

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

February 19, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| Mayor Jackie Meck, Buckeye, Chair | Joseph La Rue, State Transportation Board |
| Councilmember Jack Sellers, Chandler,
Vice Chair | * Lt. Governor Stephen Roe Lewis, Gila River
Indian Community |
| # F. Rockne Arnett, Citizens Transportation
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 |
| * Councilmember Ben Cooper, Gilbert | * Mayor Scott Smith, Mesa |
| Supervisor Clint Hickman, Maricopa County | * Mayor Greg Stanton, Phoenix |
| * Mark Killian, The Killian Company/Sunny
Mesa, Inc. | Karrin Kunasek Taylor, DMB Properties |
| * Mayor W. J. "Jim" Lane, Scottsdale | Mayor Jerry Weiers, Glendale |
| | * 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 Chair Mayor Jackie Meck at 12:15 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Marie Lopez Rogers, Councilmember Cathy Carlat, Mr. Roc Arnett, and Mr. Garrett Newland participated in the meeting by telephone.

Chair Meck announced that at each place was a Legislative Summary for agenda item #9.

Chair Meck 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 hearing assisted devices,

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

Chair Meck 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.

No requests for public comment were received.

4. Approval of Consent Agenda

Chair Meck stated that agenda items #4A, #4B, and #4C 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.

Chair Meck asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mr. Ron Barnes moved to recommend approval of agenda items #4A, #4B, and #4C on the consent agenda. Vice Chair Jack Sellers seconded, and the motion carried unanimously.

4A. Approval of the January 29, 2014, Meeting Minutes

The Transportation Policy Committee, by consent, approved the January 29, 2014, meeting minutes.

4B. MAG Federally Funded Locally Sponsored Project Development Status Report: January 2014, and Project Changes

The Transportation Policy Committee, by consent, recommended approval of federal fund projects to be deferred, deleted, and changed; and of the necessary amendments and administrative modifications to the FY 2014-2018 Transportation Improvement Program, 2035 Regional Transportation Plan, and to the FY 2011-2015 Transportation Improvement Program as appropriate. The MAG Federal Fund Programming Guidelines and Procedures, approved by the MAG Regional Council on October 26, 2011, outlines the requirements for local agencies to submit status information on the development of their federally funded projects. This Project Development Status Report focuses mainly on projects funded with Congestion Mitigation and Air

Quality Improvement (CMAQ), and Transportation Alternatives program funds that are programmed in the Fiscal Year (FY) 2011-2015 Transportation Improvement Program (TIP) as of November 2013 to authorize in federal fiscal year (FFY) 2014 and FFY 2015. The Project Development Status Workbook for each project that was sent to member agencies requires that a project development schedule be completed and allows project changes to be requested. This item was recommended by the MAG Street Committee on January 14, 2014, the MAG Transportation Review Committee on January 30, 2014, and the MAG Management Committee on February 12, 2014.

4C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2014-2018 Transportation Improvement Program, the Regional Transportation Plan, and the FY 2011-2015 Transportation Improvement Program as appropriate. On January 28, 2014, the MAG Regional Council approved the MAG Transportation Alternatives program ranked order of projects (for fiscal years 2015-2017), the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, and the Regional Transportation Plan. Since then, member agencies have requested general project changes. The detailed listing of work phases for the Transportation Alternatives program and the detailed work phase listings of the proposed PM-2.5 Paving Unpaved Road Projects are included in Table B. The MAG Management Committee recommended approval on February 12, 2014.

5. Interstate 10/Interstate 17 Corridor Master Plan

Bob Hazlett, MAG staff, stated that the Interstate 10/Interstate 17 Corridor Master Plan is underway. Mr. Hazlett noted that the master plan is building upon that which is contained in the Regional Transportation Plan. He added that \$1.47 billion is included in the Regional Transportation Plan for improvements to I-10 and I-17.

Mr. Hazlett explained that conducting this master plan is in response to the 2012 decision for suspending the two environmental impact statement studies for the corridor between the SR-101L/Agua Fria-Pima and SR-202L/Santan-South Mountain traffic interchanges. Mr. Hazlett stated that issues affected the environmental impact statement studies: New airspace regulations at Phoenix Sky Harbor International Airport that impact the I-10/I-17 interchange would make the planned improvements difficult to implement and the environmental impact statement process had taken too long – it had been about 11 years since the process began – and new ideas to meet travel demand have emerged.

Mr. Hazlett stated that at a Corridor Master Plan workshop in October 2012, study participants re-examined what needed to be done in the corridor, also known as “The Spine.” He said that the path forward was defined, which includes identifying some near term improvements that could be made,

conducting the Corridor Master Plan, carrying out the environmental studies, and implementing the design, construction and operations.

Mr. Hazlett reported that the seven major tasks in the Corridor Master Plan were developed by MAG, ADOT, and FHWA, and he added that the Regional Council has approved the selection of HDR, Inc., as the study consultant. Mr. Hazlett advised that consensus and concurrence summaries are going to be extremely important aspects in the Corridor Master Plan. He explained that many times in the past, decisions were made without full consultation of the stakeholders. Mr. Hazlett stated that there will be deliberate points when requests for consensus and concurrence on recommendations will be sought in order to have buy-in on the ultimate recommendation. He referenced the 25 lanes at the Broadway Curve and 18 lanes on I-17 recommended in previous studies, which would have taken out a lot of businesses.

Mr. Hazlett stated that the Corridor Master Plan study area is 35 miles long and covers one mile to either side of I-10 between the I-17 Split interchange and the SR-202L Pecos Stack, and I-17 between the I-10 interchange and the SR-101L North Stack. He noted that the Corridor Master Plan will also look at the parallel arterial corridors to maximize opportunities for accommodating some of the travel demand. Mr. Hazlett stated that technology will also be a part of the Corridor Master Plan to look at improving operations rather than just adding another lane.

Mr. Hazlett reported on project direction. He stated that MAG, ADOT, and FHWA are the management partners in the Corridor Master Plan and will receive guidance from the charter partners (elected officials and the executive directors of the management partners). He said that this is the same approach as that used for the US-60 COMPASS study and was found to be very effective. Mr. Hazlett stated that agency partners and planning partners (cities, Valley Metro, and the freight community) will also be contributing to the Corridor Master Plan. He added that another important element in the process is the project stakeholders (focus groups, Phoenix Village Councils, affected interest groups, and the general public).

Mr. Hazlett stated that tentative project goals and objectives have been drafted: (1) Establish a system of overall corridor operating principles to effectively identify the Spine's long-term character. (2) Optimize the corridor to improve its travel time reliability to accommodate existing and long-term demand. (3) Examine opportunities for incorporating alternative transportation modes wherever possible. (4) Establish an implementation strategy for delivering this project's recommendations. (5) Coordinate with the project's Partners and Stakeholders on a continuing basis to receive consent for the project's proposed actions.

Mr. Hazlett stated that near-term improvements are under development by ADOT. One option under consideration includes technological improvements that will improve traffic flow, such as coordinating ramp metering with arterials. Mr. Hazlett stated that potential projects must rapidly meet the environmental requirements and a near-term construction timeframe. He added that a package of projects is anticipated to be developed by May 2014, at which time it will be brought to the Transportation Policy Committee.

Mr. Hazlett stated that 43 percent of all travel that takes place in the region uses I-10 and I-17. He added that this is the most heavily traveled corridor in the Valley.

Mr. Hazlett stated that kickoff meetings with ADOT, FHWA, Valley Metro, Chandler, Guadalupe, Phoenix, and Tempe are underway, and meetings with the charter partners are being scheduled. Mr. Hazlett noted that a progress report will be brought back to the Transportation Policy Committee this summer.

Chair Meck thanked Mr. Hazlett for his report. No questions from the Committee were noted.

6. Interstate 11 and Intermountain West Corridor Study

Mr. Hazlett then provided an update on the Interstate 11 and Intermountain West Corridor Study for the congressionally designated Interstate 11 corridor between Phoenix and Las Vegas. The corridor study is determining the needs for upgrading the existing US-93 between Wickenburg, Arizona, and Henderson, Nevada; providing further research for connections in the metropolitan Phoenix area; and determining how to extend the corridor beyond Phoenix to the south toward Mexico and north of Las Vegas to Canada. He explained that this corridor study is a joint project of the Arizona Department of Transportation (ADOT) and the Nevada Department of Transportation (NDOT). He noted that MAG and its counterpart in Nevada, the Regional Transportation Commission of Southern Nevada, are partners in the project. Mr. Hazlett stated that the two-year study is in phase three.

Mr. Hazlett stated that alternatives for the location of Interstate 11 were screened in Level One and then further screened in Level Two. He stated that potential alternatives for Interstate 11 in the MAG region were divided into those north of Interstate 10 and those south of Interstate 10.

Mr. Hazlett stated that two alternatives for north of Interstate 10 are being brought forward for further study: (1) a corridor that is approximately in the Hassayampa Freeway corridor and (2) a corridor that is approximately in the Turner Parkway area.

Mr. Hazlett stated that five alternatives for south of Interstate 10 are being brought forward for further study: (1) a corridor that is approximately the Hassayampa Freeway corridor; (2-5) Corridors that utilize portions of the existing MAG Freeway System.

Mr. Hazlett stated that the alternatives screening process utilized 21 criteria. He stated that staff went back and reviewed the approved MAG framework studies to see how they would overlay the potential alternatives.

Mr. Hazlett stated that the Interstate 10/Hassayampa Valley Roadway Framework Study was accepted by the MAG Regional Council in February 2008 and the corridors in the MAG region were adopted as illustrative corridors in the Regional Transportation Plan. He noted that Buckeye, Goodyear, Surprise, ADOT, and Maricopa County contributed to the study to identify the roadway framework. Mr. Hazlett stated that more than 175 meetings took place, and resource agencies, such

as Arizona Game and Fish, Bureau of Land Management, US Fish and Wildlife, were consulted. He showed an overlay of the Interstate 10/Hassayampa Valley Roadway Framework Study with the alternatives for Interstate 11 that are north of Interstate 10. Mr. Hazlett pointed out that one alignment was eliminated because it was too close to the White Tank Mountains, wildlife corridors, and entitled developments.

Mr. Hazlett stated that the Interstates 8 and 10/Hidden Valley Transportation Framework Study was accepted by the MAG Regional Council in February 2009 and the corridors in the MAG region were adopted as illustrative corridors in the Regional Transportation Plan. He then displayed an overlay of the Interstates 8 and 10/Hidden Valley Transportation Framework Study map with the alternatives for Interstate 11 that are south of Interstate 10. Mr. Hazlett noted concerns for the Sonoran Desert Monument and the Estrella Mountains that are in the area. He remarked that based on feedback from the resource agencies, there is only one area in which a corridor could be located. Mr. Hazlett reported that participants in the Interstates 8 and 10/Hidden Valley Transportation Framework Study included ADOT, Buckeye, Goodyear, and the City of Maricopa.

Mr. Hazlett summarized overall concerns and comments. He noted that there is support for the congressionally designated route of Interstate 11 to be on US-93 from Wickenburg to the Colorado River. Mr. Hazlett remarked that the emphasis should be on how Interstate 11 is built rather than on why it should be built, because Congress has already made the case.

Mr. Hazlett stated that there are numerous distractions for north and south segments outside the congressionally designated route from the metro Phoenix area to Las Vegas. He urged increasing the accuracy by ADOT of the Hassayampa Freeway corridor, which has been adopted by the MAG Regional Council as an illustrative corridor, and he noted that too many alternatives are moving forward. Mr. Hazlett noted that the MAG Regional Council is the recognized planning body and is the ultimate authority in this region. He added that the Hassayampa Freeway corridor was determined through a study that cost approximately \$1.7 million in which ADOT was a participant.

Mr. Hazlett stated that there has been a focus on narrow goals versus broader goals for construction of Interstate 11. He said there has been discussion of locating the Vulture Mine Joint Recreational Management Area where a roadway already has been drawn. He said that the overall goal is the construction of Interstate 11.

Chair Meck thanked Mr. Hazlett for his report. No questions from the Committee were noted.

7. Designing Transit Accessible Communities Study

Alice Chen, MAG staff, provided a report on the recently completed Designing Transit Accessible Communities Study. She said that this study is relevant to many communities because of the aging population. Ms. Chen noted that seniors can face isolation, reduced quality of life, or economic hardship if they do not have access to affordable transportation options. She noted that the age 65 and older age group is projected to at least double in this region by 2030.

Ms. Chen stated that the majority of another age group, the Millennials (ages 18 to 34), prefer to live in communities that are walkable and they highly value having bus routes and rail lines within walking distance of their homes. She said that knowledge workers are drawn to mass transit and dense, lively neighborhoods. Ms. Chen stated that historically, workers have lived in the suburbs and commute to work in the city, but in Silicon Valley this practice is reversed. She noted that Google operates a shuttle from San Francisco where its employees reside to its offices in San Jose. Ms. Chen added that rental prices within a walkable distance of these shuttles are increasing at a faster rate than those outside the walkable distance.

Ms. Chen stated that big box retailers are changing their design practices to more compact facilities in order to fit in with the urban lifestyles being chosen by younger adults.

Ms. Chen stated that transit accessibility is defined by the American Public Transit Association as the segment of an individual trip that occurs between an origin or destination point and the transit system. She said that the goal of the Designing Transit Accessible Communities Study was to better understand transit accessibility for this region given the unique geography and built environment. Ms. Chen stated that they began the study with a stakeholder workshop that was attended by approximately 40 people, composed of facilities staff, transportation planners, human services planners, and special needs coordinators.

Ms. Chen stated that they also conducted surveys of transit users at five transit locations in the region and asked them what they felt were critical issues. She noted that all of the findings and recommendations were included in the final report.

Ms. Chen stated that the report includes the areas identified and for each area, what makes it important, improvement considerations, and planning and policy guidance. She said they specifically focused on best practices with MAG member agencies. And while the report included cost to mitigate some of the concerns identified, they also tried to put forth examples of how some of these issues could have been mitigated during design and planning stages at a much lower cost than a retrofit.

Chair Meck thanked Ms. Chen for her report. He noted that there would be no action since a quorum was not present. He asked members if they had questions.

Mayor Rogers reported that the City of Avondale will be utilizing this study to look at its transit and how they can reach and move people better. She expressed her appreciation for this very valuable study.

Mr. Barnes commended the study as well. He asked how the information would be disseminated once it is accepted. Ms. Chen replied that the study has no specific guidelines to include in any MAG documents and it does not have any illustrative corridors. She said that at the end of the study process they held a workshop of interested parties, such as transportation planners and engineers, to introduce them to the study's concepts. Ms. Chen stated that she would be glad to go to any community and conduct a workshop on how to utilize the study.

Chair Meck recognized public comment from Marvin Rochelle, who stated that this study was doing a good job, but not enough is being done to keep up with the large number of Baby Boomers who are turning 65 every day. Mr. Rochelle stated that a regional Dial-A-Ride system is needed to get people across the region seamlessly. He added that this type of system has not been possible due to funding. Chair Meck thanked Mr. Rochelle for his comments.

8. Progress Report on Regional Freeway and Highway Program Construction

Mr. Hazlett noted that Brent Cain, who was planned to give the report, had an unavoidable conflict. He introduced Madhu Reddy from ADOT to provide the progress report on regional freeway and highway program construction.

Mr. Reddy stated that there currently are 24 projects under construction, which includes five regionally funded projects, 19 federally funded projects, and 10 local public agency projects, with an overall contract cost of \$366 million.

Mr. Reddy stated that projects on Loop 303 began in July 2011 with projects extending from Interstate 10 to Grand Avenue. He noted that these five segments represent a \$500 million construction program.

Mr. Reddy stated that the I-10/Loop 303 traffic interchange project, at a construction cost of \$158 million, began construction in November 2011. He said it is approximately 94 percent complete and is expected to be complete in early fall of 2014.

Mr. Reddy stated that the two-mile segment on Loop 303 from Thomas Road to Camelback Road is substantially complete. He said that the construction cost was \$38 million and all lanes are open to traffic.

Mr. Reddy stated that the segment on Loop 303 from Camelback Road to Glendale Avenue is approximately 70 percent complete. He noted that construction cost is \$50 million and is expected to be completed in late summer 2014.

Mr. Reddy stated that the segment on Loop 303 from Glendale Avenue to Peoria Avenue is substantially complete at a construction cost of \$79 million.

Mr. Reddy stated that the segment on Loop 303 from Peoria Avenue to Mountain View Boulevard, at a construction cost of \$148 million, is substantially complete.

Mr. Reddy stated then described the landscaping projects on Loop 303, all the way from Mountain View Boulevard to the traffic interchange with I-10. He said that two projects are underway and four to begin in 2014 and 2015.

Mr. Reddy stated that the direct high occupancy vehicle ramp project on Loop 101 and Maryland Avenue is a design build project that is approximately 71 percent complete. He said that the construction cost is \$13 million and the project is expected to be complete in April 2014.

Mr. Reddy stated that the SR-24 (Gateway Freeway) project is approximately 95 percent complete. He noted that the construction cost is \$82 million and is expected to be complete in May 2014.

Mr. Reddy stated that the US 60 (Grand Avenue) project, from 19th Avenue to 71st Avenue, has a construction cost of \$18 million. He noted that the project is approximately 70 percent complete and is projected to be complete in late spring 2014.

Mr. Reddy then described upcoming 2014 projects. The US-60/Meridian Road half-diamond interchange; the Loop 202/Loop 101/Broadway Road design build project, which includes construction of a general purpose lane and a high occupancy vehicle lane; the Loop101/Loop 202/Shea Boulevard project scheduled to be advertised in April 2014; the SR-51/Black Mountain Boulevard project, expected to start construction in May 2014; the Loop 303/US-60 traffic interchange project to build interim ramps will begin construction in July or August 2014; the Loop 303/US-60/Happy Valley Parkway design build project will complete the 303 freeway loop; the Loop 303/El Mirage Road traffic interchange is scheduled to be advertised in July 2014.

Chair Meck thanked Mr. Reddy for his report. No questions from the Committee were noted.

9. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. Mr. Pryor stated that last month, the Transportation Policy Committee recommended to the MAG Regional Council that they send a letter to Governor Brewer and the State Legislators encouraging that the Highway User Revenue Fund (HURF) be kept intact at the statutory limit. He noted that the Regional Council approved sending the letter. Mr. Pryor stated that a related bill was introduced by Speaker Tobin and cosponsored by 55 Legislators taking the same position to limit the HURF sweeps this year and next year.

Mr. Pryor stated that the State Legislature has a number of bills focused on new funding mechanisms. He explained that two bills would establish a task force to explore new means of replacing the motor fuel tax and use tax. Mr. Pryor stated that these two bills have not moved to date, but it is encouraging to see that legislators are considering alternatives.

Mr. Pryor stated that another bill introduced would create a county option tax on fuel up to three percent. Again, this bill has yet to move but he will monitor this legislation.

Mr. Pryor stated that related to the Interstate 11 discussion, an update on Interstate 11 will be provided to congressional staff members on Thursday, February 27. He explained that this meeting is being coordinated by the Nevada DOT, ADOT, the Regional Transportation Commission (MPO in Las Vegas), MAG staff, and the I-11 Coalition.

Chair Meck thanked Mr. Pryor for his report. No questions from the Committee were noted.

10. 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.

11. 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 1:00 p.m.

Chair

Secretary