

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

March 23, 2011
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Mayor Scott Smith, Mesa, Chair | Phil Matthews, Salt River Pima-Maricopa
Indian Community |
| * Councilwoman Peggy Neely, Phoenix,
Vice Chair | * Mayor Jackie Meck, Buckeye |
| Ron Barnes, Total Transit | Vice Mayor Les Presmyk, Gilbert |
| # Mayor Bob Barrett, Peoria | Mayor Marie Lopez Rogers, Avondale |
| * Dave Berry, Swift Transportation | # Mayor Elaine Scruggs, Glendale |
| * Jed Billings, FNF Construction | Karrin Kunasek Taylor, DMB Properties |
| Councilmember Jack Sellers, Chandler | # Mayor Lyn Truitt, Surprise |
| Councilmember Shana Ellis, Tempe | # Supervisor Max W. Wilson, Maricopa County |
| Councilmember Dick Esser, Cave Creek | Victor Flores, State Transportation Board |
| * Mark Killian, The Killian Company/Sunny
Mesa, Inc. | F. Rockne Arnett, Citizens Transportation
Oversight Committee |
| * Mayor Jim Lane, Scottsdale | |
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Scott Smith at 5:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Bob Barrett, Mayor Elaine Scruggs, Mayor Lyn Truitt, and Supervisor Max Wilson participated in the meeting by telephone.

Chair Smith noted that a legislative summary for agenda item #11 was at each place.

Chair Smith requested that members of the public fill out blue cards for Call to the Audience and yellow cards for consent or action items on the agenda, and then turn in the cards to staff, who will bring them to him. He stated that parking garage validation and transit tickets for those who used transit to attend the meeting were available from staff.

3. Call to the Audience

Chair Smith stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Smith recognized public comment from Sharon Meyerson, a resident of Scottsdale, who works at a domestic violence shelter. Ms. Meyerson first offered feedback about the Valley Metro website. She said that she plans public transit trips for her facility's domestic violence victims and she felt that Valley Metro's address search function could be improved. Ms. Meyerson stated that Yahoo's software has the capability to recognize addresses and it would be great if Valley Metro's did also. She then commented on improving motorcycle awareness. Ms. Meyerson stated that there are 150,000 registered motorcycles in the state and during the period of September 2010 to February 2011, there were 21 accidents involving motorcycles that were due to inattentive drivers -- seven of them fatal. She remarked that the consequence to motorcyclists is they get to be an organ donor and the consequence to drivers is they receive a right of way violation. Ms. Meyerson stated that she would like to see more promotion of awareness of motorcycles. She reported that the Scottsdale transportation department will be starting a Share the Road campaign, but she would like to see more to make motorists aware of motorcycles. Ms. Meyerson stated that there is no such thing as crashing safer. Chair Smith expressed his appreciation to Ms. Meyerson for coming to the meeting and providing comments.

4. Approval of Consent Agenda

Chair Smith stated that agenda item #4A was on the consent agenda.

Chair Smith asked members if there were changes to the minutes. No requests were noted. Councilman Esser moved to approve agenda item #4A on the consent agenda. Vice Mayor Presmyk seconded, and the motion carried unanimously.

4A. Approval of the February 16, 2011, Meeting Minutes

The Transportation Policy Committee, by consent, approved the February 16, 2011, meeting minutes.

5. Phoenix West Alternatives Analysis Update and Operating Plan

Tom Callow, Project Director at METRO, provided an update on the Phoenix West Alternatives Analysis (AA) study. He said that the locally preferred alternative is a requirement to apply for federal funding. He stated that recommendations from the study are now being taken to the public before seeking approval from the involved agencies. Mr. Callow stated that Proposition 400 assumed that one dollar in local funds would have a one dollar match in federal funds. He remarked that obtaining these federal funds is very important -- without federal funding the project could not be built. Mr. Callow stated that with the decline in Proposition 400 funds, the federal funds will be lower, and the program is very fiscally constrained.

Mr. Callow reported that the Phoenix West alignment starts in downtown Phoenix and proceeds west along Interstate 10 to 79th Avenue. He stated that there have been a lot of questions about why the line would end at 79th Avenue. Mr. Callow explained that when Proposition 400 was being put together, only one agency, the City of Phoenix, had revenue to commit to funding operations in order for the project to be put on the map, and that is why the line ends at approximately the Phoenix city boundary.

Mr. Callow stated that the locally preferred alternative informs the federal government what is going to be built and where it is going to be built. He noted that these two factors have to be decided in order to apply for federal funding. Mr. Callow noted that the alternatives analysis considered light rail transit and bus rapid transit and found that light rail is the best fit for the corridor.

Mr. Callow stated that the study area was split into two segments, the mainline segment and the downtown segment, because they have distinctively different characteristics. He reported that the study quickly concluded that the mainline corridor needed to be in the Interstate 10 right of way. Mr. Callow noted that they looked at parallel streets, which were ruled out due to cost of acquiring the extensive right of way that would be needed. He noted that most streets in west Phoenix are 80-foot rights of way and light rail needs a 100-foot right of way.

Mr. Callow stated that in 2008, the Phoenix City Council and the MAG Regional Council adopted the Interstate 10 right of way as the preferred alternative for this corridor, although at that time, the mode and the exact alignment in the Interstate 10 right of way were not specified.

Mr. Callow stated that when the study began, ADOT had plans to widen Interstate 10 from Interstate 17 to Loop 101 for two general purpose lanes. He noted that this project has since lost funding, but the interchange of the South Mountain Freeway and Interstate 10 has advanced. Mr. Callow noted that in working with ADOT it became clear that having the light rail alignment in the median to 79th Avenue was not the best place to serve the customers. He said they wanted to look at this as a total corridor, not just a light rail corridor.

Mr. Callow reviewed the recommendation: Beginning at the west end of 79th Avenue where the existing park and ride lot is located, the alignment would be on the north side of Interstate 10 to

approximately 47th Avenue, where a drainage channel is located that has excess space for access. He added that ADOT has agreed that light rail could be placed there on either side. Mr. Callow stated that at 47th Avenue, the drainage channel ends and right of way is limited, light rail would transition to the median and would go to a station at 35th Avenue. He displayed a slide of how light rail would fit in the median. Mr. Callow noted that even with light rail in the median, a second HOV lane could be accommodated in the future. He pointed out the light rail alignment will be on the south bank of the drainage channel and the sides may need to be straightened somewhat, but light rail will fit. Mr. Callow added that this design is similar to the design used in Salt Lake City.

Mr. Callow stated that the transition from the intersection of Interstate 17 and Interstate 10 to the existing system was a challenge. He displayed a map of the alternatives evaluated for the connection. Mr. Callow pointed out that if light rail continued in the median it would require a new structure not only to cross Interstate 17, but also the BNSF railroad switch yard. Mr. Callow stated that some of the studied alignments would require a new bridge over Interstate 17 and going over or under the BNSF tracks. He reported that they recently found that a line in San Francisco has an at-grade crossing, although it took three years of Federal Railroad Administration processes to accomplish.

Mr. Callow stated that the recommended alignment would enter the Interstate 17 right of way at Interstate 10, and utilize the existing frontage road that runs from McDowell Road to Van Buren Street. He explained that there are two driveways for the cemetery south of Interstate 10, but other than that, there is no other access from this road. Mr. Callow acknowledged that this option came from a suggestion of Mr. Bob Hazlett, MAG Senior Engineer, at a time when they were struggling to find a connection. He also reported that this frontage road carries only 2,000 cars per day, which is a low number in terms of a freeway frontage road. Mr. Callow stated that they have worked with ADOT and FHWA and they have agreed that this is an acceptable alternative and the frontage road would be closed.

Mr. Callow stated that the light rail would proceed to Jefferson Street, with two tracks to approximately 8th Avenue, where the tracks would split – one on Jefferson Street and one on Washington Street – and tie into the existing light rail at CityScape.

Mr. Callow said that Jefferson Street runs through the St. Matthew's Neighborhood, which is a residential neighborhood west of the Capitol, and there are some in opposition and some in support of light rail. He commented that the Phoenix City Council will have to grapple with this when the recommendation is brought forward for approval.

Mr. Callow stated that the recommended mainline alignment will run on the north side of Interstate 10 from 79th Avenue to 43rd Avenue, then down the median of Interstate 10 to Interstate 17, down the frontage road to tie into the existing system. He said there would be stations every mile on Interstate 10, one station at the State Capitol, one station serving the county complex and city complex in downtown Phoenix, and one or more stations serving the St. Matthew's/Murphy neighborhood.

Mr. Callow stated that a traffic study in coordination with ADOT is being conducted to determine if light rail can cross 51st Avenue, 59th Avenue, and 67th Avenue at-grade or if a grade separation would be needed. He noted there is a significant cost differential with elevated crossings because the stations would need to be elevated and elevators and escalators would be needed. Mr. Callow stated that light rail crosses arterials currently, but this study is to ensure ADOT's comfort level with the crossings.

Mr. Callow stated that they also recommend some early action bus activities in the corridor that will be beneficial in the interim until this segment of the light rail system opens in 2021. Mr. Callow stated that these potential improvements include expanding the 79th Avenue park and ride lot, building the 59th Avenue park and ride lot, and building ramps from the middle of Interstate 10 to the frontage road, which they feel could put the project in a good position for any federal grant opportunities that might arise. Mr. Callow also noted that the ramps could be used for buses today and for light rail when it opens. He explained how Rapid buses currently exit the freeway on 5th Avenue, go to downtown, then backtrack to the State Capitol. Mr. Callow stated that with the ramps, the buses would arrive at the State Capitol about 10 minutes sooner than they do now, while still arriving in downtown at the same time as they do currently. He remarked that there would be no penalty to the downtown bus riders, but the ride to the State Capitol would be enhanced. Mr. Callow noted that additional bus service, where it is currently sparse, will be needed in the future to attract people to the light rail line.

Mr. Callow stated that the recommendations have been taken to the Phoenix Villages and received approvals from the Phoenix Planning Commission, and the Phoenix Transportation Subcommittee, and endorsements by the Greater Phoenix Chamber of Commerce, the Arizona Hispanic Chamber of Commerce, the Phoenix Community Alliance, and the Downtown Phoenix Partnership. Mr. Callow stated that the project team will continue to work with the Murphy and St. Matthew's neighborhoods. He noted that approval by the Phoenix City Council anticipated for April 5, 2011, could be postponed due to the assessment of recent community input.

Chair Smith thanked Mr. Callow for his report. He commented that the north side option showed light rail located on the berm and he asked if this was a result of engineering, aesthetics, operations, or cost, or all of the above. Mr. Callow replied that the decision was probably based on all of the above. He explained that this is the current grade and is also the grade of the cross streets, so if light rail will cross the arterials at-grade, this is where it would be located.

Chair Smith stated that Mr. Callow had mentioned going over the grade and he asked about crossing under grade. Mr. Callow replied that is certainly a design consideration and had not been ruled out as an option.

Mr. Arnett asked if getting into the median of Interstate 10 requires a bridge. Mr. Callow replied yes. Mr. Arnett asked if another bridge would be required from the interior to the frontage road. Mr. Callow stated that one big bridge would be required from the interior to the frontage road and a much smaller bridge would be required to cross over 25th Avenue and the rest would be built from fill material.

Mr. Arnett asked if the crossing at the railroad tracks and Interstate 17 would be at-grade or a bridge. Mr. Callow replied that a crossing of some sort would be needed over the BNSF tracks. He noted that a decision has not yet been made if that will be a bridge or an at-grade crossing. Mr. Callow added that they did not know until recently that an at-grade crossing would be possible until they found examples of at-grade crossings in San Francisco and Utah.

Mr. Arnett asked about the drainage channel from 43rd Avenue to 79th Avenue if light rail would be on stilts or in a tunnel on the berm. Mr. Callow replied that in most locations, the berm and drainage channel would remain as is on the side. He added that a box culvert might be needed in some limited instances but they think they will be able to design around that.

Chair Smith commented that as light rail extends out and has more stops, the slower and less of a regional system it becomes. He indicated that he realized there are significant cost differences if the system is at-grade versus under or over grade, but while living within the lanes light rail potentially defeats itself because it stops too many times. Chair Smith expressed his hope that this would be taken into consideration. Mr. Callow expressed that he could not agree more with Chair Smith's concern. He noted that there would be no street crossings except where there was a station.

6. Transit Policy and Programming in the Region

Eileen Yazzie, MAG Transportation Programming Manager, stated that this agenda item continues the discussion on transit policy and programming begun at last month's TPC meeting. She said that the focus of her presentation would be answering the questions from the last TPC meeting: the federal definition of preventive maintenance, results of a peer region review, baseline operations and preventive maintenance budgets and financing in the current TIP, and meeting the operations and capital needs.

Ms. Yazzie stated that the federal definition of preventive maintenance: "All maintenance costs related to vehicles and non-vehicles including all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner." She noted that Attachment One in the agenda packet is a federal circular that contains specific details about preventive maintenance.

Ms. Yazzie stated that six peer regions – Atlanta, Dallas/Fort Worth, Denver, Seattle, San Diego, and Salt Lake City – were reviewed for their policies on preventive maintenance. She said that four of the six peer regions were set up more like MAG in that they have multiple operators. Ms. Yazzie stated that they have no set policy on funding preventive maintenance, but rather they are more collaborative to ensure the needs for capital and operations are met. She added that the use of federal funds for preventive maintenance varied from 40 percent to 100 percent among these four agencies. Ms. Yazzie stated that two of the six peer regions have single transit operators, and they use all or close to all of the federal 5307 funds to fund preventive maintenance.

Ms. Yazzie pointed out that the information on baseline operations and preventive maintenance budgets and financing in the current TIP was included in tables one and two of Attachment Three.

She stated that this region has eight transit operators. Ms. Yazzie stated that it costs approximately \$300 million to operate the regional transit system annually, which includes ADA costs. She reported that regional preventive maintenance annually costs \$50 million. Ms. Yazzie noted that the region's transit operators expressed the need for extra funds to support transit operations due to the local and regional budget shortfalls. She stated that approximately 13 percent of the region's preventive maintenance is being funded and about 13 percent of 5307 funds go for preventive maintenance. Ms. Yazzie stated that there is approximately \$30 million in unprogrammed 5307 funds that could be used for preventive maintenance. She noted that if this option is approved, the region will be supporting about 25 percent of the transit operators' preventive maintenance budgets with approximately 25 percent of the region's 5307 funds.

Ms. Yazzie then spoke about meeting the operations and capital needs by saying that right now, the understood policy is that the Transit Life Cycle Program needs would be met first and then any funds remaining could be used for preventive maintenance or other needs. She noted that the region can continue programming this way, and when a new regional five year TIP is developed, MAG staff would work with the transit operators, MAG member agencies, and the TPC to evaluate the region's need for preventive maintenance funding and/or account for any other regional priorities that could use federal funds.

Ms. Yazzie stated that staff developed a recommendation that says up to \$29,735,966 of federal 5307 transit funds be programmed for preventive maintenance in 2011-2015. If the federal transit funds are less than expected, the amount of 5307 programmed for preventive maintenance would be adjusted accordingly. When developing a new five year TIP, funding for preventive maintenance will be reviewed.

Chair Smith thanked Ms. Yazzie for her report. He asked if formal direction was being sought from the TPC. Ms. Yazzie replied that was up to the Committee.

Mr. Barnes moved to recommend that up to \$29,735,966 of federal 5307 transit funds be programmed for preventive maintenance in 2011-2015. If the federal transit funds are less than expected, the amount of 5307 programmed for preventive maintenance would be adjusted accordingly. When developing a new five year TIP, funding for preventive maintenance will be reviewed. Mr. Barnes added a commendation to staff for working with transit organizations to keep transit service on the streets. Vice Mayor Presmyk seconded the motion.

Chair Smith asked if there were questions or discussion of the motion. None were noted. The vote on the motion passed unanimously.

7. Regional Freeway and Highway Program Update

Bob Hazlett, MAG Senior Engineer, provided an update on the status of the Regional Freeway and Highway Program. He stated that in October 2009, the Transportation Policy Committee recommended the MAG Regional Council approve a Tentative Scenario to balance the Regional Freeway and Highway Program and to incorporate it into the Regional Transportation Plan 2010

Update and the FY 2011-2015 MAG Transportation Improvement Program, with the understanding that due to the present cost and revenue uncertainties that this represents a placeholder and the program would be reevaluated in 18 months. Mr. Hazlett stated that the MAG Regional Council approved the Tentative Scenario at its October 2009 meeting. He stated that as this 18-month period approaches its conclusion, he would provide the TPC with an update on recent activities in delivering the Regional Freeway and Highway Program, as well as a presentation about current cost and revenue projections for the program and the potential need for additional rebalancing.

Mr. Hazlett stated that the Proposition 400 sales tax collections have started to increase, although not at the levels they would like. He stated that the 2003 forecast for Proposition 400 sales tax was approximately \$14 billion and the 2010 forecast is little more than \$8 billion. Mr. Hazlett advised that this figures into the cash flow when financing the highway, arterial, and transit programs. He then addressed cash flow in the years when expenditures are made and he remarked that there is a positive cash flow for the next couple of years, which then becomes negative by 2014. Mr. Hazlett stated that staff is concerned for the dip of half a billion dollars in 2016 and they are trying to work around that.

Mr. Hazlett summarized the accomplishments, work underway, and continuing planning activities for highway corridors in the plan. He first displayed a summary of costs by corridor and said that the 2009 Tentative Scenario was on par with the February 2011 cost opinion. Mr. Hazlett commended ADOT for keeping costs in line so far.

Mr. Hazlett reported on the Interstate 10/Papago Freeway. He said that there has been a lot of construction activity on this corridor in the past 18 months. Mr. Hazlett stated that the improvements are almost completed – just a deck pour on an overpass and the application of rubberized asphalt remain to be done – and there will be six lanes from Loop 101 to Verrado Way. Mr. Hazlett remarked that the residents are very excited about the completion of this project. He stated that the project costs are within the program amounts identified in the 2009 Tentative Scenario. Mr. Hazlett stated that two big projects still remaining on this corridor are the Perryville traffic interchange and the connection with Loop 303, which he would address later.

Mr. Hazlett reported on the Interstate 10/Maricopa Freeway. He said that this corridor has seen a lot of study and the EIS is almost ready to go to the public for the local express lanes. Mr. Hazlett noted that the West Sky Harbor Access project might need to be deferred since it will not be ready to go in the 2014 timeframe. He pointed out that the cash flow imbalance he mentioned earlier will be occurring at that point, and the TPC might be asked to delay the project in order to get the cash flow in line.

Mr. Hazlett reported on the Interstate 17/Black Canyon Freeway. He said there are now six-plus lanes from Loop 101 to Anthem Way. He stated that the split to Loop 101 and the Agua Fria Stack is under study, which is expected to be completed in three to four years, and he added that this is being done in concert with the Central Phoenix Framework Study. Mr. Hazlett stated that project costs are within the program amounts identified in the 2009 Tentative Scenario.

Mr. Hazlett reported on US-60/Grand Avenue. He stated that improvements from 83rd Avenue to Loop 303 are underway and expected to be completed this summer. Mr. Hazlett stated that there will be six lanes, three in each direction. He stated that ADOT is still working on determining an economical traffic interchange design for the Bell Road intersection and that they will be starting an environmental assessment for clearing improvements at the Thunderbird Road/Thompson Ranch Road intersection in El Mirage. Mr. Hazlett stated that the 2011 cost opinions are in line with the Tentative Scenario adopted by the Regional Council for the corridor in 2009.

Mr. Hazlett reported on US-60/Superstition Freeway, by saying that improvements identified in the first phase of the RTP for the corridor are completed. He advised that planning is underway for the partial interchange at Meridian Road with ramps to and from the West, but issues with the close proximity of the CAP canal at this location are being encountered. Mr. Hazlett noted that the cost opinions are keeping close to those identified in the Tentative Scenario.

Mr. Hazlett reported on US-93 by saying that all improvements, including the Interim Wickenburg Bypass and roundabouts at the US-60 and Tegner Street intersections, are open to traffic. Mr. Hazlett noted that costs exceeded the 2009 Tentative Scenario program amount.

Mr. Hazlett reported on SR-24/Gateway Freeway (formerly SR-802). He advised that bids are about to be taken by ADOT for the first segment of SR-24 between Loop 202 and Ellsworth Road, and the remaining portions of the corridor have been delayed until after 2025. Mr. Hazlett noted that cost opinions for the initial segment are less than the Tentative Scenario amount adopted by Council in 2009.

Mr. Hazlett reported on SR-30 (formerly SR-801). He said that ADOT is continuing its efforts to have an Environmental Assessment completed for the corridor by 2015. He added there was no other news to report for this corridor.

Mr. Hazlett reported on SR-51/Piestewa Freeway. He noted that the first phase improvements of the high occupancy vehicle (HOV) lanes and Direct HOV ramps to/from Loop 101 on the East are completed and open to traffic. Mr. Hazlett stated that the action of adding one general purpose lane between Shea Boulevard and Loop 101 has been deferred to 2027.

Mr. Hazlett reported on Loop 101/Agua Fria. He discussed two projects: first, the Beardsley Road-Union Hills Connector construction project is nearing completion for opening in June 2011; and second, the construction of HOV lanes between Interstate 10/Papago and SR-51 is currently underway and scheduled for completion this Fall. Mr. Hazlett noted that the first segments between Interstate 17 and SR-51 and Glendale Avenue to Interstate 10 are scheduled for opening in advance of the NFL football season in Glendale. Mr. Hazlett stated that the additional general purpose lanes and Direct HOV ramps at the Interstate 10 and Interstate 17 system traffic interchanges have been delayed until 2027 and 2032, respectively. He stated that ADOT's cost opinions for the corridor are within the Tentative Scenario program amount.

Mr. Hazlett reported on Loop 101/Pima Freeway. He discussed the opening of the HOV lanes between SR-51 and Loop 202/Santan in the Southeast Valley, and noted that design efforts are underway for an additional general purpose lane between Shea Boulevard and Loop 202/Red Mountain for construction in 2014. Mr. Hazlett mentioned that planning is underway for the additional general purpose lane between Interstate 17 and Shea Boulevard with construction slated to begin by 2021. ADOT's cost opinions for the corridor are within the Tentative Scenario program amount.

Mr. Hazlett reported on Loop 101/Price Freeway. He noted the opening of HOV lanes in the corridor and that planning is underway for an additional general purpose lane in the corridor between Loop 202/Red Mountain and Loop 202/Santan. Mr. Hazlett advised that ADOT's cost opinions for the corridor are slightly greater than the Tentative Scenario program amount.

Mr. Hazlett reported on the SR-143/Hohokam Freeway. He stated that the improvements are underway at the Sky Harbor Boulevard/SR-202S traffic interchange and that the improvements will be completed in mid-2012. Mr. Hazlett added that this is making use of the funds originally programmed for the former SR-153/Sky Harbor corridor (now 44th Street in Phoenix). He advised that bids received for completing this effort are below the Tentative Scenario program amount.

Mr. Hazlett reported on the Loop 202/Red Mountain Freeway. He stated that the improvements to the corridor between the Interstate 10/SR-51 Mini-Stack traffic interchange and Loop 101/Pima-Price are completed and the HOV lane extension from Loop 101 to Gilbert Road has opened. Mr. Hazlett noted that planning is underway for the addition of a general purpose lane from Loop 101 to Gilbert Road with a 2015 construction start date, as well as for extending HOV lanes from Gilbert Road to US-60/Superstition scheduled for 2019 construction. He mentioned that the general purpose lanes have been deferred until 2028 at the earliest. Mr. Hazlett advised that ADOT's cost opinions for the corridor are lower than the Tentative Scenario program amount.

Mr. Hazlett reported on Loop 202/Santan Freeway. He stated that the HOV lane improvements between Interstate 10/Maricopa and Gilbert Road, including Direct HOV ramps to/from Interstate 10 on the west and to/from Loop 101 on the north, are under construction and projected for completion by the end of 2011. Mr. Hazlett noted that the planning for extending the HOV lanes east of Gilbert Road to US-60/Superstition is underway with construction identified in 2022. Mr. Hazlett noted that ADOT's cost opinions for the corridor are slightly greater than the Tentative Scenario program amount for this corridor.

Mr. Hazlett reported on Loop 202/South Mountain Freeway. He discussed how the EIS study efforts are still underway and that ADOT and FHWA are working to complete the document in 2012. Mr. Hazlett noted that the Gila River Indian Community has not yet decided whether to allow study of an alignment on Community land. He said that parallel efforts were underway to obtain a Record of Decision on the EIS in 2012 whether the alignment was located on the Community or along Pecos Road in Ahwatukee. Mr. Hazlett noted that the current ADOT cost opinion exceeds the Tentative Scenario program amount slightly; but that the final cost figures

were still under study and could be higher depending upon the final outcome of the EIS study process.

Mr. Hazlett reported on Loop 303. He presented pictures of the pending opening of the interim four-lane corridor from Happy Valley Road to Interstate 17, and he noted that ADOT is anticipating opening the roadway in early May 2011. Mr. Hazlett noted that ADOT is completing final design of the segment from Interstate 10/Papago to US-60/Grand Avenue. He said the first project will be advertised in June for the Interstate 10/Loop 303 system traffic interchange and successive projects for the corridor will be in six-month increments until early 2013, with anticipated completion of the six-lane freeway from Interstate 10 to US-60 in 2015. Mr. Hazlett also noted that efforts include the interim traffic interchanges at the proposed Northern Parkway and US-60. He mentioned that the remainder of the corridor from US-60 to Interstate 17 is programmed for an additional general purpose lane and evolution to full freeway status with construction to begin in 2020. Mr. Hazlett noted that the Environmental Assessment for the segment south of Interstate 10 to Riggs Road is scheduled for completion in 2015 and that efforts are underway to identify the final location of the Loop 303/SR-30 system interchange in Goodyear. He added that this segment has been deferred until 2028. Mr. Hazlett advised that ADOT's cost opinions for the corridor are slightly higher than the Tentative Scenario program amount.

Mr. Hazlett reported on SR-74/Carefree Highway. He mentioned that the ARRA projects for adding hill climb/passing lanes west of Lake Pleasant Parkway are complete and open to traffic, and there are no other activities to report for this corridor.

Mr. Hazlett reported on SR-85. He stated that the current construction project for widening to four lanes from MC-85 to Interstate 10/Papago is underway and will be complete this summer. This will result in a four-lane SR-85 for the majority of the corridor between Interstate 8 in Gila Bend and Interstate 10 in Buckeye. Mr. Hazlett stated that additional planning activities for the eventual four-lane connection to Interstate 8 in Gila Bend are complete and awaiting future funding opportunities. Mr. Hazlett advised that while ADOT's cost opinions for the corridor exceed the Tentative Scenario program amount, no other construction activities are planned in the SR-85 corridor in the near future.

Mr. Hazlett reported that SR-87 and SR-88 improvements are complete. He noted that the systemwide improvements, which include the freeway management system, maintenance, noise mitigation, right of way, design and minor projects, are all within the ADOT cost and Tentative Scenario amounts.

Mr. Hazlett stated that the funding levels have tapered off, and we are still about \$200 million over budget from what was identified in the cost opinion versus the available funding. He did note that some project costs are not yet available because a number of projects are under study: Interstate 10/Maricopa local/express lanes, the Interstate 17 from the split to Loop 101, and Loop 202/South Mountain Freeway, which they are trying to contain within the \$1.9 billion cost.

Mr. Hazlett stated that there are significant projects from Proposition 400 past FY 2025, including systemwide quiet pavement preservation. He explained that the pavement is coming up in some places and he noted that the design life of quiet pavement is 10 to 15 years. Mr. Hazlett stated that they are trying to figure how to fit in that option.

Chair Smith asked how replacing quiet pavement is an option when it is crumbling. Mr. Hazlett replied that it has to be replaced, but the funding also needs to be found.

Mr. Anderson stated that ADOT has more than \$100 million per year for pavement preservation and MAG receives a portion of this funding.

Chair Smith remarked that replacement is not optional, and the question is what, when and the effect of the life cycle on projects.

Mr. Hazlett continued the presentation by saying that the Southeast Corridor Major Investment Study, requested by the City of Tempe and some East Valley cities, has been underway for about six months. Mr. Hazlett stated that the study is looking at the Broadway Curve and is currently in the alternatives phase and recommendations are anticipated soon. He stated that the managed lanes network development is a potential option. He said that a consultant recommendation has been made and will be submitted to the Executive Committee for selection. Mr. Hazlett noted that the Regional Transportation Plan needs an update. Mr. Hazlett stated that due to the cash flow issue, construction for the I-10/Maricopa local express lanes could be held off, although work could continue on the environmental work. He said that another option is perhaps packaging I-10 and I-17 into a managed lanes public-private-partnership, and examine the cash flow for the quiet pavement preservation program.

Chair Smith asked if the cash flow dip in 2016 to 2017 of \$600 million would occur at about the same time as the end of the quiet pavement life cycle. Mr. Hazlett replied that he was not sure when the pavement was applied, but that period would be getting close to the end of its life cycle.

Mr. Anderson noted that the cash flow gap beginning in 2015 is due to the loss of ADOT's bonding capacity because of state sales tax revenue. He added that the state budget is diverting more of the Highway User Revenue Fund (HURF) and state highway funding to the Department of Public Safety. Mr. Anderson reported that ADOT has expressed concerns that the sweeps will affect its HURF bonding capacity. He stated that MAG staff will work with ADOT financial management on those issues, which might modify the options presented.

Chair Smith stated that the \$650 million cash flow problem is not a problem in the traditional sense, but a matter of funding and bonding new projects, and if there was not cash flow, new projects would not be started. Mr. Anderson replied that was correct. He mentioned that three major projects would be under construction simultaneously during this period: Loop 303, Loop 202/South Mountain, and Interstate 10 Broadway Curve improvements. Mr. Anderson stated that this worked when they thought there was sufficient bonding capacity, but the situation has changed, and those activities will need to be stretched out somewhat.

Chair Smith stated that having three major projects underway seemed more difficult than having ten minor projects, although he assumed the large projects would be done in phases. Mr. Anderson replied that was correct, and the phases give more flexibility to move projects around. Mr. Hazlett noted that the South Mountain project is in nine different phases and the Interstate 10 local express lanes project is in five different phases. He stated that they can be moved around, but they are keeping within the balance identified in the tentative scenario.

Vice Mayor Presmyk stated that \$200 million sounds like a lot of money, but it is only two percent. He asked if the \$300 million for quiet pavement occurs in one year or is it total cost. Mr. Hazlett replied that the \$300 million represents the total cost, phased in over time. He said that ADOT identified that the \$300 million could be broken into two five year segments, \$150 million for each segment.

Vice Mayor Presmyk stated that what is being discussed is \$30 million per year in replacement costs that all fall within the Proposition 400 timeframe. He remarked that replacement is a known cost, but it appears it is not being programmed. Vice Mayor Presmyk added that it should be a program cost rather than a \$300 million charge and then trying to figure out how to fund it. He stated that going forward it should be viewed as a required system cost, not as an option. Mr. Anderson stated that MAG staff will work with ADOT on a quiet pavement program. He said that when the first quiet pavement was applied on US-60 in 2001, the life cycle of the pavement was unknown, but now they have gained a lot of experience and will be able to determine a program based on its life cycle.

Chair Smith asked if quiet pavement could be replaced in phases or would require replacement all at once. Mr. Anderson replied that the quiet pavement had been applied over a number of years, the most recent being the Red Mountain Freeway in 2008, and replacement would be in phases. Mr. Hazlett pointed out that quiet pavement is a maintenance item and we will have to start considering bringing it into the program as the program is balanced.

Vice Mayor Presmyk asked if the \$300 million for pavement preservation was on top of the \$210 million shortfall. Mr. Hazlett replied yes.

Councilman Esser asked Mr. Hazlett to expand on option two, public/private partnerships (PPPs). Mr. Hazlett stated that only the section from 32nd Street and Baseline in the Interstate 10 local express lanes project and some improvements from the mini stack to the Pecos stack are funded. He noted there is a sizable segment of that project not funded by Proposition 400. Mr. Hazlett also noted that improvements to Interstate 17 from the split to the Loop 101 stack are estimated at \$1 billion. He said that are still a lot of unknown costs for that project. Mr. Hazlett referenced previous managed lanes discussion and stated that PPPs might be a way to leverage the money we have and get the improvements done. He emphasized that these are just very preliminary thoughts on options. Mr. Hazlett stated that the managed lanes study is still underway and they do not know if managed lanes will even work in this region.

Ms. Taylor asked the difference in the life cycle of quiet pavement versus traditional surfaces. Mr. Hazlett replied that quiet pavement is overlaid on concrete, which is the base. He said that if he recalled correctly, quiet pavement has a greater life span than regular asphalt because it is rubberized. Mr. Hazlett noted that the life cycle of concrete is 30 to 40 years and asphalt is seven to 15 years, but regular maintenance is still required for both surfaces.

8. Western High Speed Rail Alliance/State Rail Plan Update

Marc Pearsall, MAG Transit Planner, began his presentation by saying that MAG is a member of the Western High Speed Rail Alliance (WHSRA). He said that other WHSRA members include the Nevada Department of Transportation and the Regional Transportation Commission of Southern Nevada. Mr. Pearsall stated that the WHSRA made progress in the past few months, receiving \$500,000 in funding from the Federal Railroad Administration for high speed rail studies, which requires a local match, and he would be back to provide further detail at a later meeting. He noted that the purpose of the studies is to look at the “Golden Triangle” corridor between Phoenix, Los Angeles and Las Vegas.

Mr. Pearsall stated that the U.S. DOT drafted a map of designated high speed rail corridors in 1996 and noted that the Intermountain West had been left out of the system. He stated that the goal of the WHSRA is to fill that gap and allow high speed rail to be studied in the Intermountain West.

Mr. Pearsall then presented an update on the Arizona State Rail Plan. He said that the Arizona State Rail Plan is the next step in implementing the Statewide Rail Framework for passenger and freight rail transportation in Arizona. Mr. Pearsall stated that building on the Statewide Rail Framework, the Plan will achieve the following objectives: Identify 20-year rail projects and initiatives, prioritize rail investments that need to be made to achieve Arizona’s vision and goals, and develop the decision-making process for rail investments.

Mr. Pearsall stated that MAG is coordinating with ADOT to assist in implementing the MAG region’s goals/objectives as identified within the new ADOT/BQAZ State Rail Plan. He noted that the completed State Rail Plan is a federal requirement for federal funding participation in state rail studies and capital projects.

Mr. Pearsall stated that a draft of the State Rail Plan was adopted by the State Transportation Board on March 18, 2011. He stated that the document will be submitted to the Federal Railroad Administration and puts the state in position to receive federal funds.

Mr. Pearsall stated that the federal government, the Federal Railroad Administration, and the Federal Transit Administration encourage this document and how states can plan and fund rail corridors in the future. He said that MAG has been working with ADOT for the duration of the study and WHSRA efforts are embedded in the document. Mr. Pearsall stated that the Federal Railroad Administration also encourages that the plan be updated and revised annually or as needed.

Mr. Pearsall stated that the Desert Express is a privately funded venture whose goal is to link Las Vegas with the metro Los Angeles area and tie into the California high speed rail system. He noted that this effort is being done in coordination with the WHSRA. Mr. Pearsall stated that the funding received could allow a study of the Phoenix to Las Vegas corridor concurrently with the Los Angeles to Las Vegas study, essentially doing two studies at one time. He stated that he would be back in a couple of months with additional detail on the studies.

Chair Smith thanked Mr. Pearsall for his report. No questions from the TPC were noted.

9. Don't Trash Arizona Litter Prevention and Education Program

Kelly Taft, MAG Communications Manager, provided a report on efforts to reduce freeway litter in the region through the Don't Trash Arizona Litter Prevention and Education Program. She noted that funding for the program is currently included in the draft FY 2012 Work Program, and the purpose of the presentation was to keep the TPC updated on the program and its activities.

Ms. Taft stated that the idea for the program began at the first meeting of the TPC in September 2002, during the development of the Regional Transportation Plan. She said that discussion noted that litter pickup is not only costly, but it can further impact the economy when tourists or businesses choose not to come to our state because of a poor impression. Ms. Taft reported that currently there are approximately 2,000 freeway lane miles in the MAG region, 410 of those miles having been added since Proposition 400 took effect. She added that the population continues to increase, which results in more litter and more maintenance costs. Ms. Taft stated that the TPC recognized the importance of changing the behavior of litterers to reduce the amount of litter on the region's freeways, and this led to a joint resolution signed by MAG and ADOT in late 2003 that called for the development of a long-term litter prevention program.

Ms. Taft stated that MAG works cooperatively on this effort with ADOT, and they meet monthly to coordinate messages and develop strategies. She noted that the key messages are simple: Litter is ugly, unhealthy, and unsafe.

Ms. Taft stated that they use strategies and tactics they feel best reach the target demographic of males aged 18-34, such as public relations, media relations, paid advertising, earned media, Channel 11 programming, school outreach, and development of partnerships.

Ms. Taft highlighted current activities. She stated that the Safe Loads = Safe Roads campaign focuses on the importance of securing vehicle loads. Ms. Taft stated that participants fill out a pledge promising to not litter, in return they are entered into a monthly raffle where they can win a Don't Trash Arizona tarp to help keep those loads secure. She stated that another current activity is partnerships with radio and television stations. Ms. Taft noted that the Don't Trash Arizona website continues to be one of the key vehicles for disseminating information. She said that the website includes news and information and a form for reporting violators.

Ms. Taft stated that a new activity this year is the Friday Night Drags, which are legally sanctioned street races at Firebird Raceway that attract more than 500 drivers every Friday night. She noted that these drivers fall directly into the target demographic of males aged 16 to 34. Ms. Taft stated that Don't Trash Arizona informational items are handed out to drivers at the races, and she added that staff is scheduled to talk about the importance of litter prevention at four upcoming events.

Ms. Taft stated that another new event was sponsorship of the Great American Cleanup, an annual event sponsored nationwide by Keep America Beautiful. She said that MAG staffed an information booth and obtained media exposure.

Ms. Taft noted the importance of reaching younger school age children before they develop their littering habits, especially about the time they are beginning to drive. She noted that the program provides a school presentation kit that includes an informational video, a powerpoint, brochures, litterbags and vehicle related items that include messaging for teen drivers.

Ms. Taft stated that they are advertising on light rail. She stated that the advertising space is provided free of charge as a public service through METRO's Community Train Wrap program and Don't Trash Arizona pays for the wrap materials and installation fees. Ms. Taft displayed a photo of a light rail car carrying the current message: "Grow Up. Don't Litter," which is aimed at getting young people to realize it is time they took responsibility for themselves. She added that a second phase of the campaign will have light rail cars with a cigarette butt message.

Ms. Taft stated that two 30-second radio spots have been produced. She said that last year there were more than 6.2 million audience impressions from the radio ads. Ms. Taft noted that they are also purchasing ten-second television weather sponsorships. She stated that for the first time they are including paid television advertising on cable television, and she noted that they used the MAG video production equipment to reduce the cost. Ms. Taft then played the newly produced Don't Trash Arizona commercial.

Ms. Taft stated that they also have implemented purchased online opportunities that include banner ads, Facebook pay-per-click links, and enhanced Google searches. She stated that the Don't Trash Arizona message will also be displayed on electronic freeway messaging boards.

Ms. Taft stated that the program includes an evaluation component and they conduct an annual scientific telephone survey to track increases in awareness and changes in behavior. She reported that the most recent survey, of 601 Maricopa County residents, was conducted in August 2010. Ms. Taft stated that more than half of Arizona residents indicate they have heard the slogan, Don't Trash Arizona. She stated that more than three in ten respondents reported they had seen advertising related to litter in the past three months. Ms. Taft stated that awareness of the Litter Hotline, which allows motorists to report someone littering from a vehicle, remained steady, while awareness of the Don't Trash Arizona website increased 40 percent. She also noted that for the first time there has been an increase in the number who say they do not litter, and she added that almost three-fourths of Maricopa County residents reported that they had not littered at all during the past year. Ms. Taft stated that the number of those in the target group who said they had not

littered within the past year increased for the third year in a row, and the number of “Admitted Litterers” declined to 23 percent, the lowest recorded in the history of the tracking study.

Ms. Taft stated that fewer Arizonans admitted to having trash blow out of their vehicles. She noted that 23 percent of respondents admitted to the littering of cigarette butts, which will be one of the focus areas this upcoming year, along with a new area of concern – a huge increase in the number of people littering biodegradable items.

Ms. Taft stated that they have also implemented Google Analytics for the website, which allows tracking the number of visits, the search terms that are bringing people to the site, how long they stay on each page, and what pages and messages are most popular. She noted that the tracking results can also be helpful in tracking the success of advertising. Ms. Taft pointed out that visits to the website increased from 1,700 visits in October to more than 6,000 in November after they advertised on Facebook.

Ms. Taft stated that input on this program is being sought from the TPC. She noted that \$300,000 is budgeted for this program in the MAG FY 2012 Unified Planning Work Program and Annual Budget.

Chair Smith thanked Ms. Taft for her report. No questions or comments from the TPC were noted.

10. Multimodal Transit System Tour - MAG Region Peer Cities

Mr. Pearsall stated that last fall, a member agency requested that MAG explore the possibility of a multimodal transit tour of a MAG peer region for MAG region leaders to gather information and investigate the benefits of the connectivity between modes, such as commuter rail, light rail and intercity rail, and bus transit. Mr. Pearsall stated that over the past few months, MAG staff researched such peer regions as Dallas/Fort Worth, Salt Lake City, Seattle, Denver, and found that the Salt Lake City system was the closest example of a diverse transit system in the Intermountain West.

Mr. Pearsall noted that the Utah Transit Authority (UTA) has agreed to host MAG representatives for a tour in the Fall. Mr. Pearsall stated that the UTA operates between Ogden, Salt Lake City, and Provo, utilizing bus, light rail, and commuter rail. He pointed out the UTA system currently has three light rail lines, a commuter rail line and more than 100 buses. Mr. Pearsall added that three more light rail lines and a streetcar are planned. Mr. Pearsall stated that UTA also has a 44-mile FrontRunner commuter rail line from Salt Lake City to Ogden, which will be expanding another 44 miles and an additional 35 miles planned.

Mr. Pearsall stated that staff is investigating potential dates and is preparing estimates on travel costs. He remarked that the goal is to keep the tour simple but educational.

Mr. Smith noted that partnering agencies, RPTA, Valley Metro Rail, Friends of Transit, and Arizona Transit Association, will also be invited. Mr. Pearsall noted that Arizona Transit

Association offered to participate and host some of the events there, and the UTA principals offered to hold a reception, luncheon, and a presentation on their system.

Chair Smith stated that some of the TPC members participated in a similar tour to Denver at the League conference, and it was very interesting. He stated that experiencing a system in person provides an idea of how it could work here.

Ms. Taylor asked if Portland was on the list of cities that were researched. Mr. Pearsall replied that Portland is a peer city, but is a mature transit system. He also said that Portland has a smaller commuter rail system than the vast hub and spoke network this region would implement. Mr. Pearsall stated that Portland would also be a three to four day venture and budgets are a concern.

11. Legislative Update

Nathan Pryor, MAG Intergovernmental Coordinator, provided an update on legislative issues of interest. He noted that a legislative summary was at each place. Mr. Pryor called attention to HB 2208 on the summary, and said staff has been notified of a potential strike-all amendment related to air quality and would establish dust action permits. Mr. Pryor stated that staff is still weighing what the legislation could mean and has distributed it to member agency intergovernmental representatives. He added that staff will notify members of potential impacts.

Mr. Pryor stated that the federal government continues to operate under a continuing resolution until April 8, 2011, and there is discussion of another continuing resolution. He stated that the Administration's budget was released last month and included an increase in transportation spending. Mr. Pryor stated that one amount of note is \$50 billion up front for a possible TIGER III program.

Mr. Pryor pointed out the differences and similarities between the President's budget and the House Majority budget. The President's budget increases funding to transportation and the House reduces the funding to 2008 levels based on the Highway Trust Fund. He noted that about \$30 billion from the general fund has been injected into transportation funding in recent years to keep transportation going. Mr. Pryor stated that both budgets include limiting earmarks and streamlining to avoid redundancies. He reported that the President's budget increases discretionary funding, and generally, the MAG region does not do well in this category. Mr. Pryor commented that the federal government continues to grapple with the deficit and he noted flatline spending in terms of future revenue for transportation.

Chair Smith thanked Mr. Pryor for his report. No questions from the TPC were noted.

12. Request for Future Agenda Items

Topics or issues of interest that the Transportation Policy Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

13. Comments from the Committee

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

No comments from the TPC were noted.

Adjournment

Vice Mayor Presmyk moved and Councilman Esser seconded to adjourn the meeting at 5:40 p.m.

Chair

Secretary