

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

September 18, 2013
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| * Mayor Jackie Meck, Buckeye, Chair | Joseph La Rue, State Transportation Board |
| Vice Mayor Jack Sellers, Chandler, Vice Chair | * Lt. Governor Stephen Roe Lewis, Gila River |
| F. Rockne Arnett, Citizens Transportation | Indian Community |
| Oversight Committee | Mayor Georgia Lord, Goodyear |
| Ron Barnes, Total Transit | Mayor Mark Mitchell, Tempe |
| # Dave Berry, Swift Transportation | # Garrett Newland, Macerich |
| * Jed Billings, FNF Construction | * Mayor Tom Rankin, Florence |
| Councilmember Cathy Carlat, Peoria | * Mayor Marie Lopez Rogers, Avondale |
| Vice Mayor Ben Cooper, Gilbert | * Mayor Scott Smith, Mesa |
| * Supervisor Clint Hickman, Maricopa County | Mayor Greg Stanton, Phoenix |
| * Mark Killian, The Killian Company/Sunny | Karrin Kunasek Taylor, DMB Properties |
| Mesa, Inc. | Mayor Jerry Weiers, Glendale |
| * Mayor W. J. "Jim" Lane, Scottsdale | Mayor Sharon Wolcott, Surprise |
- * 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 Acting Chair Vice Mayor Jack Sellers at 12:02 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mr. Garrett Newland and Mr. Dave Berry participated in the meeting by telephone.

Acting Chair Sellers announced that on September 11, 2013, the MAG Management Committee recommended approval of items #6 and #9 that were on the TPC agenda. Acting Chair Sellers noted that staff has recommended agenda item #9 be moved to the Consent Agenda. No objections were noted.

Acting Chair Sellers 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. He stated that parking garage validation and transit tickets for those who purchased transit tickets to attend the meeting were available from staff.

3. Call to the Audience

Acting Chair Sellers 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. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Acting Chair Sellers recognized public comment from Dr. Marvin Rochelle, who expressed his appreciation to MAG for its participation in the program of telephones installed at light rail stations where people with depression can call for help. Dr. Rochelle expressed that he hoped that efforts to make Interstate 11 a reality would continue. He stated that the connection from Loop 202 to Interstate 10, currently being considered at 51st Avenue or 55th Avenue, needs to continue west of Loop 303 in order to rid the area of pollution. Acting Chair Sellers thanked Dr. Rochelle for his comments.

4. Approval of Consent Agenda

Acting Chair Sellers stated that agenda items #4A and #9 were on the consent agenda. He stated that public comment is provided for consent items, and noted that no public comment cards had been received. Acting Chair Sellers asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mayor Stanton moved to recommend approval of agenda items #4A and #9 on the consent agenda. Mayor Lord seconded, and the motion carried unanimously.

4A. Approval of the August 14, 2013, Meeting Minutes

The Transportation Policy Committee, by consent, approved the August 14, 2013, meeting minutes.

9. Transportation Alternatives Program: Draft Goals, Objectives, and Competitive Process

The Transportation Policy Committee, by consent, recommended approval of the draft goals, objectives, and process for the Transportation Alternatives program and modification of the MAG Federal Fund Programming Guidelines and Procedures, October 26, 2011. Prior to 2013, there were three distinct types of federal formula funds apportioned to the state, which were programmed in collaboration with MPOs and COGs: Transportation Enhancements, Safe Routes to School

(SRTS), and Recreational Trails Program. In July 2012, the federal government passed the new federal transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), which consolidated these three programs into one federal formula funding category: Transportation Alternatives Program (TA). The funding is now directly allocated to MAG, which is different from previous years. The MAG region receives about \$4.4 million per year for this program. Working with member agencies via a survey and a stakeholder meeting, MAG staff drafted goals and objectives and outlined a competitive process to program the TA funds for FY 2015, 2016, and 2017. If approved, the TA process would be incorporated into the MAG Federal Fund Programming Guidelines and Procedures approved October 26, 2011, by the MAG Regional Council. The draft goals, objectives, and process for the Transportation Alternatives program and modification of the MAG Federal Fund Programming Guidelines and Procedures were recommended approval by the Transportation Review Committee on August 29, 2013, and by the MAG Management Committee on September 11, 2013.

5. Overview of Regional Transportation Needs

Eric Anderson, MAG Transportation Director, provided a report on regional transportation needs. Mr. Anderson stated that a grim picture of existing transportation revenue sources was portrayed at the April TPC meeting and at the August meeting, he presented revenue options to augment transportation funding resources. Mr. Anderson stated that the purpose of these overviews is to prepare for the next generation Regional Transportation Plan.

Mr. Anderson noted that the MAG Travel Demand Model has been updated to reflect revised socioeconomic projections. He noted that the current Regional Transportation Plan was developed ten years ago, in 2003. Mr. Anderson said that funding of the region's transportation is being discussed frequently and a number of policy options will need to be addressed in the future. He also mentioned that projects noted in his presentation might or might not be a part of the new RTP, depending on discussions at TPC and Regional Council.

Mr. Anderson stated that Proposition 400 sales tax collection is 40 percent lower than projections over the 20-year life of the tax. He noted that the Proposition 400 collection for the year ending June 30, 2013, was \$341 million (\$50 million lower than the 2007 collection). He said that HURF is tracking at the same level as ten years ago. He recalled his earlier reports on leakage issues and funding being used for other purposes.

Mr. Anderson displayed a map of the regional freeway and highway program projects that were deferred in 2009 due to lower revenue. He stated that the current bus operations plan includes 24 Supergrid routes (there are now 10 fewer than planned in Proposition 400), 14 Express routes (there are now 12 fewer than planned in Proposition 400), and three Arterial Bus Rapid Transit (BRT) routes (there are now two fewer than planned in Proposition 400).

Mr. Anderson stated that with the success of light rail and gaining a better understanding of providing transit regionally, the funding losses to BRT, Express, and grid routes is one area that will require discussion by the TPC.

Mr. Anderson stated that MAG has conducted numerous framework studies, including the Interstate 10/Hassayampa Valley Roadway Framework Study, the Interstates 8 and 10/Hidden Valley Transportation Framework Study, the Regional Transit Framework Study, the Central Phoenix Transportation Framework Study, the Hassayampa Framework Study for the Wickenburg Area, the Freight Transportation Framework Study, and the Sustainable Transportation and Land Use Integration Study. He noted that these studies will feed into the new Regional Transportation Plan.

Mr. Anderson reviewed background planning and issues: 16 significant planning projects completed, funding uncertainties, a refocus on transportation that will enhance the economy, transit successes, and funding operations and maintenance. He stated that it is important to maintain what is built, and he added that in 2040, “The Stack” on the regional freeway system will be 50 years old.

Mr. Anderson stated that the newly expanded MAG region falls into six of the nine ADOT engineering districts. He reported on items that need maintenance and will need rehabilitation, such as 877 bridges, pumps and pumping stations. Mr. Anderson also noted that Proposition 400 currently provides funding for freeway landscaping maintenance and litter pickup.

Mr. Anderson stated that in the MAG region, ADOT has 890 centerline miles and maintains 7,000 highway lane miles, which optimally should have an annual operating and maintenance cost of \$80.8 million (\$67.4 million on freeways and \$13.4 million on highways). However, only about \$50 million is spent per year, leaving a gap in operations and maintenance funding of approximately \$31.2 million. Mr. Anderson stated that the shortage is not as apparent because the infrastructure is still so young, however, deferring ongoing maintenance will result in more expensive repairs in the future. Mr. Anderson stated that in the future, with the opening of Loops 303 and 202 and improvements on Interstates 10 and 17, operations and maintenance costs for adding 60+ freeway miles are estimated at \$91.6 million per year.

Mr. Anderson stated that “Big Budget” maintenance items by 2040 include quiet pavement replacement (approximately \$300 million), Interstate 10/Interstate 17 traffic interchange structure rehabilitation and deck replacement, Deck Park Tunnel maintenance, and pump replacement and rehabilitation, for a rough estimate of \$1 billion.

Mr. Anderson showed a map of projects that were originally a part of Proposition 400, but deferred to Phase V (2026-2031) due to lower revenue collections in the recent recession. He noted that many of these projects will be needed within the next 20 years due to population growth and congestion forecasts. Mr. Anderson advised that Phase V consists of approximately \$2.8 billion in projects. He said that the projects remain in the RTP, but no funding is committed, and he added that operations and maintenance costs, on top of capital costs, are also needed for these projects.

Mr. Anderson stated that between 2009 and 2012, a total of approximately \$7 billion in projects and costs was deferred or reduced. Some of the savings were due to favorable construction costs, improved cost estimates, and design changes.

Mr. Anderson stated that under federal law illustrative projects that come from planning studies can be included in a transportation plan. However, an illustrative project has no associated funding. Mr. Anderson stated that illustrative projects include the north-south corridor, Interstate 11, the widening of Interstate 10 past SR-85, and the Loop 303 extension. He added that the total for illustrative projects in the MAG plan is \$8.7 billion. Mr. Anderson remarked that just because a project is an illustrative project, it does not mean funding would automatically be given to those projects – additional evaluation based on regional priorities will be necessary to determine the projects that are needed.

Mr. Anderson summarized the needs on the regional freeway and highway program total approximately \$15.6 billion.

Mr. Anderson stated that potential highway revenue sources (from 2025 to 2040) include federal highway funds, ADOT funds, and Regional Area Road Funds (RARF). He noted that there is a lot of uncertainty with revenue sources. Federal highway funds will continue, but the funding is flat and has not had much growth. ADOT will continue to struggle if the state does not make changes. With the RARF, the same modal splits are assumed for a half cent sales tax after year 2025, however, consultation with the voters' desires is needed and regional priorities could change the mix for future ballot measures.

Mr. Anderson continued on to transit deficiencies. He said that in 2010, the region completed the Regional Transit Framework Study to provide a long range view of providing transit service in the Valley. Mr. Anderson reported that the Transit Framework Study used scenarios to mix and match transit services, but did not look at local circulators. He noted that needs include new and expanded transit improvements, new service corridors, new revenue sources, and higher speed travel opportunities. Mr. Anderson stated that there are a number of transit deficiencies, including numerous unserved growth areas, both in the East and West Valleys.

Mr. Anderson then discussed four scenarios from the Transit Framework Study: Base Case, Scenario One, Scenario Two, and Scenario Three. He stated that the Base Case Scenario is an extension of transit in the current RTP over a 20-year period and assumes a total cost of \$12.7 billion and a regional share of \$6.3 billion, most of which is capital.

Mr. Anderson stated that Scenario One includes minor service expansion, no commuter rail, no light rail expansion, and no high capacity transit other than what is in the current plan. He noted two important points in Scenario One: 1) Light rail operation costs are shifted to regional service. 2) New Express routes and increased frequencies for select express routes. Mr. Anderson advised that Scenario One represents a minimal amount of increase in the total cost and a larger increase to regional cost due to shifting the light rail operations costs to the region.

Mr. Anderson stated that Scenario Two includes higher speed options: express, bus rapid transit, light rail and commuter rail; improves regional transit service levels; connects suburban activity centers by frequent express routes; and is similar to the system in the peer region of Denver, which

collects a one-cent sales tax. Mr. Anderson advised that Scenario Two increases the service levels and connectivity, but doubles the cost of the regional share to more than \$21 million.

Mr. Anderson stated that Scenario Three is similar to the system cost of Seattle or Salt Lake City, which includes robust service with many options (express bus, light rail and commuter rail) and significant expense of almost \$40 billion in capital and operating costs over 20 years. He explained that commuter rail miles under Scenario Three would increase to 99 miles from the 75 miles in Scenario Two and 60 miles of light rail. Mr. Anderson expressed that he thought Scenario Three probably overshoots this region's needs, but the purpose of the Transit Framework Study was to provide alternatives.

Mr. Anderson summarized a comparison of the three transit system scenarios. The 39 million miles of bus miles under Scenario One increases to more than 75 million miles in Scenario Three. The 58 million miles of arterial bus rapid transit under the Base Case Scenario increases to more than 131 million miles in Scenario One. Mr. Anderson noted that commuter rail is included in Scenario Two (75 miles) and Scenario Three (99 miles, which would provide coverage through the region).

Mr. Anderson displayed a chart of transit capital needs and noted that operations is an important component. He said that an analysis of needs is still being developed. Mr. Anderson stated that capital and operations estimates could range anywhere from \$8 billion to \$32 billion, depending on the type of transit system desired.

Mr. Anderson stated that the Arterial Life Cycle Program comprised about ten percent of Proposition 400. He noted that the ALCP delivers many important street projects in the Valley and many of the Proposition 400 projects have been completed. Mr. Anderson stated that the Northern Avenue Parkway is one of the largest projects and funded with \$300 million of regional funds in Proposition 400, with remaining segments deferred to Phase V.

Mr. Anderson displayed a chart of infrastructure needs provided by the City of Phoenix. He noted that Phoenix is on a 65-year pavement preservation cycle. Mr. Anderson pointed that unfunded major regional investments is \$2.3 billion. He noted that capital projects are important, but the point is, maintenance of those projects is very necessary and cities, counties, and ADOT are having difficulties funding basic street maintenance.

Mr. Anderson summarized needs: approximately \$15.6 billion in regional freeways and highways; regional transit options that range from \$6.3 billion to \$32.7 billion; and approximately \$3 billion in regional arterials. He noted that it might be possible to provide more funds for street maintenance and improvements through HURF.

Mr. Anderson displayed slides he has shown in the past illustrating the decline in revenue sources. He said that one of the things staff was asked to develop was what it would take for Arizona to be competitive with its western neighbors in regard to the gas tax. Mr. Anderson noted that the average gas tax rate in 11 western states is 47 cents per gallon, while Arizona's rate is 37 cents per gallon. He noted that an analysis of the states other than California showed that increasing the rate

by 7.5 cents to ten cents would make Arizona competitive with other western states. Mr. Anderson noted that Washington is looking at a ten cent per gallon increase and Las Vegas decided to index its gas tax in Clark County. He noted that due to the indexing, they now have the funds to build the Boulder Bypass and they no longer need to consider building it as a toll road.

Mr. Anderson commented that due to the wide fluctuations in gas prices, a ten-cent per gallon increase, phased in at two-cents per year for ten years and indexed for inflation, could be low impact. He added that it would generate approximately \$434 million per year over ten years, or \$4.3 billion total. Mr. Anderson said that ADOT would get approximately \$2.2 billion, the cities would get approximately \$1.3 billion, and counties approximately \$.8 billion. He stated that it would provide short term funding to support road maintenance needs while alternatives to fuel taxes are explored with the HURF formula. Mr. Anderson remarked that there is the possibility of implementing this at the Legislature because there is a lot of interest statewide.

Mr. Smith stated that one option is not to do a gas tax increase but extend a sales tax on to gasoline. Mr. Anderson stated that one of the options being looked at is extending the state and local sales tax to gasoline and leaving the existing fuel taxes in place. He stated that this would generate a lot of money annually – approximately \$800 million for the state and \$200 million for local agencies. Mr. Anderson explained that the state sales tax rate of 5.6 percent is almost the same as an 18 cents per gallon gas tax. He noted that a lower rate than 5.6 percent could also be applied and would have less impact on consumers. Mr. Anderson remarked that there are many different combinations that could be pursued.

Mr. Smith stated that the County Supervisors Association had a summit to discuss direction on transportation funding. He stated that the HURF formula makes it possible for everyone to know what they will get. Mr. Smith stated that ADOT has a serious problem with funding elements that are its responsibility. He added that the Pima Association of Governments is discussing going for a gas tax increase.

Acting Chair Sellers asked if there were questions.

Mayor Wolcott asked the response of people to the concept of a sales tax on fuel. Mr. Anderson replied that people are intrigued and seem to understand there is a need to do something. He said that he thought the effort in Pima County led by Administrator Huckleberry appeared to be supportive of the increase to the gas tax. Mr. Anderson remarked that other options should also be examined. He said that there is some discussion at the state to have this issue on the 2014 ballot. Mr. Anderson stated that a sales tax could be a big revenue generator. He explained that the per gallon tax would be reduced and offset with a sales tax that would allow for inflation protection. Mr. Anderson stated that there are different options and no one option has risen to the top. Increasing the gas tax short term seems to have the most momentum. Whether you are talking about a state-level sales tax or an extension of Proposition 400, there are a lot of options.

Mayor Wolcott asked the level of acknowledgment among leaders that this is a crisis that needs to be fixed. Mr. Anderson replied that Pima County is aware and he went on to explain that both the

county and the City of Tucson are in dire circumstances with funding road maintenance. He indicated that there are no funds at all for rural areas of the state and maintaining the state highway system outside the MAG and PAG areas, and he thought there would be a lot of support for a tax to support transportation in rural areas and they would be able to carry the ball at the Legislature.

Mayor Wolcott stated that she has spoken to a lot of rural mayors in the past year and they are hurting. One way is to attack this is to start looking at the big picture down the road. Mayor Wolcott stated that a statewide approach is needed, through the Legislature, acknowledging the needs throughout the state.

Acting Chair Sellers remarked that this seemed to be an appropriate topic for discussion at the Joint Planning Advisory Committee meeting scheduled for December 11, 2013. Dennis Smith noted that all of the state's councils of governments were being invited because one of the agenda items is state lands. He stated that of land along the Interstate 11 corridor, approximately one-fourth is BLM land and one-fourth is state lands. Mr. Smith spoke of changing the policies to get federal and state lands for illustrative corridors. He noted that significant donations of right-of-way have been offered for Interstate 11 and the time is now to lock down these corridors before development takes overtakes them and building them becomes more expensive.

Mayor Mitchell asked if there were plans to take this presentation to all stakeholders because this is an issue of interest to the entire state, not just region.

Mr. Arnett stated that East Valley Partnership has a presentation on October 11 and is planning on having a review of need and a funding mechanism, such as Proposition 500.

Mr. La Rue asked if MAG would coordinate with ADOT because it does a lot of programs and community information meetings.

Mr. Anderson took the opportunity to thank MAG staff, Bob Hazlett and Eileen Yazzie, for their assistance on gathering information for the presentation.

6. Sustainable Transportation Land Use Integration Study – Recommendations, Findings and Tools

Eileen Yazzie, MAG staff, provided a report on the Sustainable Transportation Land Use Integration Study (ST-LUIS). She said the effort was undertaken in January 2011 and took a different approach to investigating transit's potential by linking land use with real estate market and corridor analyses. Ms. Yazzie stated that the study also developed tools that could be used by communities in their transit planning.

Ms. Yazzie displayed a map of Scenario Three that came out of the Regional Transit Framework Study, which recommended approximately 250 miles of high capacity transit on 44 corridors. She noted that ST-LUIS is different because it looks at land use and whether it provides the best linkages to ridership. Ms. Yazzie noted that the study looked at general plans and amendments. Ms.

Yazzie stated that currently, 80 percent of the land use does not support high capacity transit productivity.

Ms. Yazzie stated that three components of work conducted in the study are research and analysis, scenario modeling, and strategies and tools. She said that much of the heavy work was done in the research and analysis segment. MAG partnered with the Urban Land Institute and conducted two business forums, which brought high-level stakeholders to the table.

Ms. Yazzie reported on key findings of the study. She noted that transit commute trips are critical to transit ridership and productivity, and employment fuels transit ridership. She stated that demand for transit oriented development will be supported by demographic shifts and employment trends. Compact walkable and transit oriented development are achievable in different parts of the region. Ms. Yazzie stated that the mix of light rail transit, upgraded bus service, and corridor modifications increase transit use and productivity.

Ms. Yazzie stated that the key recommendation from the study is to provide a high quality, productive transit system supported by compact walkable and transit oriented places.

Ms. Yazzie stated that two tools were developed: a community assessment tool, and a high capacity corridor assessment tool. She emphasized that this study illustrates that no one size fits all.

Acting Chair Sellers thanked Ms. Yazzie for her report. No questions from the Committee were noted.

Mayor Wolcott moved to recommend acceptance of the Sustainable Transportation Land Use Integration Study recommendations, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate. Mr. Barnes seconded, and the motion passed unanimously.

8. PHX Sky Train

This agenda item was taken out of order.

Chad Makovsky, Assistant Aviation Director, Phoenix Sky Harbor International Airport, provided a staff report on the PHX Sky Train, an automated train that transports travelers between the light rail station at 44th Street and Washington and the East Economy parking area and Terminal Four at Sky Harbor International Airport. He said that the PHX Sky Train was built to fulfill the airport's responsibility to manage roadway capacity around the airport. Mr. Makovsky stated that a study commissioned by Phoenix showed that there would be significant roadway congestion on Sky Harbor Boulevard when the passenger level reached 51 million and complete roadway failure when the level reached a 58 million mark. He indicated that the airport was approaching those figures when the recession hit and it is now at a 44 million passenger level.

Mr. Makovsky displayed a map of the three stages of construction for SKY Train. He noted how SKY Train connects the 44th Street light rail station with the airport's East Economy parking lot and Terminal Four. Mr. Makovsky said that approximately 80 percent of Sky Harbor passengers use Terminal Four. He advised that a connection from Terminal Four to Terminal Three and a temporary walkway to Terminal Two are in process. Mr. Markovsky stated that Terminal Two is at the end of its life and that is the reason for temporary access. He added that SKY Train will eventually connect to car rental companies on the west side of the airport.

Mr. Makovsky stated that Mayor Stanton and other dignitaries attended the April 8, 2013, grand opening of SKY Train. He noted that even though this was a stormy day, there was no interruption in service.

Mr. Makovsky stated that one-third of SKY Train customers, which consists of the public and employees, come through the 44th Street and Washington station. He said this is a significant increase from the shuttle bus system that used to be in place. Mr. Makovsky said that staff is asked if a reduction in parking revenue was expected due to SKY Train use. He noted that they actually identified a 20 to 25 percent increase in parking revenue and transactions at the East Economy parking lot since SKY Train opened. Mr. Markovsky stated that people are also taking light rail and the SKY Train to the airport for recreation – they are visiting the airport and eating at its nice restaurants and visiting the arts program.

Mr. Makovsky stated that the airport has a new cell phone lot, bike lockers and bike racks. He noted that it is surprising how many bicyclists use the airport and additional racks and lockers were added at the 44th Street station to keep up with demand. Mr. Makovsky stated that passengers can check their luggage in the Early Bag Check Program being piloted at the East Economy and 44th Street station. He noted that U. S. Airways and Southwest Airlines are participating in the pilot program.

Mr. Makovsky stated that art works have been integrated into the 44th Street station. He stated that PHX Sky Train is the recipient of the Leadership in Energy and Environmental Design (LEED) Gold Certification award. Mr. Makovsky explained one of SKY Train's energy saving feature – its escalators save energy by going into sleep mode when not in use, and they start up when a user approaches. He noted that Mayor Stanton accepted the Arizona Forward Crescordia Award for SKY Train just this week.

Mr. Markovsky stated that the SKY Train operates 24 hours per day, seven days per week, 365 days per year. He noted that the trip from the 44th Street station to Terminal Four takes only about five minutes and is very reliable. Mr. Markovsky stated that the SKY Train carries two times the number of passengers as a bus. In addition, cars can be added to make a two, four, or six vehicle configuration.

Mr. Markovsky reviewed future expansions of SKY Train. He said that the expansion to Terminal Three is anticipated for early 2015. The expansion to the car rental center from Terminal Three will complete the connection by adding service to the west side of the airport. Mr. Markovsky stated

that people are using Sky Harbor Airport in a different way than they ever did before and will continue to continue its tradition as America's Friendliest Airport.

Acting Chair Sellers thanked Mr. Markovsky for his report.

Mr. Barnes asked about funding for the rental car extension. Mr. Markovsky stated that they are working on a plan of finance to fund this segment of SKY Train. He said they originally expected to reach the 58 million passenger mark in the mid-2020s, but do not expect to reach that mark until 2030, due to the recession.

Mayor Stanton stated that the ridership numbers exceeded the projections because it is an experience and not just to transport airline passengers to the airport. He remarked that in years to come, it will be difficult to remember a time when we did not have SKY Train. Mayor Stanton added that the 44th Street station also includes a pet waiting area.

7. Update on the Pinal North-South Corridor Study

Trent Kelso, ADOT, provided a staff report on a new high capacity north-south transportation corridor between the US-60/Superstition Freeway in Apache Junction and Interstate 10 near Picacho. Mr. Kelso stated that the primary objective of the study was to evaluate a high capacity, access-controlled transportation facility in the central portion of Pinal County, an area that is expected to experience high growth. He said that the scope of the study was to prepare a location/design concept report and an environmental impact statement for a proposed 45-mile-long, north-south transportation corridor.

Mr. Kelso stated that the project study area included US-60 (near Apache Junction) to Interstate 10 (near Eloy and Picacho), the SR-24 study area, the Superstition Vistas planning area, the Gila River, railroads, and the Central Arizona Project Canal.

Mr. Kelso stated that one of the most important questions to answer early in the study is whether the north-south corridor is needed. He said that the Statewide Transportation Framework Study, along with the MAG Southeastern Maricopa/Northern Pinal County Transportation Study and the Pinal County Corridors Definition Study, were influential in establishing the need. Mr. Kelso stated that the corridor should provide capacity for existing and future conditions, alleviate existing and future congestion, enhance the regional transportation system, and improve access to future activity centers.

Mr. Kelso stated that a new high-capacity north-south transportation facility would need to be supplemented by other improvements, including new roads, improvements to existing roads, safety enhancements, enhancements to manage traffic operations, and modal choices. including transit.

Mr. Kelso stated that the notice of intent was published in September 2010. Agency and public scoping meetings took place in October 2010 to refine the 900-mile study area. Mr. Kelso stated that the newsletter was distributed in summer 2011 and he noted that the more than 400 comments

received were used to develop alternatives. Public workshops conducted in December 2011 allowed the public to engage in the screening process. Mr. Kelso stated that the Draft Alternatives Selection Report was completed in March 2013.

Mr. Kelso stated that next steps include the Alternatives Selection Report public meetings, planned for early 2014, a traditional cultural property survey, a Toll Feasibility Study, and Phase 2 Design Concept Report and Environmental Impact Statement. He noted that the draft EIS is targeted for late 2015 and the final EIS is anticipated for 2016, followed by a public hearing.

Acting Chair Sellers thanked Mr. Kelso for his report. No questions from the Committee were noted.

10. Legislative Update

No report.

11. 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 received.

12. 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 were noted.

Adjournment

There being no further business, the meeting adjourned at 1:26 p.m.

Chair

Secretary