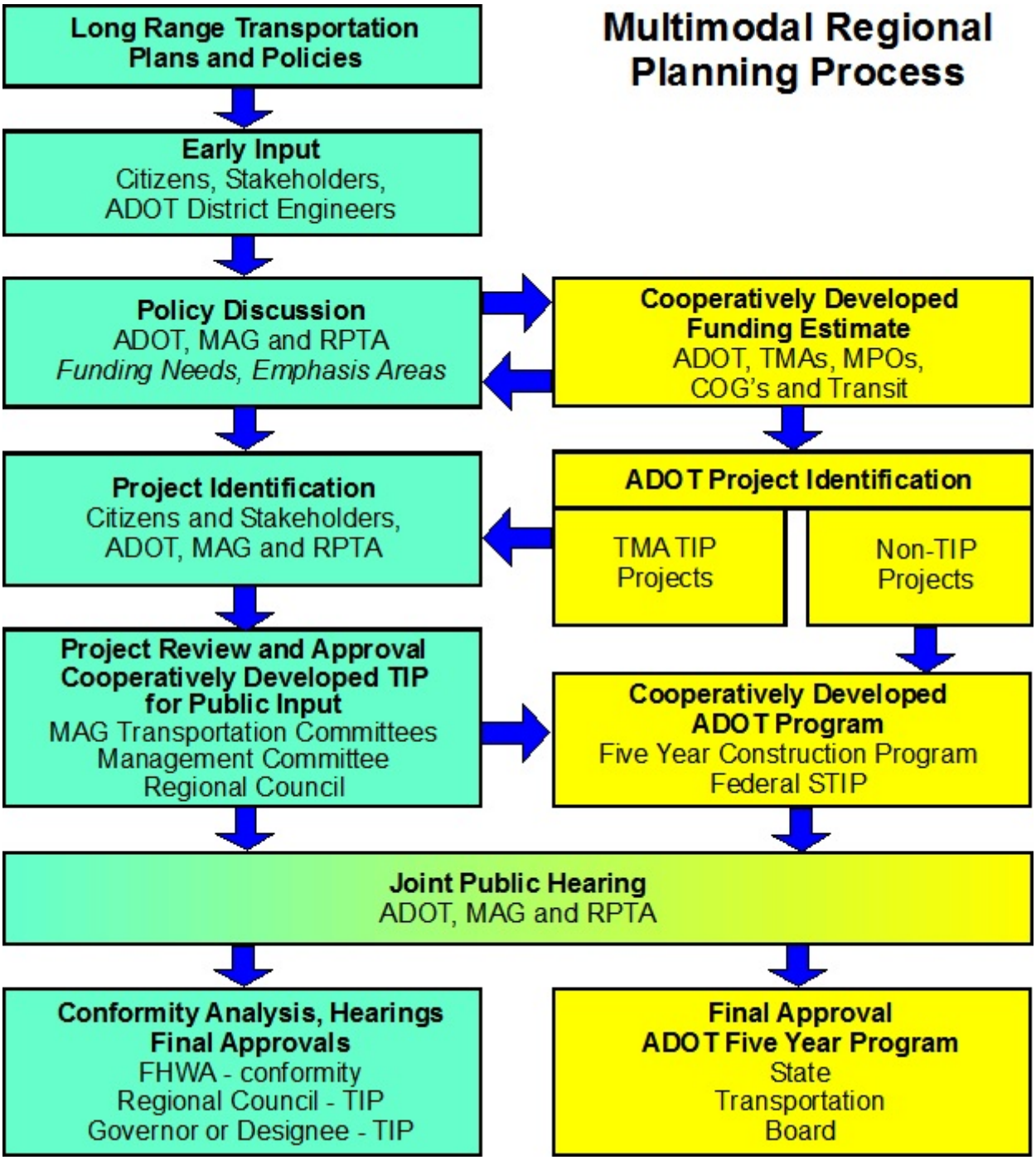

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

*** 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 Mid-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. MAG was also part of several other events that were advertised in newspapers across the Valley.

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, where and when possible. All comments/suggestions/questions received during these special events are responded to on-site or within 48 hours.

- Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

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/PUBLIC MEETING COMMENTS AND RESPONSES

INTRODUCTION

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

COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON WEDNESDAY, MARCH 23, 2016.

Comment by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that his problem was with the one-inch gravel driveway next door. He noted that one-half inch gravel has now been installed on the driveway, and it looks nice, but he is worried it will spread out. Mr. Rusinek stated that City of Phoenix staff said it cannot be laid more than one-and-one-half inches or it will move. He said that the specifications should be standardized. Mr. Rusinek remarked that he was in limbo -- if the gravel moves it will not work.

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

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that she sees cars violating intersections and more needs to be done to protect the safety of people in the intersections.

Response: The comment by Ms Barker on "cars violating intersections" appears to be highlighting her observation of pedestrian right-of-way at intersection crosswalks being violated by motorists, thus creating an unsafe condition for pedestrians at intersections. While this unsafe condition does occur at intersections, crash statistics for the MAG region indicate that the greater risk of injury or death to pedestrians occurs at mid-block locations. The unsafe condition observed by Ms Barker is addressable through local agency programs that involve increased enforcement and educational programs that target both drivers and pedestrians.

MAG conducts Road Safety Assessments (RSAs) at intersections with high crash risk for motorists as well as risk to pedestrians and bicyclists. The recommendations from RSAs are provided to local agencies for implementation.

MAG also has incorporated safety considerations during the programming of funds for new road projects, thus encouraging the addition of safety features to all road projects.

Comment: Ms. Dianne Barker stated that standards for dust control are needed across the entire county; if alternatives are offered, a person will pay a fee and get off the hook for a violation. Ms. Barker stated that people need to be protected from pollution and particulates. She stated that there is a large empty lot at the Public Market and the gravel where people park has separated.

Response: The Maricopa County Air Quality Department is responsible for enforcing Maricopa County Rule 310 (Fugitive Dust) and Rule 310.01 (Fugitive Dust from Open Areas, Vacant Lots, Unpaved Parking Lots and Unpaved Roadways). These rules apply across Maricopa County.

Comment by Marvin Rochelle, Valley resident

Comment: Mr. Marvin Rochelle stated that work needs to be done so that EPA restrictions do not cause the Tesla facility and Ford and Chrysler proving grounds in the Wickenburg area to close down. Mr. Rochelle stated that a variance is needed to keep those industries here.

Response: Under the Clean Air Act, new and modified major sources in an ozone nonattainment area are subject to reducing emissions through "offsets" to compensate for proposed emissions increases.

COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, APRIL 13, 2016.

Comments by John Rusinek, Valley Resident

Comment: Mr. John Rusinek stated that the driveway next to his house has been surfaced three times since 2012, all of them wrong. Mr. Rusinek said that according to the manufacturer the gravel will not settle properly if it is more than 1.5 inches thick and the gravel on the driveway next door is two inches thick. He asked if the City should get rid of people because they are not doing their job right. He also wondered if it was because the owner of the property owns 17 houses in the Valley and expects the City to go along.

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

Comments by Dianne Barker, Valley resident

Comment: Ms. Dianne Barker stated that bicycles are supposed to be part of the multimodal plan. She stated that a rider can make good progress riding along the canal path. She rode her bicycle along the canal to the light rail station at 24th Street and she suggested that the station needs to be kept clean.

Response: MAG continues to look for opportunities to strengthen connectivity between modes, and utilization of our region's canal network is a valuable asset. Concerns regarding the condition of our transit facilities are appreciated, and the observations regarding the 24th Street facility will be forwarded onto Valley Metro.

COMMENTS RECEIVED DURING THE MID PHASE PUBLIC HEARING ON WEDNESDAY, APRIL 27, 2016.

Comments by Howard May, Valley resident

Comment: Mr. Howard May stated that there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

Response: In January 2016, the Phoenix City Council, based on the recommendation from the Citizens Transportation Commission, voted to support phasing the 11-mile Capitol/I-10 West Light Rail Transit extension project with the first phase terminating near the State Capitol in 2023. The second phase extending from the State Capitol to 79th Ave park-and-ride was recommended to be deferred to 2030. Valley Metro is reviewing these recommendations and will work with city of Phoenix and the West Valley community to explore options to accelerate the project to address the increasing mobility needs in the area. Recognizing that big projects like Capitol/I-10 West require extensive partnerships with federal, regional and local stakeholders, Valley Metro is currently pursuing the completion of the environmental assessment document for the entire 11-mile corridor to allow for future funding opportunities. Moreover, Valley Metro is partnering with City of Phoenix to advance other transit improvements in the West Valley area such as the Thomas Road bus rapid transit project, as well as enhanced local bus services to address transportation challenges.

Comment: Mr. Howard May stated that if you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

Response: The passage of the Proposition 104 (Transportation 2050), Phoenix voters approved 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, opportunities to enhance regional service and connectivity will continue to be sought.

Comment: Mr. Howard May stated that there are some parts in this town where there were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated. There are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever.

Response: The Great Recession resulted in the deferral of many "Prop 400" projects across the region and projections maintain a long-term revenue shortfall in the Transit Life Cycle Program. Valley Metro continues to work collaboratively with city transit staff to identify service improvements that can be implemented within the next two years as well as to review potential future improvements that could be recommended for regional funding in the future.

Comments by Councilman Roland Winters, City of Surprise District 1 and Valley resident

Comment: Councilman Roland Winters stated that there's a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride. Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time. And it's not fair to our residents not to have some kind of transportation.

Response: As noted, the city of Surprise has provided additional dollars for Dial-a-Ride services. In regards to regional transit connectivity, Valley Metro has been working with city of Surprise staff in regards to route extensions to the city, including those identified in the MAG Northwest Valley Local Transit System Study. The aforementioned data sources and feedback from Surprise staff has helped us populate our five-year Short Range Transit Program, or SRTP. The Short Range Transit Program identifies a few local bus routes extension options, routes 170 and 138. While the Great Recession resulted in the deferral of many "Prop 400" projects across the region, MAG is preparing to rebalance the regional freeway and highway program this summer in response to a projected surplus for that program.

Comments by Sharon Heftick, Valley resident

Comment: We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever. So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop and go back. It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route. And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces.

Response: Valley Metro has been working with our 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. Additional efforts will also need to be coordinated with Maricopa County regarding service extensions through unincorporated areas.

III. PUBLIC HEARING TRANSCRIPT AND AGENDA

AGENDA

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016
10:00 a.m.
302 N. 1st Avenue, Second Floor, Ironwood Room

I. INTRODUCTION

- MAG Transportation Director Eric Anderson

II. PRESENTATION OF PROGRAM

- Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.

- Amendment to the 2035 Regional Transportation Plan.

- Overview of the operational aspects of the Draft FY 2017-2021 MAG Transportation Improvement Program (listing of projects) and Draft FY 2016 Transit Program of Projects.

III. PUBLIC COMMENT

- Public meeting attendees will be provided an opportunity to comment on the Mid-Phase Transportation Planning that includes the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan.

IV. ADJOURN

MID-PHASE PUBLIC HEARING

Wednesday, April 27, 2016

10:00 a.m.

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

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

I want to thank you for taking the time to attend this hearing. Those driving to the meeting, we'll validate your parking, if you parked in the garage downstairs. And those using transit we have transit tickets available, too, so just contact one of the MAG staff and they'll accommodate you.

This public hearing is just one of many opportunities throughout the planning and programming cycle to provide comments to MAG on our plans and programs. This is our opportunity to listen.

We're 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 recorded 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 Mid-Phase Input Opportunity Report. This report will be distributed to all the MAG policy committees and ADOT for review prior to taking action -- final action on our plans and programs.

Next I'd like the other members of the panel to introduce themselves. Let's go from left to right.

MS. SPEAKER: Hi, my name is Amy St. Peter, and I work here at the Maricopa Association of Governments.

MR. SPEAKER: I'm Dennis Smith with MAG.

MR. SPEAKER: I'm Roger Herzog, Maricopa Association of Governments.

MR. SPEAKER: Robert Forrest with Valley Metro.

MR. SPEAKER: Kwisung Kang, ADOT, Multimodal Planning Division

MR. CHAIRMAN: And hopefully Mr. Ken Kessler from safety and transit will join us in a bit. Thank you.

I'd like to quickly go over the agenda for

today. First, we'll have some brief presentations to be given by MAG staff and an operational update from Valley Metro.

Following these presentations we will take public comment on the information presented today after which we will adjourn.

For those of you who are wanting to make comments on the material presented today, a speaker's request form is available from MAG staff at the registration table over there by the back door. Please complete this form so we are able to give everyone an opportunity to speak. As you come up to the podium, please state the following information for the formal record: your name and the city in which you live.

So we're going to go on to the presentations now. The first one is on the MAG Transportation Improvement Program. Ms. Teri Kennedy.

MS. KENNEDY: Thank you and good morning. My name is Teri Kennedy, I'm the Transportation Improvement Program Manager here at MAG.

And a little bit about MAG, we are made up of

regional towns, cities, counties, and tribal members in Maricopa County and portions of Pinal County. This is just an overview of our planning region. We specialize in regional aspects of regional transportation and air quality and other items.

So a little bit before we get started about what's in the TIP, I'm going to include what's not in the TIP. And what's not in the TIP are things like planning projects and especially local roadway projects. Again, we concentrate on areas of regional significance for projects.

And what is included in the plan are a five-year program, so it's all the listing of capital improvement projects that you'll see for transportation over a five-year period. And it does include all regionally significant projects.

And development and implementation of the plan is including FHWA, Federal Highway Administration, Federal Transit Administration, Arizona Department of Transportation, our member agencies, and also members of the public that develop transportation projects that are regionally significant. It also includes elements that

demonstrate a financial plan on how we can implement those projects in the Transportation Improvement Program.

The TIP that we're developing right now is developed building upon the Regional Transportation Plan that's in place, the TIP that's in place and many of the plans and policies and programs that are developed regionally and locally.

And this is very important because the information that we collect and include in the TIP is also supplied to us from our member agencies and those of the public.

So a bit about the data, it's really provided to us by members of the public and our local agencies who develop those projects to be included in the plan. So in our listings, again, I said regionally significant projects and those are federally funded or locally funded projects.

In the Maricopa County area of the MAG planning boundary, we do have half-cent sales tax that also helps us fund these projects, and it's allocated to transit, freeways, and our arterial roadway projects.

Included in the Transportation Improvement Plan are three life cycle programs, and they come up with a blended funding of federal funds and that half-cent sales tax and local funds. And each one of these programs is a twenty-year program and concludes in 2026.

Also included in the Transportation Improvement Program is the Federal Transit Administration 5307 program. And what that is, is our general public transit capital improvement program. And that currently is being reviewed at our Transit Committee and that's coming up on May 17th, so many of the projects will be recommended at that committee and move forward.

And at the conclusion of developing the program of projects, it will be applied to a grant administration process. 2016 and 2017 will also be included in the TIP listings for review.

How the program of projects is developed is 25 percent of the funds are immediately taken off the allocation to help fund preventative maintenance aspects of the capital program for transit. We also fund job access and reverse commute eligible

activities out of the program. And we fund the transit life cycle capital projects. So this would be the bus expansion and bus replacement projects.

And then with the funding that's left over, there is a competitive application process to fund those aspects of the transit system for unmet needs.

Also included in the Transportation Improvement Program are the modal types of specific projects such as bicycle and pedestrian projects, intelligent transportation system projects, and our air quality program that includes paving of unpaved dirt roads, PM-10 certified street sweepers and regional Rideshare and other elements.

Quantity of programs, we currently have just over 600 individual projects and work phases. And when programming completes for the full TIP, we expect to approach 1,500 to 2,000 work phases and projects to be included in the TIP.

For a little bit more about the TIP listing data, you'll see one to five work phases typically programmed for each project and more detail with included in the TIP listings that gives you an idea of when the project will be underway, the type of

funding, and if it belongs to an Arterial Life Cycle, Regional Freeway Life Cycle, or Transit Life Cycle program.

Total funding right now for the TIP is 5.3 billion in our draft TIP. And this gives you an idea of the percentage of funding by program, overview of the transit and bus program by source, and we have a large federal funding allocation for both bus and rail. Regional funds much of the program with local support on our capital transit program.

Highway funding gives you an idea of the percentages by regional, local and federal funds, and highway projects are categorized on the right-hand side. They include freeway interchanges, ITS, safety projects, street, and street intersection projects, air quality projects, bike/ped projects, bridge projects, and then some of the other projects that help support those systems and they're categorized as other. We also allocate a percentage of the highway funds over to transit and that goes into the rail program.

So some of the next steps for the development of the TIP is we will send a listing of projects to

undergo air quality conformity. We'll finish up our transit programming and some of the other program areas that are still underway. We'll have a full published listing of all the TIP listing projects. And we'll have a final phase public meeting on June 7th.

And the committees will review and recommend for approval the draft 2017 to '21 TIP. At the conclusion of that, it is submitted to Federal Highway, Federal Transit Administration, Arizona Department of Transportation for their final review.

And if you'd like a little bit more information, we do have Website information on the development of the TIP and everything else you'll see here today. Thank you again for attending.

MR. CHAIRMAN: Thank you, Teri. Next presentation, Marc Pearsall is a planner here at MAG. He is going to present the amendment to the 2035 Regional Transportation Plan.

MR. PEARSALL: Thank you, chair, and members of the public. As Eric mentioned, these are regarding changes to the regionally significant projects within the draft 2017 to 2021 TIP and an

amendment to the FY-2014 and 2018 MAG TIP and 2035 Regional Transportation Plan.

As per the presentation, this is specifically focusing on the revised opening dates for rail transit projects within that draft TIP and the 2035 Regional Transportation Plan.

Specifically, there are four rail transit corridors, light rail transit corridors, that our friends at Valley Metro and City of Phoenix have been working on for quite some time and an addition of a new light rail station at 50th Street.

As you can see on the map here, most of them include advancements or accelerations in opening dates. I'll go from top to left to bottom to the right, counterclockwise.

You'll see the Northwest extension going from 2026 to 2023. The capital I-10 west project has been split into two phases. The original opening date for phase one stands from downtown Phoenix to the State Capitol with -- 19th Avenue to State Capitol to 79th Avenue and I-10 deferred to 2030.

The South Mountain corridor light rail system line will be advanced to 2023 from its original date

of 2034. The Tempe streetcar project will have a deferment of one year till 2019. And then the 50th Street light rail station will open in 2019. This just gives you a little bit further information on each corridor.

These corridor project changes come from the City of Phoenix's successful Proposition 104 from August of 2015. I apologize. I should have had this on for our friends in the audience. Okay.

Northwest light rail extension Phase II. This was a result -- this advancement was a result of the January 26, 2016 Phoenix City Council vote to advance that acceleration to 2023 from 2026.

As you may have all heard, the Northwest extension one project opened earlier this month to break fanfare at 19th Avenue and Dunlap.

This would come on the heels of that. This 1.7-mile extension would go further to the northwest, expand Interstate 17 and tie in with Metrocenter Mall.

The South Central line, again it's a five-mile corridor that's been under study for some time. Due to that same City Council vote, the line will be accelerated from 2034 -- excuse me. The graph in the

lower left section is wrong. The dates are wrong. It was my mistake. It's being accelerated from 2034 to 2023, an eleven-year advancement. Your handout sheet also shows the correct dates.

Capital I-10 west light rail extension, this project is being split into two phases. Phase I, as I mentioned before, stands with a 2023 opening date from downtown to the State Capitol campus. And then from 19th Avenue to 75th Avenue and I-10 park-and-ride, that will be deferred -- that 9.5-mile section will be deferred till 2030.

Tempe streetcar, this project is being deferred by one year specifically to more closely align with the Federal Transit Administration's funding allocation schedule as well as project delivery and vehicle procurement.

So look for the opening of that project, that three-mile project in 2019. And the last one is the 50th Street light rail station at Washington and 50th Street. This is an important station because this actually helps serve the east Phoenix neighborhood, specifically the Ability360 facility. The businesses and restaurants have really, kind of, blossomed there

east of the 202, the post office. And, again, it provides access to an area that previously did not have a light rail station.

That concludes my presentation, and I appreciate your time. Thank you.

MR. CHAIRMAN: Thank you, Marc.

Our final presentation today is an overview of the operational aspects of the TIP from Valley Metro's perspective on the bus side. Jorge Luna is here from Valley Metro to do this presentation.

MR. LUNA: Good morning, everyone. My name is Jorge Luna. And I'll be giving you an overview of the program of bus and fixed route alternative mode programs that Valley Metro has to offer. And Marc covered the light rail component, and I'll be covering the other aspects of our program.

So with that, we'll go with overall -- the overview of presentation is we'll talk about partnerships, highlight our work on the short-range transit program, upcoming service changes, recently completed origin and destination survey and some travel-demand management or vanpool programs that also Valley Metro has to offer, and then an overview of the

ADA Dial-A-Ride service improvements that's scheduled for July of this year.

So with that, overall these are the different partners that work with Valley Metro. We cannot implement service without the partnership and support of our member agencies.

We cover a vast amount of area from the northwest Valley to the southwest Valley from the northeast to the southeast Valley.

And that area is covered by transit service, so we have fixed-route service, EXPRESS, commuter service. We have also neighborhood circulators crisscrossing the different parts of the Valley to provide service.

And that area or that network is supported by bus stops, transit centers, transit facilities, park-and-rides, maintenance facilities to support the overall network for the entire system.

Beyond that, of course, Valley Metro also does travel-demand management which is vanpool, share-the-ride, bike to work, and telecommute programs as well. And at the bottom you see some of the different snapshots of pictures of different facilities that are

out there, different modes, different services that are provided in the region.

We have examples of transit centers or park-and-rides, light rail, the Mobility Center, maintenance facilities, so that's what we use to support the network out in the region.

So with that, highlighting the short-range transit program, this is an effort that we've -- this is the second update for this -- this is the -- yeah, year for the second update that we've had so far. We've been working to identify regionally and locally funded service enhancements for the next five years in partnership with our member agencies.

And this effort builds on current and previous and ongoing Valley Metro efforts. It's in accordance with transit life cycle program adopted policies, and it's based on input from member agencies, Valley Metro staff, and the intent is to update the plan every two years, but we've been doing it, at least right now, now every year.

So what are the concepts or the proposed concepts in the short-range transit program? They cover different items such as cost allocation, route

extensions, service enhancements, span of service improvements, route modifications, new service, and optimization of the network, so that's just an overview of the work that we've been doing with our member agencies for the next five years.

Now that, of course, we have -- that's, sort of, like a five-year outlook that we've been working on, but at the same time we have biannual service changes and this occur in April and October of each year.

We continue working on expanding and improving the system, looking for efficiencies and optimization and effectiveness. And at the same time this is for your input on the regional coordination of public input to get services out where they are needed.

This is just a map in the next slide that I'm presenting here, a map of the proposed October 2016 service changes.

And some of the highlights, right now, of course, we are going through the public input process and please visit the Valley Metro Website to provide comment on the proposed changes, but these are just

some of the proposals out there where we've been working with Phoenix to expand service hours, improve frequency, adding trips to certain routes, modifying routes slightly to different catchment areas, consolidate routes to improve efficiency and at times scale back frequency to make sure that we're being effective in the resources that are being applied out in the region.

Beyond the biannual service changes, of course that was proposed for October, but beyond that were to continuing planning for the future in partnerships with, of course, the public and our member agencies working to implement Proposition 400, the remaining years of Prop 400, working to also -- with local cities in their individual initiatives such as the Phoenix T2050 plan and Tempe In Motion plan, and, of course, any locally funded improvements that may come from the general fund from individual members and member cities. So we continue to work and coordinate to provide and enhance service.

Also to highlight, we've recently completed an origin and destination survey. There was about 22,000 surveys that were completed. It's very rich

information. We got a lot of unique feedback and information from the public as to who is riding the system, who comprises the system.

And this information feeds not only our analysis purposes, but it also feeds the MAG regional travel demand model at the same time, so this something that we recently completed, and it was presented before our board earlier this year.

Next on the list is talking a little bit about vanpool. Vanpool is just an electable service for commuters going to and from work. It's a van for six to fifteen people. We have primary volunteer -- primary alternate drivers. It is a form of public transportation and the Rideshare and the cost. The payers fund the rides for the lease and fuel of the vehicle, and it's approximately a $25 fee per person per week to participate in this commuter service program.

Actively right now, we have 455 vans that range in different city capacities. They have AC, they have remote control windows, tinted windows, they're full size vans.

We recently got new ones from, I think,

they're called Ford Connect. And they are pretty neat, efficient, and they have bike racks, if requested at the same time, so this is a commuter service beyond the fixed -route system that's out there.

One very neat thing to highlight is the regional Dial-A-Ride. Beginning in July, Valley Metro will implement consistent policies and procedures and the elimination of transfers between the Dial-A-Ride service areas. And this recently got approved, and we're working hard for the implementation date of July of this year.

So that is a really neat effort in partnership and in coordination, of course, with the public and our member agencies for a seamless service throughout the region in Dial-A-Ride.

So lastly just to highlight some of the, you know, benefits of transit, all modes of transit and transportation. Of course, the economic development creates jobs, provides job access. It provides economic competitive for the region. It provides environmental benefits, reduces congestion and energy conservation, cleaner air, and at the same time

provides social benefits, mobility independence, and quality of life.

So with that this concludes my presentation of the overview of the bus program so far. And thank you for your time.

MR. CHAIRMAN: Thank you, Jorge, really appreciate that presentation. As Wendi Miller walks out the door, she was -- I failed to introduce her as the Representative of City of Phoenix Transit.

Now we have Ken Kessler here. So, Ken, thank you for joining us.

MR. KESSLER: Sure.

MR. CHAIRMAN: So that everyone can go, we are moving to the public comment portion of the hearing now. So that everyone has time to speak, we're requesting that you limit your comments to three minutes. A timer is on the podium to assist you in making your presentation. When two minutes have gone by, the yellow light will come on notifying the speaker that they have one minute remaining to sum up their comment. At the end of the three-minute time period, the red light will come up followed by a beeping sound.

So let's begin with our first member of the public. I have three speaker cards. The first one I have is Howard May. Howard.

MR. MAY: Good afternoon. Some of you know me, some of you do not. This is my first time at this particular meeting. People from Phoenix and Valley Metro, see me all the time, but I'm happy about the things coming from Phoenix including the 50th Street station for light rail.

However, there were things promised to us when the tax was voted in, in Prop 400. The I-10 west capital alignment, you're going to have a lot of people giving you static about it because it got delayed. There should be, until it's built, some short of short-term solution like a bidirectional RAPID or, kind of, like a LINK bus to subsidize that part of the city.

If you live in Phoenix, you get 15-minute service and you can take buses up until ten, eleven o'clock. You live in Glendale or some of the other cities and don't catch your second bus by nine o'clock you get stranded.

There are some parts in this town where there

were routes in Avondale and Surprise and Northwest Valley that were taken away due to the recession. However, there are parts in this town that do need bus service. And it's not being properly accommodated.

Some of the things I know one of the councilmembers from Phoenix he lost a bus route. It was a regular bus route. It used to be the blue line and now it's -- went to the 39, now it's nothing. And he has to wait for his portion of the light rail for northeast valley.

But there are parts where the routes need to be improved. Litchfield Roads and Camelback Roads were part of RTP back in the day and they've been on hold forever. Thank you.

MR. CHAIRMAN: Thank you, Mr. May, appreciate those comments. The next speaker card I have is Councilman Roland Winters.

MR. WINTERS: Morning. Thanks very much for the opportunity to speak before you folks. My name is Roland Winters. I'm a Councilman for the City of Surprise.

And I was disappointed when I got a map of MAG and look at the Valley Metro look real close to

the upper left toward the edge, we just barely made it on the map. The map's not there now.

But, anyway, we have a real problem in Surprise, and I'm very frustrated, even before I got on the council, we have populate of 130,000-plus, and all we really have is Dial-A-Ride.

Not that I'm unhappy with Dial-A-Ride, I think Dial-A-Ride is good and I'm glad we have it. But it's not enough. And I'd like to see a bus through our city that has fixed bus route stops at a fixed time.

Every fiscal year, I go to my colleagues on the council, and they know what I'm there for, I'm there for more money for Dial-A-Ride. And they're getting sick and tired of seeing me coming to talk to them.

However, this year we'll be able to get twenty more rides and that helps when my constituents call me when they can't get a ride. And I'm not just talking about people that are disabled or elderly. I'm talking about our general population.

I'm in District 1, which is the largest district in Surprise. And for that 15-year-old kid a

bike ride to the Digiplex theater, which is on the other side of the city, is a long bike ride for him. And it's not fair to our residents not to have some kind of transportation.

I was in Orange County, California, for 35 years before I came to Arizona, and I would always brag about a bus only coming once every half hour.

If I had that once every half hour now, I'd be in happy heaven somewhere, but we don't. And we have to work with what we've got.

Our folks in Surprise are wondering where our share of the 400 proposition money went. I believe in 2009 you guys reallocated the money. MAG reallocated the money, so we don't have anything.

Unfortunately, sometimes when people talk about transportation, they're talking about bridges and roads not transit. And I think transit is just as important as roads and bridges. So I hope before I meet my maker we'll have some kind of transportation in Surprise.

Like I said, our Dial-A-Ride seems good. I'm really happy with Valley Metro. They do a good service there providing it with our Discount Cab

company. But, like I said, sometimes you have to call fourteen days in advance to get a ride.

It's gotten a little better now since we're able to get a few more rides on our transit system. I'm very hopeful that we'll be able to see some kind of bus system in Surprise. I know we're, like people say, you're way out there. Some day will not be way out there. We'll be a lot closer. But hopefully, we hope to get some transportation out there soon. Thanks very much for your time. I appreciate it.

MR. CHAIRMAN: Thank you very much. The next speaker card I have is Sharon Heftick.

MS. HEFTICK: Good morning. I'm representing the Northwest Valley Connect. My name is Sharon Heftick and I live in Sun City West. And I'm going to, kind of, go on the same information that Roland also presented.

We have approximately 187,000 thousand people that live in Sun City, Sun City West, and Surprise with absolutely no services whatsoever.

We have a mobility manager, federal mobility manager now, that is with Northwest Valley Connect we support. And the Northwest Valley Connect is

connecting seniors with disabilities with existing transportation services and identifies and resolves the gas and services where they exist in our communities.

So we -- I brought you one of their -- our flyers, and in the back it shows the number of calls that we get to the call centers. We developed our own call center. This is 501(c)(3) that we've actually -- are now supporting.

This particular graph will show you that over 90 percent of the trips are either medical or shopping. We have them all the way from Mesa actually calling to the call center in Sun City West because there are that many people that don't know how to find services.

We have -- my daughter lives in New Jersey and mom can't drive, so how-do-I-get-her-to-the-doctor calls, those kind of things. We actually work with Sun Health Foundation.

So in dealing with these issues for us, it's very important for you to realize that I watch the bus stop at 83rd and 101 and make loops and go back. I watch the bus stop at Banner and Boswell, make a loop

and go back.

It's six miles to the Del Webb Hospital. It's six miles from either direction from either one Banner Boswell or from the Arrowhead shopping mall. It doesn't take anything to complete the route.

And once we got that route in of any kind where we had it coming down either Bell or Grand, we would be able to completely continue to do these services inside Sun City West and Sun City, which now we're having to do both pieces. Thank you for your time.

MR. CHAIRMAN: Thank you very much. I appreciate your comments.

MS. SPEAKER: Would you like a copy of this?

MR. CHAIRMAN: Yes please. Thank you. Okay. That's the last card I have. Anybody else care to speak? Thank you all very much for coming and providing us your input. Thank you to ADOT, City of Phoenix, Valley Metro for joining us here today, and for your presentations.

For those of you providing input today, your comments will be included in the official record and

made part of our decision making process.

So thank you again. We hope to see you at the next meeting. Thank you.

(Hearing adjourned at 10:38 a.m.)

STATE OF ARIZONA)
)
)
COUNTY OF MARICOPA)

I HEREBY CERTIFY that the foregoing transcript of the Public Hearing was taken before me; that I was then and there a Notary Public in and for the State of Arizona; and that the 28 foregoing pages contain a full, true, accurate transcript of the hearing held and transcribed to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 5th day of May 2016

/s/ Toni M. Gehm
Toni M. Gehm, Notary Public
State of Arizona, Maricopa County
My Commission Expires: February 11, 2019
Commission No. 184900

IV. APPENDIX A.
PUBLICITY MATERIAL

MID-PHASE TRANSPORTATION PLANNING PUBLIC HEARING

Wednesday, April 27, 2016
Open House: 9:30 a.m.
Public Hearing: 10:00 a.m.

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

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft Fiscal Year 2017-2021 Transportation Improvement Program (listing of projects), Draft FY 2016 Transit Program of Projects, and amendment to the 2035 Regional Transportation Plan. The purpose of the meeting is to receive public comments regarding these documents and the future of transportation in the MAG area. An informational open house will begin at 9:30 a.m. where participants can review displays and discuss planning efforts with staff. Formal presentations will begin at 10:00 a.m. followed by an opportunity for public comment.

The draft documents are available for review at the MAG Offices, 302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003, from 8:00 a.m. to 5:00 p.m., Monday through Friday. They are also available on the MAG website at http://azmag.gov/rtp. Public comments are welcomed at the hearing or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 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.

Postcard

Please Join Us!

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

Public comments are welcomed at the hearing, or may be submitted in writing via e-mail or direct mail by 5:00 p.m., May 5, 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

Mid Phase Public Hearing

Wednesday, April 27, 2016
Open House: 9:30 a.m.
Public Hearing: 10:00 a.m.
MAG Offices, Suite 200
Ironwood Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

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

You're invited!

Please Join Us!

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ON THE MOVE

PARTNERS IN PROGRESS

Mid Phase Public Hearing

Wednesday, April 27, 2016
Open House: 9:30 a.m.
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MAG Offices, Suite 200
Ironwood Room - second floor
302 North 1st Avenue, Phoenix

Your participation is encouraged and appreciated.

MARICOPA ASSOCIATION of GOVERNMENTS

Display Ad

¡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, y enmiendas al Plan de Transporte Regional 2035 de MAG. 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/RTP.

Audiencia Pública de la Fase Intermedia

Miércoles, 27 de abril 2016

Exposición: 9:30 a.m., Audiencia Publica: 10:00 a.m.

302 North 1st Avenue, Phoenix

Sala de Conferencias Ironwood – 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 5 de mayo 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

V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE MID-PHASE INPUT OPPORTUNITY

April 22, 2016 (which just happens to be Earth Day)

TO: MAG Policy Committee via email to Leila Gamiz (lgamiz@azmag.gov)
RE: requested input for mid-phase hearing on 2035 RTP

I attended a MAG hearing a few years ago, representing the amateur astronomy community, and provided input on lighting ordinances and information about light pollution. I remain committed to that cause, and see that the proposed RTP says little about that.

In Chapter Six (Consultation on Environmental Mitigation and Resource Conservation) I read:

Specific topics of interest include: land use management, wildlife, natural resources, environmental protection, conservation, historic preservation, and potential environmental mitigation activities.

And that brings me to my main concern. Our dark night sky is seldom considered to be a natural resource, at least by the general public. Astronomers (professional and amateur) feel differently, and there is, as you know, a lot of astronomy going on in Arizona. Recent estimates quantify that as an economic impact of $250 million annually, and the provision of 3,300 jobs.

In addition to astronomers many other groups share this interest in dark night skies: hikers and campers, outdoorsmen of all varieties, photographers, and casual backyard stargazers.

In Table 6-1 (Resource and Environmental Agencies) you list, among others, the National Park Service and the (AZ) State Parks Department. I <u>know</u> both are concerned about light pollution from my attendance at "astronomy night" events in both venues. Yet there is no language in the 2035 RTP that addresses the mitigation of light pollution.

The International Dark-Sky Association (IDA) is conspicuously absent from Table 6-1. They are the voice, both in Arizona and globally, for preserving the resource of dark night skies. If asked to become a Resource Agency, I know they'd be happy to participate.

Phoenix is embarking on a major upgrade program to their street and park luminaires. They've committed to switching from high-pressure sodium vapor (HPS) lamps (once the "approved solution" for municipal lighting) to the newer, more energy efficient, lower-maintenance LED lighting. I have provided feedback via online surveys recommending a lower color temperature for those luminaires. Fact: The bluer the light, the more atmospheric scattering, and the greater the light pollution. The IDA also recommends the use of lower color temperatures.

My specific input: Revise Chapter Six of the 2035 RTP to address the issue of lighting, as the construction of new roadways always requires new lighting. Let's make that the best lighting possible for dark sky enthusiasts. Requirements for vehicle and pedestrian safety can easily be met, fixture shielding requirements are already specified by ARS 49-7, but there is so much more that can be done. Perhaps invite IDA to serve as a Resource and Environmental Agency.

Thank you for considering my input. I appreciate the opportunity to be heard.

Dan Heim
President
Desert Foothills Astronomy Club (member society of the IDA)
www.dfacaz.org

48412 N. Black Canyon HWY, #299
New River, AZ 85087
623.465.7307
dan@heimhenge.com

From: Leila Gamiz
To: "dlewisphd@gmail.com"
Bcc: Audra Koester Thomas; Marc Pearsall
Subject: FW: Email From MAG Website
Date: Tuesday, May 03, 2016 3:51:00 PM
Attachments:

Ms. Lewis,

We appreciate the comment and your support for high capacity transit options to serve the Northeast Phoenix area. In coordination with the city of Phoenix, Valley Metro will begin a feasibility study this summer to assess opportunities and constraints in connecting the existing light rail system to the Paradise Valley mall area through two potential corridor options. The feasibility study will inform a future detailed study that will begin in 2024 followed by project design (2026-2029) and construction (2029-2034).

For your reference, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

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: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 28, 2016 10:30 AM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Deborah Lewis
Email Address: dlewisphd@gmail.com
Organization:
City/State: Phoenix,AZ
Phone: 6027996281

Sent: 4/28/2016 10:30:27 AM

I want the timeline of the northeast section of the rail moved up to 2020. All the existing sections are moving west and downtown. The northeast section to Paradise Valley would greatly improve that entire area.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "itsericaz@gmail.com"
Bcc: Roger Herzog
Subject: FW: RTP missing projects
Date: Wednesday, March 30, 2016 3:44:00 PM
Attachments:

Mr. Johnson,

Thank you for your suggestions for improvements along I-10/West. We appreciate your constructive comments regarding traffic conditions along this stretch of freeway. They will be taken into consideration, as part of the MAG planning and programming process.

In addition to the MAG Public Hearing on April 27, 2016, there will be another opportunity for input at a MAG public hearing in June 2016 on the Air Quality Conformity Analysis of the Transportation Improvement Program and Regional Transportation Plan. The specific date and time for this meeting will be advertised on the MAG website in the coming weeks. Also, there is an opportunity for public comment at MAG committee meetings, all of which are open to the public. MAG committee meeting times, dates and agendas are posted on the MAG website.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

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: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Tuesday, March 29, 2016 5:34 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: RTP missing projects

Subject: RTP missing projects

To: Leila Gamiz

Name of Sender: Eric Johnson

Email Address: itsericaz@gmail.com
Organization:
City/State: Goodyear,Ar
Phone: 623-628-8543

Sent: 3/29/2016 5:34:10 PM

The Regional Plan doesn't have several small projects in it's list. 1. Need an I-10 EB aux lane from 91st to 83rd Avenues. It's the only aux lane missing on I-10 in the county and it messes with drivers, including me. 2. Need to widen 99th Ave under I-10 by adding 4 lanes (2 turning, 2 general purpose). Currently, this stretch is heavily congested on the best of days and gets worse when there are any major shopping days or holidays. 3. The Avondale exit for I-10 WB needs a second lane for exiting traffic. Almost daily exiting traffic will back up for 500 feet or more onto I-10 creating congestion headaches with a high accident potential. 4. The Dysart exit for I-10 WB needs a second lane for exiting traffic. It also has high daily exiting traffic loads and will back up traffic for 1000 feet or more and sometimes almost back to Avondale Blvd! More congestion headaches with a high accident potential as well. How do I push to get these added to the plan?

This email has been sent to you from the MAG Website.

Leila Gamiz

From: Kelly Taft
Sent: Monday, May 09, 2016 9:25 AM
To: Leila Gamiz
Subject: FW: Email From MAG Website

Response:
The reporter was contacted and referred to Valley Metro for further response.

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

From: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Wednesday, April 27, 2016 3:46 PM
To: Kelly Taft
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Kelly Taft

Name of Sender: Chris Coppola
Email Address: chris.coppola@arizonarepublic.com
Organization: Arizona Republic
City/State: ,
Phone: 4803054456

Sent: 4/27/2016 3:45:59 PM

Hi Kelly ---- I'm just following up on the inquiry I made last week re: the Tempe Streetcar and the actions taken in March by transit committee on delay of project. Just checking to see what this means, is this a delay that had already been known or something new that is the result of the Phoenix vote in January, which the minutes suggested? THanks --- Chris Coppola, Arizona Republic/azcentral.com.

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "Cheryl Lombard"
Subject: RE: Comments by Valley Partnership
Date: Tuesday, May 03, 2016 1:25:00 PM
Attachments:

Ms. Lombard,

Thank you for your input regarding the Draft MAG Fiscal Year 2017-2021 Transportation Improvement Program. Your comments will be taken into consideration as part of the MAG planning and programming process. In addition, your comment and this response will be included in the FY 2016 Mid-Phase Input Opportunity Report. Again, thank you for taking the time to comment.

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: Cheryl Lombard [mailto:clombard@valleypartnership.org]
Sent: Tuesday, April 26, 2016 2:06 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Comments by Valley Partnership

Hi Leila:

Attached please find the formal comments by Valley Partnership on the Draft Fiscal Year 2017 TIP. I will also be in attendance at the hearing on Wednesday, but not speaking.

Thank you and please don't hesitate to contact me with any questions.

Cheryl L. Lombard, Esq.
President & CEO
Valley Partnership

(602) 541-6532 Cell
clombard@valleypartnership.org

www.valleypartnership.org

From: Leila Gamiz
To: "clombard@valleypartnership.org"
Cc: "webmaster@azmag.gov"
Subject: RE: Email From MAG Website
Date: Thursday, April 14, 2016 3:11:00 PM
Attachments:

Ms. Lombard,

Thank you for your email. You can address the comments to me, Leila Gamiz, Community Outreach Specialist, Maricopa Association of Governments, 302 N. 1st Ave., Ste. 200, Phoenix, AZ 85003 by regular mail or by email at lgamiz@azmag.gov.

Your comment should be submitted by 5:00 p.m., May 5, 2016. Comments received will be submitted to MAG policy committees for review and consideration. If you have any additional questions, please let me know.

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: webmaster@azmag.gov [mailto:webmaster@azmag.gov]
Sent: Thursday, April 14, 2016 2:55 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: Email From MAG Website

Subject: Email From MAG Website

To: Leila Gamiz

Name of Sender: Cheryl Lombard
Email Address: clombard@valleypartnership.org
Organization: Valley Partnership
City/State: Phoenix,AZ
Phone: 6025416532

Sent: 4/14/2016 2:54:30 PM

I want to submit written comments on the RTP. Who are they addressed to? Where can I email the final comments? Thanks! Cheryl

---

This email has been sent to you from the MAG Website.

From: Leila Gamiz
To: "Dan Heim"
Bcc: Roger Herzog
Subject: RE: input on 2035 RTP
Date: Monday, April 25, 2016 9:58:00 AM
Attachments:

Mr. Heim,

Thank you for your input regarding dark skies and the issue of roadway lighting. Your comments will be taken into consideration as part of the MAG planning and programming process.

As you indicated, MAG has been aware of this issue in the past. A draft outdoor lighting ordinance addressing dark skies has been developed by MAG and has been made available to its member agencies.

Again, we appreciate your input and interest in transportation in the MAG region. Your comment and this response will be included in the FY 2016 Mid-Phase Opportunity Report.

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: Dan Heim [mailto:dan@heimhenge.com]
Sent: Friday, April 22, 2016 12:19 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: input on 2035 RTP

Greetings Leila Gamiz,

As I cannot attend the Mid-Phase Hearing, I provide my input on the 2035 RTP in the attached document. Thank you.

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

From: Leila Gamiz
To: "Stacy Jones"
Subject: RE: On the Move-Pinal County
Date: Monday, April 25, 2016 8:37:00 AM
Attachments:

Ms. Jones,

Thank you for your phone call and email below. We certainly appreciate you taking the time to share your needs and concerns with us. In response to your comments, I requested guidance from Valley Metro regarding your transit needs. Following is their response:

Valley Metro provides fixed-route bus and light rail and paratransit services within Maricopa County. Unfortunately, the only services that we provide outside the County are the Vanpool program. I would encourage you to review our vanpool program that requires at least one end of the trip to be within Maricopa County. For more information about the program, please follow the link below: https://www.sharetheride.com/public/Home.aspx

Additionally, I would encourage you to work with the regional transit provider in Pinal County (Central Arizona Regional Transit) for additional mobility options that meets the need of your community.

If I can assist you with anything else, please let me know.

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: Stacy Jones [mailto:sjones@nazcare.org]
Sent: Friday, April 22, 2016 1:25 PM
To: Leila Gamiz <LGamiz@azmag.gov>
Subject: On the Move-Pinal County

Hello Leila. I left a voice message. I am inquiring about the hearing for MAG. I know that Pinal County is also apart of MAG, as well as Phoenix. We have a great need for public transportation out here. I am speaking for almost an entire town. Could you assist us in knowing if Pinal County is factored in "On the Move" or what we can do to get the ball rolling on transportation for Pinal County. Thank you and have a good weekend.

--

Stacy Jones
Rising Star Wellness Center Manager
NAZCARE, Inc.
Rising Star Wellness Center
879 N. Plaza Dr. #101E
Apache Junction, AZ 85120
(480) 982-1514
Cell-(928)263-8541

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5110 NORTH 44th STREET
SUITE L-200
PHOENIX
ARIZONA 85018

April 19, 2016

Leila Gamiz
Community Outreach Specialist
Maricopa Association of Governments
302 N. 1st Ave, Ste. 200
Phoenix, AZ 85003
Sent via email: lgamiz@azmag.gov

Dear Ms. Gamiz:

On behalf of Valley Partnership and its 380 Company Partners and almost 2,000 Members, please accept this letter as an expression of our support of the Maricopa Association of Government Draft Fiscal Year 2017-2021 Transportation Improvement Program (TIP).

Valley Partnership's mission includes advocating for responsible development and presenting a balanced, pro-development perspective throughout Maricopa County. An underpinning of responsible, balanced development is a multifaceted, connected transportation system. Valley Partnership recognizes the importance of public and private partnerships in creating world-class transportation infrastructure. We especially appreciate the important role that MAG plays in utilizing all of the various sources of resources that goes to connect people and communities with a diverse array of transportation options.

We thank you for the time and consideration of our comments. We want to offer a special thank you for including the freeway design and right of way for SR-30 in this plan. The is Valley Partnership's top state route project for the next 5 years and will allow the movement of traffic and commerce in a more efficient manner and development in a responsible manner. The completion of the Loop 202 in 2019 will complete the Southeast Valley and Downtown Central Business District traffic balance and the timely completion of SR-30 will help relieve the congestion on I-10 for the West Valley.

We look forward to work with you on SR-30 and other key projects and commerce corridors that emphasize public safety and efficiency. Please do not hesitate to contact me at (602) 541-6532 and/or clombard@valleypartnership.org for more information on Valley Partnership's commitment to assisting you as we work together for Arizona.

Thank you.

Sincerely,

Cheryl Lombard
President & CEO

NORTHWEST VALLEY CONNECT

Transportation made simple

CASE FOR SUPPORT

- The Northwest Valley is home to a rapidly expanding population of more than 100,000 seniors, each with their own unique needs, many with limiting disability
- Basic to this population is the **NEED for transportation**.
- Many of these aging citizens **cannot** or **should not** be driving, thereby restricting their mobility to get to medical/dental appointments essential shopping and social activities. They can become isolated, depressed and at risk.
- The role of Northwest Valley Connect (NVC) is to "connect" seniors and those with disabilities with existing transportation services and to **identify and resolve gaps** in services where they exist. The HUB of all this activity is the NVC CALL CENTER, the go-to resource, accessible to all seniors and staffed by volunteers and a **dispatcher**, thus eliminating the anxiety and uncertainty of being "stuck" at home.
- The NEED is glaring: in its first full year of operation 2015, the CALL CENTER received **1457 calls** from those needing to be "connected" to existing transportation providers. Of this number, **NVC handled almost a third of the calls (462)** with its own volunteer drivers and purchased van.
- The SOLUTION is achievable: NVC must **expand i**ts CALL CENTER, continue to find new innovative transportation solutions, recruit and train **more drivers** and purchase additional **vehicles** (some highly specialized to accommodate those with disabilities) in order to respond to this urgent need among our ever-growing senior population.
- The ultimate goal is to **preserve and protect** the independence and quality of life for the aging and vulnerable population of seniors and those with limiting disabilities who live among us in the northwest valley.
- **No person should be overlooked or neglected!**

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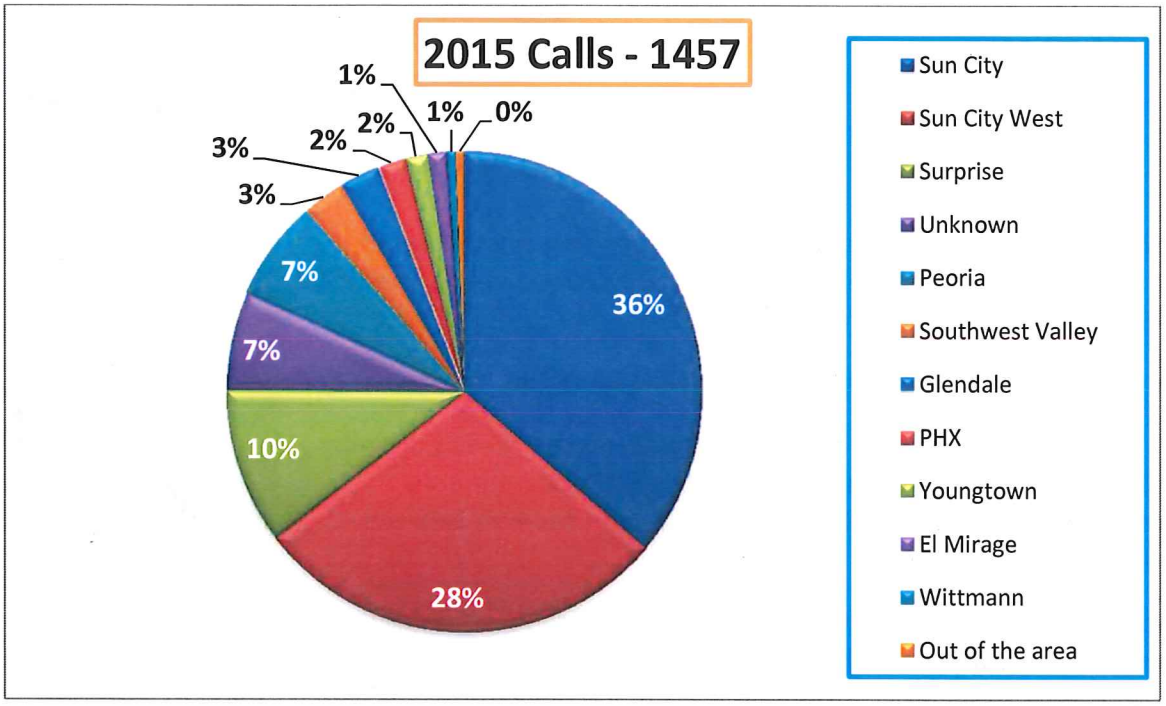
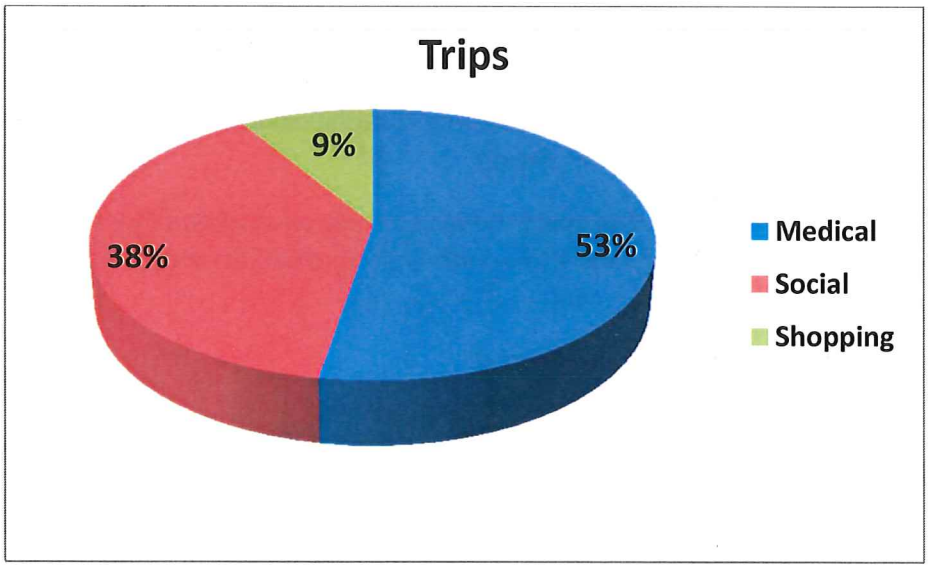


The Call Center is open 8am to 5pm Monday through Friday. We have received calls from as far away as Mesa and Anthem and help anyone who calls find a provider for their trip.



Our Volunteer Driver program 'Ride Connect' has provided 462 trips in 2015. The majority of the trips requested are for medical appointments. Our Group Connect program provided 178 more social trips in 2015.