



# DRAFT FY 2016 FINAL PHASE INPUT OPPORTUNITY REPORT

June 2016

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**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

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## INTRODUCTION

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

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

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

## INPUT OPPORTUNITIES

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

## SUMMARY OF INPUT

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

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

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



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# I. PUBLIC INVOLVEMENT PROCESS

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## 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.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), in December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG

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.

public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan, which was updated in April 2014, sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

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

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

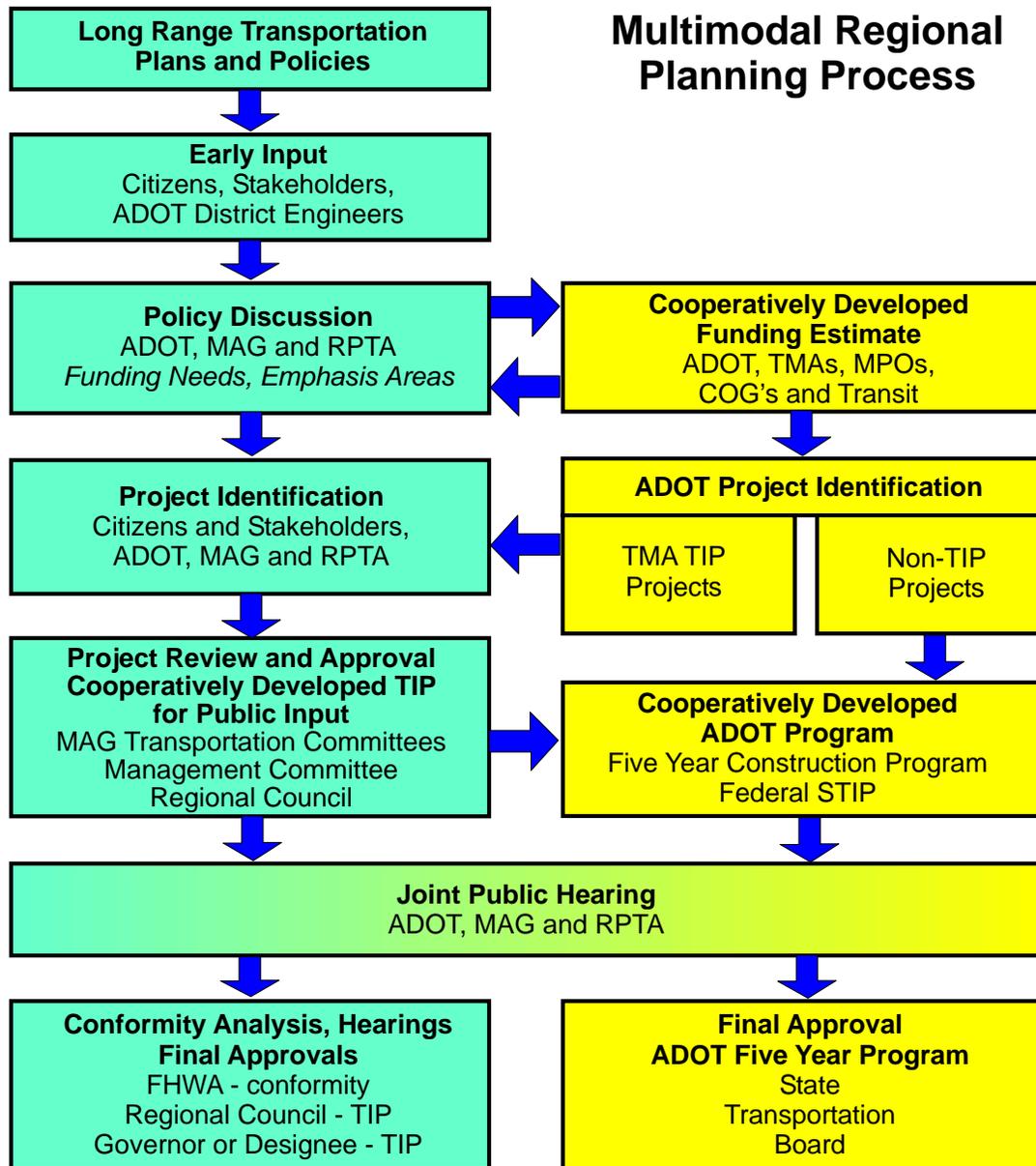
Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

## **HISTORY OF MAG PUBLIC OUTREACH PROCESS**

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

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

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



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

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

## Guiding Principles

### New Arizona Transportation Planning and Programming Process Casa Grande Resolves

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

**Table 2: Casa Grande Resolves**

## PUBLICITY

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

## CONTINUOUS INVOLVEMENT

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

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in special events including MAG, ADOT, Valley Metro, and METRO, whenever possible. All comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee. Monthly summaries of the Regional Council through the Regional Council Activity Report.
- ◆ Use of GovDelivery to allow automated notifications of updates to all major MAG project pages.

Additional outreach activities included updating the MAG Web site at [www.azmag.gov](http://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](mailto: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.



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## II. COMMITTEE/CORRESPONDENCE/PUBLIC MEETING COMMENTS AND RESPONSES

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### INTRODUCTION

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

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

#### Comments by Dianne Barker, Valley resident

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

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

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

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

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

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

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

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

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

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

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

#### **Comment by John Rusinek, Valley Resident**

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

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

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

#### **Comments by Ms. Jean Moriki, Disability Rights Advocate**

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

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

## **Comments by Ms. Donna Powers, Independent Living Specialist**

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

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

## **Prepared statement by Ms. Amina Donna Kruck, Vice President of Advocacy – Ability 360**

### **Statement:** Prioritization of ADA Improvements

Dear Committee Members:

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

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

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

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

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

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

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

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

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

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

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

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

### **Comments by John Rusinek, Valley Resident**

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

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

**Comment:** I talked about the driveway, now let's go to the yard. It's for parking maneuvering ingress and egress 3,000 sq. ft. or more in size of the residential buildings with four or fewer units install and maintain a paving stabilization method authorized by the city or county code ordinance or permit (reads from document). That's on the county ordinance. And the county it says, Maricopa County Air Quality Department is the regulatory agency to ensure federal clean air standards to achieve

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

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

## COMMENTS RECEIVED VIA TELEPHONE DURING THE FINAL PHASE.

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

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

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

## COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE FINAL PHASE.

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

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

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

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

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

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

**Comments by Amina Donna Kruck, Vice President Advocacy, Ability360**

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

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

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

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

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

At the June 8, 2016, Management Committee meeting, staff will provide a presentation of comments received during the public hearing and responses to those comments. For committee reference, an addendum also will be provided.

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## **III. PUBLIC HEARING AGENDA**

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# **AGENDA**

## **FINAL PHASE PUBLIC HEARING**

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

### **I. INTRODUCTION**

- MAG Transportation Director Eric Anderson

### **II. PRESENTATION OF PROGRAM**

- MAG Transportation Improvement Program, Manager Teri Kennedy will present the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.
- Valley Metro Manager of Capital Development Abhishek Dayal will present on the amendment to the MAG 2035 Regional Transportation Plan.
- Valley Metro Manager of Service Planning Jorge Luna will provide a general overview of the operational side of the Draft FY 2017-2021 MAG Transportation Improvement Program and Draft FY 2016 Transit Program of Projects.
- MAG Air Quality Planning Program Specialist Dean Giles will present the Draft FY 2016 MAG Conformity Analysis.

### **III. PUBLIC COMMENT**

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

### **IV. ADJOURN**



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**IV. APPENDIX A.**  
**PUBLICITY MATERIAL**

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Public Notice

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

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

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

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

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

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



# Please Join Us!

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

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

## ON THE MOVE



**PARTNERS IN PROGRESS**

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

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



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

*Your participation is encouraged and appreciated.*



302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003

***You're invited!***

## From the Front Page

# Water

Continued from Page 1A

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

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

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

### Dealing with water emergencies

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

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

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

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

The policy statement suggests that drought will force water companies to dig deeper wells and buy more-expensive pumps, while environmental concerns can trigger similar



THANIA BETANCOURT

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

investments, for which many small water companies are unprepared.

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

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

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

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

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

And finally, the Green Acres Water Co., serving

about 200 customers outside Yuma, has applied this year with the Corporation Commission to make an emergency rate hike passed in 2014 permanent.

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

### 'The future is looking more difficult'

The proposed policies Tobin submitted cover details from ensuring the

commission participates in WET, emergency grants to water companies, emergency rate increases and other measures.

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

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

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

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

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

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

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

Tobin said he hopes the commission votes promptly.

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

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## Please Join Us!

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

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

## ON THE MOVE



PARTNERS IN PROGRESS

Public Hearing on the MAG Transportation Plan Amendment and Programs, and the Conformity Analysis

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

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



Your participation is encouraged and appreciated.





## ESTRELLA LATINA

# Mario López: Hace de la ilusión una danza

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

POR ALFREDO GARCÍA  
ESPECIAL PARA LA VOZ

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

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

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

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

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

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

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

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

### Viviendo de la “pachanga”

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

“Este tipo de celebraciones es planeada por los padres con mucha anticipa-



ALFREDO GARCÍA/LA VOZ

Mario López ha dedicado muchos años a destacar a las quinceañeras con sus bailes.

### CONÓZCALO

#### Mario López

- » Coreógrafo
- » Nació en Querétaro
- » Tiene 38 años de edad y 20 de experiencia.
- » Mario está presente en cada evento, pendiente del momento ideal para implementar cada baile e incluso coordinando el brindis por la festejada.
- » Sus presentaciones toman un máximo 40 minutos, combinadas entre las 5 horas que dura la festividad.

ción, incluso por años, por ello, tratamos de que todo gire alrededor de sus hijas con gracia y elegancia. Los ensayos son fundamentales y somos estrictos en que se cumplan”.

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

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

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

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

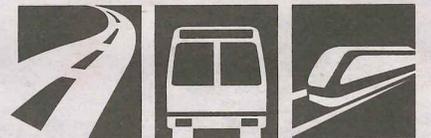


ALFREDO GARCÍA/LA VOZ

Coordina cada una de las celebraciones con un trato personalizado.

## ¡Por favor, acompáñenos!

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



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

Martes, 7 de junio 2016, Audiencia Publica: 5:00 p.m.

302 North 1st Avenue, Phoenix  
Sala de Conferencias Saguario – Segundo Piso

¡Animamos su participación y de antemano, le agradecemos!

Comentarios del público son bienvenidos en la audiencia o pueden ser sometidos por escrito por correo electrónico o directo antes de las 5:00 p.m. del día 7 de junio 2016. Todos los comentarios recibidos serán presentados a los comités de política de MAG para revisión 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](mailto:lgamiz@azmag.gov).





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**V. APPENDIX B.  
CORRESPONDENCE RECEIVED DURING THE  
FINAL PHASE INPUT OPPORTUNITY**

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

---

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

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

**AMINA DONNA KRUCK, M.C.,L.P.C**

Vice President Advocacy

[AminaK@ability360.org](mailto:AminaK@ability360.org)

5025 E. Washington St.	<b>602.443.0722 Direct</b>
Suite 200	602.980.1155 Cell
Phoenix, AZ 85034	602.256.2245 Office
	602.443.0721 Fax
<b><a href="http://ABILITY360.ORG">ABILITY360.ORG</a></b>	Arizona Relay 7-1-1

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---

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

Thanks Teri for explained a very complicated program!

---

**From:** Teri Kennedy

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

Hi Marc and Amina,

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

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

**Teri Kennedy**

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

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

---

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

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

---

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

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

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

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

**AMINA DONNA KRUCK, M.C.,L.P.C**

Vice President Advocacy

[AminaK@ability360.org](mailto:AminaK@ability360.org)

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

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## Leila Gamiz

---

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

Kelly,

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

We agree that input regarding natural resources early and throughout the planning process is essential, as indicated in Chapter Six of the MAG 2035 Regional Transportation Plan (RTP).

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

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

Kindly,

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

---

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

Good Afternoon Leila,

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

*Kelly Wolff-Krauter*

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



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

REGION VI, 7200 E. UNIVERSITY DRIVE, MESA, AZ 85207

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**DIRECTOR**

LARRY D. VOYLES

**DEPUTY DIRECTOR**

TY E. GRAY



May 5, 2016

Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue  
Phoenix, Arizona

RE: Mid-Phase Transportation Planning Public Hearing

To Whom It May Concern,

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

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

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

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

#### Chapter Four - Public Input Process

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

#### Chapter Six - Consultation on Environmental Mitigation and Resource Conservation

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

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

Sincerely,



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

**M16-04193554**

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

