

September 13, 2016

TO: Members of the Transportation Policy Committee

FROM: Mayor John Giles, Mesa, Chair

SUBJECT: NOTIFICATION OF MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

Meeting - 12:00 noon  
Wednesday, September 21, 2016  
MAG Office, Suite 200 - Saguaro Room  
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As determined at the first meeting of the Committee, proxies are not allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view is always a part of the process.

For those attending in person, please park in the garage under the building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admission to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light luncheon will be provided. If you have any questions, please contact Dennis Smith, MAG Executive Director, or Eric Anderson, MAG Transportation Director, at (602) 254-6300.

c: MAG Regional Council  
MAG Management Committee

**TRANSPORTATION POLICY COMMITTEE  
TENTATIVE AGENDA  
September 21, 2016**

		<u>COMMITTEE ACTION REQUESTED</u>
1.	<u>Call to Order</u>	
2.	<u>Pledge of Allegiance</u>	
3.	<u>Call to the Audience</u>  An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. 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. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4.	<u>Approval of Consent Agenda</u>  Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

**ITEMS PROPOSED FOR CONSENT\***

*4A.	<u>Approval of the June 15, 2016, Meeting Minutes</u>	4A. Review and approval of the June 15, 2016, meeting minutes.
*4B.	<u>FY 2017 MAG Early Phase Public Input Opportunity</u>  To ensure public participation in the development of transportation plans and programs, MAG conducts a public input process that includes four-phases: Early Phase, Mid-Phase, Final Phase	4B. Recommend acceptance of the Draft FY 2017 MAG Early Phase Public Input Opportunity Report.

and Continuous Involvement. MAG has completed the public involvement process for the fiscal year (FY) 2017 Early Phase Input Opportunity. MAG conducted the Early Phase from August 1-31, 2016. Input opportunities included an open house held on August 11, 2016, and a Stakeholders Agency meeting on August 22, 2016. Input is used in the development of the Draft FY 2018-2028 MAG Transportation Improvement Program and the Draft 2040 MAG Regional Transportation Plan. The Early Phase Input Opportunity Report summarizes comments received during the phase, so that it may be considered by policymakers prior to action. This item is on the September 14, 2016, MAG Management Committee agenda. An update will be provided on action taken by the Committee. Please refer to the enclosed material.

**ITEMS PROPOSED TO BE HEARD**

- 5. Regional Freeway and Highway Program - 2016 Rebalancing

At the June 15, 2016, meeting, Transportation Policy Committee representatives requested a scenario for the Regional Freeway and Highway Program - 2016 Rebalancing that gave greater weights to the group of deferred projects that had a longer legacy in the Proposition 400 program. This scenario, titled "Legacy-Weighted Score," was created by MAG staff by adjusting evaluation criteria weights from the previously presented scenario to the Committee on June 15, now titled "Readiness-Weighted Score." With these two scenarios, and additional information discovered by MAG staff during the past three-months about the continuing need for several Proposition 400 projects, a presentation will be made for Transportation Policy Committee discussion to focus the 2016 Rebalancing effort into a potential scenario. Please refer to the enclosed material.

- 6. Interstate 10/Interstate 17 Corridor Master Plan - Project Update

On August 12, 2013, the MAG Regional Council Executive Committee amended the FY 2014 MAG

- 5. Information, discussion, and input.

- 6. Information and discussion.

Unified Planning Work Program and Annual Budget for to develop the Interstate 10/Interstate 17 Corridor Master Plan. This work was previously being conducted by Arizona Department of Transportation (ADOT). The ADOT work was suspended and the project and funding have been transferred to MAG. The two environmental impact statement (EIS) studies for the corridor previously being conducted by ADOT were between the SR-101L/Agua Fria-Pima "North Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The project has evaluated more than 340 concepts for meeting future travel demand along Interstates 10 and 17 with extensive traffic engineering and safety analyses of the corridor's mainline and 31 traffic interchanges and have helped identify the best methods for accommodating traffic on the freeway, as well as circulation on local arterial streets intersecting the corridor. The Committee will receive an update on the project's progress, and an introduction to the project's seven alternatives that are under consideration for the final Corridor Master Plan recommendation.

7. 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 will be requested.

8. Comments from the Committee

An opportunity will be 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.

Adjournment

7. Information.

8. Information.

MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING

June 15, 2016  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |   |  |
|---|--|
| Mayor Jerry Weiers, Glendale, Chair                               | * Mayor Georgia Lord, Goodyear                     |
| Mayor John Giles, Mesa, Vice Chair                                | # Mayor Mark Mitchell, Tempe                       |
| Mr. F. Rockne Arnett, Citizens Transportation Oversight Committee | Mayor Lana Mook, El Mirage                         |
| Mr. Dave Berry, Swift Transportation                              | * Mr. Garrett Newland, Macerich                    |
| Vice Mayor Bridget Binsbacher, Peoria                             | Mayor Tom Rankin, Florence                         |
| Councilmember Jenn Daniels, Gilbert                               | Mr. Mark Reardon, Vulcan Materials Company         |
| Mr. Doug DeClusin, Sunland Asphalt                                | Vice Mayor Jack Sellers, Chandler                  |
| * Supervisor Clint Hickman, Maricopa County                       | Councilmember David N. Smith, Scottsdale           |
| Mr. Charles Huellmantel, Huellmantel and Affiliates               | Mayor Greg Stanton, Phoenix                        |
| Mr. Joseph La Rue, State Transportation Board                     | Ms. Karrin Kunasek Taylor, Arizona Strategies, LLC |
| * Lt. Governor Stephen Roe Lewis, Gila River Indian Community     | Mayor Kenneth Weise, Avondale                      |
|   | 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 Jerry Weiers at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Weiers noted that Mayor Mark Mitchell was participating by teleconference.

Chair Weiers noted that updated material for agenda item #4C and additional material for agenda item #8 was at each place. The material had been transmitted previously.

3. Call to the Audience

Chair Weiers recognized public comment from Mr. Marvin Rochelle, who wished everyone a peaceful July. He stated that Interstate 11 is one of the most important projects in Arizona. He stated that it will bring a lot of business to Phoenix and the surrounding area. Mr. Rochelle also expressed that he supported extending the border crossing card zone to the entire state, instead of limiting it to 75 miles, so that shoppers can travel throughout the state. Chair Weiers thanked Mr. Rochelle.

4. Approval of Consent Agenda

Chair Weiers stated that agenda items #4A, #4B, #4C, #4D 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 Weiers asked members if they would like to remove any of the consent agenda items or have a presentation.

No requests were noted.

Mr. Charles Huellmantel moved to recommend approval of Consent Agenda items #4A, #4B, #4C, and #4D. Mayor Lana Mook seconded, and the motion passed unanimously.

4A. Approval of the April 20, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the April 20, 2016, meeting minutes.

4B. Arterial Life Cycle Program Status Report: December 2015 - April 2016

The Arterial Life Cycle Program Status Report provides detail about the status of projects, revenues, and other relevant program information for the period between December 2015 and April 2016. This is the program's twenty-third status report and the second published in Fiscal Year 2016. This item was on the agenda for information and discussion.

4C. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, the 2035 Regional Transportation Plan, and as Necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program, FY 2016 Arterial Life Cycle Program, 2035 Regional Transportation Plan, and as necessary, to the Draft FY 2017-2021 MAG Transportation Improvement Program and FY 2017 Arterial Life Cycle Program. The Fiscal Year (FY) 2014-2018 MAG Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan (RTP) were approved by the MAG Regional Council on January 29, 2014, with the last modification approved on May 25, 2016. Since then,

project changes and additions to the TIP have been requested by member agencies. Several changes in order to make the current year obligation have been requested to FY 2016 projects that affect the FY 2014-2018 TIP and FY 2016 Arterial Life Cycle Program and are included as Table A. An additional table of changes related to the FY 2016 Transit Program of Projects, the FY 2016 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program, and the Draft FY 2017-2021 MAG TIP transit programming process is included as Table B. Additionally, an errata sheet for the Draft FY 2017-2021 MAG TIP has been generated to incorporate requested changes since the Draft FY 2017-2021 MAG TIP was published for comment and review on May 6, 2016. The requested project changes were recommended for approval by the MAG Transportation Review Committee on May 26, 2016, and on June 8, 2016, by the MAG Management Committee. Since the Transportation Policy Committee agenda was mailed, the final MAG Federal Highway Administration (FHWA) obligation authority balance has been calculated. To ensure that funding is not lost from the region, obligation authority needs to be authorized this fiscal year. The Gilbert Road Light Rail project is the only project at this time that is underway and can commit the funding to immediate use in FFY2016. Specifically, \$3,424,513 of obligation authority that had been programmed for the project in future fiscal years will be advanced to the current fiscal year to utilize the available obligation authority. Future year project funding will be reduced by the same amount. The outstanding balance of obligation authority in the current fiscal year is due to funding released by projects that deferred to future fiscal years, projects that obligated at an amount less than what had been programmed, and funding returned to the MAG ledger from late final voucher released by ADOT. Table C includes changes related to the advancement of funding for Gilbert Road Light Rail project. It is anticipated that for the fourth year in a row, MAG will fully utilize all of its FHWA obligation authority.

4D. Draft FY 2017-2021 MAG Transportation Improvement Program Transit Listings and FY 2016 Program of Projects

The Transportation Policy Committee, by consent, recommended approval of the Fiscal Year (FY) 2016 Draft Program of Projects and amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2017-2021 MAG Transportation Improvement Program, and, as appropriate, to the 2035 Regional Transportation Plan. The Program of Projects (POP) is required by Federal Transit Administration (FTA) to provide an annual listing of transit projects funded by the Section 5307 program. By federal legislation, it is required to be developed in consultation with interested parties, in coordination with public transportation services providers and is subject to public participation requirements. As stated in the MAG Public Participation Plan, MAG's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the POP that is required in U.S.C. Section 5307. The FY 2016 Draft POP was recommended for approval by the MAG Transit Committee on May 17, 2016, the MAG Transportation Review Committee on May 26, 2016, and the MAG Management Committee on June 8, 2016.

5. FY 2016 MAG Final Phase Public Input Opportunity

Mr. Eric Anderson, MAG staff, provided a report on the Final Phase Input Opportunity, which is the last of four phases of the public involvement program before approval of the MAG Transportation Improvement Program and Regional Transportation Plan. He first thanked the citizens who attended the June 7 public hearing, and MAG Communications staff who stayed late to respond to the comments made at the public hearing.

Mr. Anderson stated that MAG's public input process included small group presentations, a public hearing, and e-mail, telephone and website correspondence. He noted that all public comments made since the Mid-Phase Input Opportunity are included in the Final Phase report.

Mr. Anderson then summarized comments and questions received. One person commented that some proposed projects are not shown in the plans. He explained that this is due to many projects not being at a point that they can be included, usually because of the lack of reasonably available revenues to fund the projects, for example, I-11. Mr. Anderson stated that another comment expressed concerns about going through parks and other sensitive areas and about dust control ordinances.

Mr. Anderson stated that the rest of the comments dealt with transit services, for example, people who plan transit should use it; multimodal solutions help reduce pollution and congestion; make bus stop improvements more ADA accessible -- impediments to access include narrow sidewalks, gravel surfaces, utility poles in the sidewalk and steep grades; new buses are not useful if bus stops are inaccessible. Mr. Anderson noted that the maintenance of many of the transit stops is provided by cities and towns.

Mr. Anderson stated that two citizens commented on the lack of adequate transit service in the Northwest Valley, including the need for circulators and regional connections. He said that it was also noted that the large older population in the Northwest Valley would use transit if it were available. Mr. Anderson reported that one citizen recommended that the region use more Bus Rapid Transit which could improve mobility in the region. Mr. Anderson stated that one comment stated that Bus Rapid Transit is flexible and can cover more area than light rail.

Mr. Anderson said that another citizen provided a comment after the hearing concluded that rapid transit is needed in South Phoenix. Mr. Anderson noted that through Phoenix's Transit 2050 tax, an extension of the light rail line on Central Avenue south to Baseline Road will be funded.

Chair Weiers thanked Mr. Anderson for his report and asked if there were questions. None were noted.

Mayor Sharon Wolcott moved to recommend acceptance of the MAG 2016 Final Phase Input Opportunity Report. Mayor Kenneth Weise seconded, and the motion passed unanimously.

6. Draft Fiscal Year 2017 Arterial Life Cycle Program

Mr. John Bullen, MAG staff, reported on the Arterial Life Cycle Program (ALCP), which is the arterial component of the Regional Transportation Plan. He noted that the ALCP is updated annually, based on new revenue forecasts and updated project schedules.

Mr. Bullen stated that the ALCP is funded from a combination of sales tax funding through Proposition 400, which is called the Regional Area Road Fund, or RARF, along with federal funds. He noted that there was an increase in both sources. Mr. Bullen stated that this is significant because it is the first time in eight years that projected revenues have seen a positive increase.

Mr. Bullen displayed a graph of the current year projections for RARF revenues, which show an approximate \$24 million increase (just under five percent) over last year. He displayed a graph of the forecast for federal revenues, which show an increase of about \$31 million (just under six percent) Mr. Bullen noted that this is primarily due to the new FAST Act. Due to the revenue increase, the ALCP program ends in the black – the first time since 2013.

Mr. Bullen stated that due to the increase in program revenues and conservative programming, along with a couple project deferrals, the opportunity to advance reimbursements was created. He noted that within this update, more than \$70 million of reimbursements were advanced from Phase IV – the last phase of the program, to Phase III – which is our current phase. Additionally, taking into consideration all advancements, more than \$160 million was pushed forward. Mr. Bullen stated that this ultimately provides increased capacity within each agency and expect that it will have ripple effects in the future so agencies can additionally grow their Capital Improvement Programs.

Mr. Bullen addressed some of the challenges associated with this year's update. He displayed a chart that showed project expenditures on the local side, noting that these are not reimbursements, but rather planned local agency expenditures to build the projects. Mr. Bullen stated that the first five years are what is called "committed funding," which only shows expenditures if they are in an agency's approved Capital Improvement Program. He noted that the total is approximately \$500 million.

Mr. Bullen stated that funding after 2021 is uncommitted. He noted that there is no Capital Improvement Program requirement and therefore, no capital constraints. Mr. Bullen reported that there is twice as much uncommitted funding in the last six years of the program as there is for committed funding in the first five. Based on that ratio alone, it is hard to imagine that there actually would be enough capital to finish the program.

Mr. Bullen stated that another concern is the program's fund balance, which is \$20.3 million in 2026. However, there is a pretty healthy fund balance throughout; more than \$20 million in 2018 and more than \$40 million in 2021. The fund balance in these years is so large because they do not have enough projects to use the funding. Mr. Bullen added that the balance could even grow larger

because projects usually fall behind schedule, and the \$40 million would more likely be around \$60 million to \$70 million.

Mr. Bullen stated that there are also challenges on the project development side. He noted that the program runs until 2025, and there are ten years left in the program. He noted that ALCP projects take an average of 4.5 years to complete, so it is not that much time. Mr. Bullen added that additional deferrals will bring additional challenges as projects get significantly harder to complete toward the end of the program. Mr. Bullen stated that bonding becomes an issue. Instead of issuing two five-year bonds for \$50 million each, a \$100 million five-year bond would be issued. Mr. Bullen stated that there are also staffing considerations. Agencies only have so many engineers that can manage the projects. It would be exceeding difficult to manage five, six, or seven medium-to large-sized projects at once.

Mr. Bullen stated that the program is very healthy from a financial standpoint and agencies will see millions of dollars in reimbursement many years earlier. However, there are challenges that must be recognized, for example, in fiscal year 2019 or 2020 they plan to take a detailed look at the remaining projects and talk to agencies. At that point, if necessary, they will begin to have a conversation about possibly redeploying funds to make sure they are used.

Chair Weiers thanked Mr. Bullen for his report and asked if there were questions.

Mr. Dennis Smith remarked that the ALCP program has more money than projects that will utilize the funds. He noted that if you are one of the cities sitting on ALCP money, in about 2019, they will go to other agencies to find that are ready to go. He added that jurisdictions that have spent their ALCP money need to develop new projects. Mr. Smith remarked that this is an early warning that not all of the ALCP projects will get done. He noted that there are many good reasons why a project does not move forward, for example, a bond election did not pass. At a point in time we need to determine which projects will not move forward and projects need to be developed to ensure that the funds will be spent. Mr. Smith remarked that we need to show that we have spent the money that has been given to us if we go for an extension of the sales tax.

Mr. Charles Huellmantel moved to recommend approval of the Draft FY 2017 Arterial Life Cycle Program, amendments and modifications to the 2035 Regional Transportation Plan, and inclusion into the Draft FY 2017-2021 Transportation Improvement Program. Ms. Karrin Kunasek Taylor seconded, and the motion passed unanimously.

7. Approval of the Draft FY 2017-2021 MAG Transportation Improvement Program

Ms. Teri Kennedy, MAG staff, reported on the Draft Fiscal Year (FY) 2017-2021 Transportation Improvement Program (TIP), which is the near-term implementation of the Regional Transportation Plan. She indicated that development began in August 2015 in coordination with the Federal Highway Administration, Federal Transit Administration, Arizona Department of Transportation, and member agencies. Ms. Kennedy stated that competitive application processes and performance measures are integrated into the TIP. She stated that the TIP also includes a

financial plan that demonstrates how the approved TIP can be implemented based on projected revenues and local contributions.

Ms. Kennedy advised that projects not included in the TIP are local street projects, private street projects, metropolitan planning projects, state planning and research projects, emergency relief projects, national planning and research projects, or project management oversight projects

Ms. Kennedy displayed a map of the MAG planning boundary that includes Maricopa County and portions of Pinal County. She noted that the TIP includes the Arterial Life Cycle Program, the Transit Life Cycle Program, and the Regional Transportation Plan Highway Program. Ms. Kennedy stated that examples of projects funded by Federal Highway Administration funds include bicycle and pedestrian, intelligent transportation systems, air quality, and PM-10 paving unpaved roads projects.

Ms. Kennedy displayed a chart summarizing the programmed transportation projects included in the Draft FY 2017-2021 TIP. She noted that a total of 603 transportation projects is included in the current Draft TIP listing. Ms. Kennedy stated that local projects for this TIP decreased by just more than 20 percent, which may be due to lag time in economic recovery.

Ms. Kennedy displayed a chart of all programmed projects by funding type: federal, regional, and local. Another chart showed programmed projects by mode: freeway, bridge, bicycle and pedestrian, air quality, transit, safety, maintenance, and intelligent transportation systems. Ms. Kennedy stated that total project costs in the Draft FY 2017-2021 TIP total approximately \$4.56 billion. Ms. Kennedy summarized projected revenues and costs and noted a total balance of \$639 million in unprogrammed funds.

Chair Weiers thanked Ms. Kennedy for her report. No questions from the Committee were noted.

Mr. Charles Huellmantel moved to recommend approval of the Draft FY 2017-2021 MAG Transportation Improvement Program (TIP), and amendment to the 2035 Regional Transportation Plan (RTP), contingent on a finding of conformity. Vice Mayor Jack Sellers seconded, and the motion passed unanimously.

8. Regional Freeway and Highway Program Update – 2016 Rebalancing

Mr. Bob Hazlett, MAG staff, stated that this update is a continuation of the report and discussion at the April 20, 2016, the Transportation Policy Committee meeting. He displayed a graph of the projected 2012 and 2016 cash flow balances for the freeway/highway program in Proposition 400. Mr. Hazlett stated that a projected \$640 million surplus in the program cash flow balance by 2026 was identified.

Mr. Hazlett stated that at the April meeting, the Committee also received a MAG staff recommendation to reprogram \$500 million of these funds for constructing potentially deferred Proposition 400 projects from the 2009 and 2012 rebalancing efforts or on other freeway and

highway needs throughout the Phoenix Metropolitan area. Mr. Hazlett noted that the thought was to be prudent due to economic uncertainties and have another rebalancing in a future year. He remarked that the right-of-way for the South Mountain Freeway has not been finalized.

Mr. Hazlett stated that during the April 20 meeting, the Transportation Policy Committee discussed various criteria to consider as the 'walls of a corral' for identifying a set of projects to use the surplus funds. The evaluation criteria include Project Priorities, Project Readiness, Travel Demand, and Funding Realities. Mr. Hazlett noted that this is the first draft of weighting the criteria. He indicated that staff based the percentages on the April discussion and could be changed at any time.

Mr. Hazlett stated that one wall of the corral included Project Priorities criteria weighted at 60 percent. The 60 percent was divided into the Regional Freeway/Highway Program Legacy Phasing at 25 percent, Safety Needs at 20 percent, and Economic Opportunity at 15 percent.

Mr. Hazlett stated that the next wall of the corral included Project Readiness criteria weighted at 20 percent. The 20 percent was divided into the National Environmental Policy Act (NEPA) Clearances at 10 percent and Right-of-Way Acquisition and Utilities Accommodation at 10 percent. Mr. Hazlett remarked that coordination is needed with the Maricopa County Flood Control District on freeway projects.

Mr. Hazlett stated that the next wall of the corral included Travel Demand criteria weighted at 15 percent. The 15 percent was divided into Present Day Traffic Volumes at five percent, 2030 Project Volumes at three percent, and Vehicle Miles of Travel Growth at seven percent.

Mr. Hazlett stated that the next wall of the corral included Funding Realities criteria weighted at five percent.

Mr. Hazlett stated that staff requests that the TPC provide direction on the criteria. He noted that two documents, which were emailed to members yesterday, were at each place. Mr. Hazlett stated that the 11 x 17 document includes the projects eligible for the rebalancing. He noted that each of the projects was scored one through five (five being the best) based on the criteria. Mr. Hazlett pointed out that the projects on the 11 x 17 sheet had been sorted by rank order.

Mr. Eric Anderson stated that staff was requesting input on the criteria and weighting. He urged looking at the methodology used because the ranking could change.

Mr. Hazlett stated that the second document at each place included a description of each column. The column headings included the 1) Freeway Name, 2) Corridor Name, 3) RTP Segment, 4) Project Type, 5) RTP Proposal, 6) Length in Miles, 7) RTP Phase, 8) 2003 RTP Estimate, 9) 2012 Cost Opinion, 10) 2016 MAG Cost Opinion, 11) Rebalancing Notes, 12) Priorities: Regional Freeway/Highway Program Legacy Phasing, 13) Crash Frequency, 14) Crash Rate, 15) Priorities: Safety, 16) Priorities: Economic Opportunity, 17) Readiness: NEPA, 18) Readiness: Right-of-Way Utilities, 19) 2015-2030 VMT Growth, 20) VMT Growth Factor, 21) 2015 Volume, 22) 2015

Volume Factor, 23) 2030 Volume, 24) 2030 Volume Factor, 25) Cost: Factor, 26) Weighted Score, 27) Rank, and 28) Cumulative Budget.

Mr. Hazlett explained that columns one through 11 are general descriptions. Column 12 includes ranking using the Regional Freeway/Highway Program Legacy Phasing of projects in the RTP. He stated that under the criteria of Project Priorities, this scoring accounts for the proposed project's position in the program prior to the 2009 and 2012 rebalancing efforts. Projects outside of the program were also scored. Given the time and expense needed for construction, SR-24 and SR-30, phases of the project were scored. The following criteria were applied: 5 - If the project was originally intended for RTP Phase II, RTP Phase III, and the phase I construction of SR-24 of the program; 4 - Non-phased projects from RTP Phase IV (e.g., add lanes actions), remaining SR-24 projects, or the ROW phase of SR-30; 3 - Phase I construction of SR-30; 2 - Final build construction of SR-30; 1 - Projects presently outside of the Regional Freeway/Highway Program Legacy Phasing.

Mr. Hazlett stated that columns 13 and 14 help compute a crash rate. He indicated that Grand Avenue is an example of a project that scored high on the crash rate.

Mr. Hazlett stated that columns 16, 17, and 18 were qualitative ratings identified by MAG staff. Mr. Hazlett pointed out that in column 16, Priorities: Economic Opportunities, interstates generally scored the highest as these routes represent the region's primary freight corridors, while the routes that primarily focused on accommodating commuters scored lower.

For column 17, Readiness: NEPA, Mr. Hazlett noted that the NEPA process pertains to identifying impacts to the built and the natural environments. Projects that presently have NEPA clearances, or are potential categorical exclusions, received a five. Projects in some phase of NEPA documentation development received a four. Projects that have not begun the NEPA phase, but may be cleared through an Environmental Assessment (EA) received a three. Projects that have not begun the NEPA phase, but may be cleared through an Environmental Impact Statement (EIS) received a two. No projects received a one.

For column 18, Right-of-Way Utilities, Mr. Hazlett noted that MAG staff used a qualitative measure was assigned to the project based on the anticipated level of right-of-way and the ability to easily accommodate existing utilities and address flood control. Scoring is between a maximum of five and minimum of one. Projects not requiring right-of-way or additional flood control application received the highest score.

Mr. Hazlett stated that columns 19 to 24 were volume-based. He noted that vehicle miles of travel (VMT) is used in air quality planning and to determine usage of a facility. For the purposes of this rebalancing effort, forecasts from the MAG Travel Demand model were used for both the horizons of year 2015 (representing base year) and year 2030 (representing a period beyond the opening of the project). Forecasts were developed using the same modeling network that consisted of all projects, open to traffic in year 2035 to account for projects that are not presently open to traffic. Mr. Hazlett noted that this includes the RTP proposals for SR-24 and SR-30. From these forecasts,

VMT statistics were computed for each project in year 2015 and year 2030. For scoring purposes, the growth in VMT was developed to account for project length.

Mr. Hazlett stated that column 25 is Cost Factor. Under the criteria of Funding Realities, this scoring accounts for the proposed project cost opinions and uses the 2016 data in column nine. The cost opinions are divided by the spreadsheet program into quintiles, where projects with lower costs received the maximum score of five and those with the higher costs earned one.

Mr. Hazlett noted that there was a transposition in the material emailed on June 14, and he added that at each place was the corrected version.

Mr. Hazlett then displayed a draft map of projects that could be funded with the \$500 million if the criteria and weighting just discussed were applied. He noted that the projects in the dark boxes are the deferred projects. Working from the West Valley to the East Valley, projects include I-10, from SR-85 to Verrado Way, including two traffic interchanges at Miller and Watson Roads. He noted that this project scored very high. It has a high crash rate and is a corridor from the trade centers of Los Angeles and Long Beach.

Mr. Hazlett stated that the next project is SR-30 right-of-way between Loop 303 and Loop 202 and construction of an interim road between Avondale Boulevard and Loop 202. Mr. Hazlett noted that the ADOT cost opinion on SR-30 has increased from \$850 million (2003 cost opinion) to \$1.6 billion today, even higher than the South Mountain Freeway.

Mr. Hazlett addressed the next project directionally, Indian School Road and 35th Avenue at Grand Avenue, which is the highest crash intersection in Maricopa County. In addition, the COMPASS study identified that improvements to this location should be addressed as soon as possible.

Mr. Hazlett stated that the next projects are Happy Valley Road and Pinnacle Peak Road interchanges at I-17. He noted there are safety concerns and these roads provide access to the Northwest Valley and Peoria.

Mr. Hazlett stated that the next project is the SR-51 Managed Motorways concept. He indicated that MAG and ADOT are in discussions about the type of technology improvement that could be implemented. Mr. Hazlett noted that widening SR-51 is not a good option because it would result in a bigger parking lot or more congestion since it cannot be widened south of Dreamy Draw.

Mr. Hazlett stated that the next project is to widen Loop 202/Santan, between the I-10 Pecos Stack and Val Vista Road. He noted that modeling indicates this will need improvement after the construction of the South Mountain Freeway and the development occurring in Chandler. Mr. Hazlett stated that there has been discussion about improvements to the traffic interchange at Lindsay Road at Loop 202 in Gilbert due to development and new businesses locating there.

Mr. Hazlett spoke of potential projects, such as restriping or asphalt medians, on Loop 303.

Mr. Hazlett stated that this scenario of projects is an example and no recommendations are being made at this time. He stated that input is being sought, and a tentative scenario will be developed and presented to the TPC in August, with Regional Council action anticipated in the Fall. Amending the Regional Transportation Plan and conducting the Air Quality Conformity Analysis will follow Regional Council action.

Chair Weiers thanked Mr. Hazlett and asked members if they had questions.

Mr. Anderson noted that staff has met with various jurisdictions in Phoenix, the East Valley and West Valley. He remarked that money on the table attracts a lot of interest. Mr. Anderson stated that the Loop 303 section between Happy Valley Road and Lake Pleasant Boulevard was discussed with the City of Peoria, which expressed that it is one of their core economic development locations. Mr. Anderson stated that one fairly low cost project to get that section to full freeway standard is less expensive.

Mr. Anderson said they received comments on SR-30. They are using a recommended Phase I facility to gain mobility. Mr. Anderson stated that the concept is to purchase the right-of-way between Loop 303 and Loop 202 but build an interim facility between Avondale Boulevard and Loop 202. He said that the West Valley expressed concern whether this would be effective and if it would negatively impact their arterial streets. Mr. Anderson stated that SR-30 is an important facility due to the condition of I-10. Staff had conversations with ADOT and FHWA regarding the environmental process. He added that new guidance from EPA on air quality issues might be forthcoming, and the impacts are unknown. Mr. Anderson stated that FHWA advised that only right-of-way that may be purchased is the land that will be used. For the proposed SR-30 right-of-way, they are purchasing the ultimate right-of-way for the full facility, but only using part of it. Mr. Anderson stated that they need to ensure they will not run into issues purchasing the ultimate right-of-way. He noted that the SR-30 environmental process is currently underway.

Mr. Anderson stated that SR-24 is a high priority in the East Valley. He indicated that there could be options that could reduce the cost or reallocate money from another area of the program to use between Ellsworth Road and Ironwood. Mr. Anderson stated that there is a bad traffic problem in that area that affects traffic in the southeast Valley and the Santan area. Mr. Anderson stated that getting the facility to Ironwood would be very helpful and an option might be getting traffic to Signal Butte.

Mr. Anderson stated that staff met with ADOT and other interested parties and there might be some creative funding options to get SR-30 built sooner and perhaps SR-24.

Mr. Anderson spoke of the Lindsay Road traffic interchange. He indicated that there were some interchange projects in the Proposition 400 program that might not still belong in the program. One of these is the Mesa Drive/Loop 202 at Red Mountain Freeway traffic interchange. He said there was neighborhood opposition and discussion needs to take place with Mesa to determine if it still belongs in the program. Another traffic interchange that might not be needed is US-60/Superstition at Lindsay Road.

Mr. Anderson stated that they are still receiving a lot of input, for example, the economic opportunity factor. There are areas of focus for jurisdictions and MAG will ensure we have the right documentation and scores for that criteria.

Mr. Anderson stated that he thought the funding for the Happy Valley and Pinnacle Peak traffic interchanges on I-17 could come from the more than \$1 billion available for the Spine improvements. He remarked that these two interchanges fit the criteria for improvements to the Spine.

Chair Weiers thanked Mr. Anderson and Mr. Hazlett for their reports. He asked members if they had questions or comments.

Vice Chair John Giles stated that allocating hundreds of millions of dollars is a nice problem to have. He expressed his appreciation to staff for the evaluation. Vice Chair Giles expressed he was disappointed that a weighting of only 25 percent was allocated to the Regional Freeway Highway Program Legacy Phasing. He noted that the goal of the TPC has been to deliver to the voters what was promised and he felt those projects that were deferred needed to be more heavily weighted. Vice Chair Giles stated that connectivity was missing from the criteria. An example of that is SR-24. Vice Chair Giles remarked that a large portion of the Southeast Valley cannot even be reached from the Central Phoenix area, and he added that 100,000 people are dumped onto the streets of Queen Creek. Vice Chair Giles expressed appreciation for travel demand, but if that criteria are weighed too heavily, it will only add lanes to Loop 101, Loop 202, and I-10. Vice Chair Giles expressed that he thought this was a great start, but the criteria need to be tweaked a bit. He added that he thought it would be non-productive to get parochial and start attacking other people's projects. Vice Chair Giles stated that it is optimistic that we have been conservative in allocating \$500 million, when there is \$640 million and possibly could be more money to allocate. He did not think we need to engage in a food fight on projects that we know need to be funded and ought to be funded. Vice Chair Giles expressed he looked forward to developing the criteria.

Mayor Kenneth Weise expressed his agreement with Vice Chair Giles that this is a good start. He stated that he liked the creativity. Mayor Weise stated that he thought the route of Loop 303 to SR-74 was a good option. Regarding connectivity, he thought that trade routes need to be considered. Mayor Weise stated that I-10 through Buckeye is an important road. He said that I-10 is a bottleneck as it enters Phoenix and negatively impacts what Surprise and Goodyear are doing on Loop 303. Mayor Weise stated that he supported SR-30, which affects Goodyear, Buckeye, Surprise, Avondale, Peoria, and Glendale. Mayor Weise asked for more detail on the reason FHWA changed its criteria for right-of-way purchases.

Mr. Anderson replied that staff are currently running that to the ground. He indicated that MAG staff met with FHWA and ADOT staff last week regarding right-of-way and air quality issues. Mr. Anderson stated that over the past couple of years, FHWA has provided more guidance on the appropriate use of federal funds, for example, you now have to do an environmental assessment and have FHWA sign off on the document, a phase of that project must be in the five year transportation improvement program. Mr. Anderson noted that what FHWA is saying is we do not

want you to spend federal money on right-of-way you are not going to use for 20 years. Even though it might be the right thing to do, they want to ensure if the ultimate facility is never built that federal funds were not used for right-of-way. Mr. Anderson stated that this metro area is different from other areas because it is growing and will continue to add capacity to the roadway system. He remarked on pursuing a strategy for SR-24 or SR-30 to try to secure the right-of-way needed for the future facility. Mr. Anderson commented that there is a continual concern by the feds nationally about the appropriate use of federal transportation funds.

Mayor Weise stated that all of the projects are important, and SR-30 and the I-10 widening are important. He stated that he understood what Mayor Giles said about 100,000 people getting dumped onto streets of Queen Creek because it is the same thing that happens when traffic is dumped onto I-10 from cities' streets and Loop 303.

Mayor Tom Rankin spoke of connectivity. He stated that Pinal County will have an RTA this year and he will be the chair. Mayor Rankin stated that they are trying to raise \$660 million. Mayor Rankin stated that the connectivity for Gateway needs to be better. He spoke of the importance of the North/South Corridor and he added that he would be meeting on this with Director John Halikowski next month. Mayor Rankin stated that the Superstition Vistas project is one of the largest developments in the state. He stated that the North/South Corridor is important to economic development. Mayor Rankin encouraged more joint planning between Pinal and Maricopa Counties on the SR-24 extension.

Mr. Hazlett responded on the North/South Corridor planning. He indicated that MAG worked with ADOT on the North/South Corridor before the Town of Florence joined MAG. Mr. Hazlett stated that connectivity with the North/South Corridor is important and tying in SR-24 to it is also important. Mr. Hazlett stated that planning for that is a continuous effort. Now that Superstition Vistas area is a part of MAG, some studies will be launched. Mr. Hazlett stated that the North/South Corridor provides a great help to I-10 so they are doing their best to move it forward.

Vice Mayor Bridget Binsbacher expressed her appreciation for the amount of work that went into this effort. She referenced Mr. Anderson's remarks about economic development being critical to the City of Peoria and she added that it is at the forefront of the City's efforts. Vice Mayor Binsbacher stated that a significant number of homes are being bought and sold in that area. She indicated that it is identified as a one of the fastest growing communities and there is great interest by commercial development. Vice Mayor Binsbacher stated that Loop 303 looks and feels incomplete and they would like it finished. She stated that they have to rely on neighboring jurisdictions for shopping, etc., in the northern part of Peoria. Vice Mayor Binsbacher stated that during the 2012 rebalancing, then-Peoria Mayor Bob Barrett's motion included moving Loop 303 out of the funded program and the caveat at the time was to move it back into the funded program when funding became available. She stated that funding is now available and they feel it is the right time to move it back in. Vice Mayor Binsbacher stated that weighting of priorities is important, but this is one of the oldest projects and they have been patient. She stated that economic development is critical to the development of Peoria and they have been waiting for the

Loop 303 project for a long time. Vice Mayor Binsbacher stated that she would like the notes updated to reflect that.

Mayor Sharon Wolcott stated that when the transportation system was being built, cities were driven by a different economic development: rooftops and retail. She commented that Surprise, Peoria and Goodyear have to take a different strategy. In addition, there is a different delivery for retail: the Internet. Mayor Wolcott stated that they have Arrowhead Mall, but malls are not in the Northwest Valley and nothing is planned west of Loop 101. She stated that considering economic development strategies and building the communities they want, rather than the communities they get. Mayor Wolcott stated that Peoria and Surprise are looking at the tremendous burden their citizens place on the system and she noted that the location of jobs and where the workforce is located are mismatched. Mayor Wolcott stated that Surprise is focusing on reserving workforce corridors along Loop 303 and improving Grand Avenue. She said Surprise is not leading with rooftops, it is leading with jobs, and needs a transportation system that works for that strategy. Mayor Wolcott stated that the needs of the Northwest Valley are not the same as those of the Southeast Valley. She stated that she wanted to look at the different strategies of communities. Mayor Wolcott expressed her appreciation for staff's work on this effort and agreed with Vice Chair Giles that this was a great problem to have. She indicated she had confidence that staff would fine tune the numbers, especially those with high price tags. Mayor Wolcott expressed her agreement that SR-30 is an important project. She expressed her concern is right-of-way and she remarked that the sooner it is acquired, the better off you are. Mayor Wolcott indicated there would be a different situation if Surprise had taken right-of-way money for the Bell Road and Grand Avenue intersection. The decision was made years ago to not preserve the right-of-way, but MAG is dealing with the cost and design creatively. Mayor Wolcott expressed not broad-brushing the rebalancing with one-size-fits-all criteria.

Mr. Dave Berry expressed that having served on the TPC since its beginning, he felt honor-bound regarding legacy projects. He mentioned that there are three projects on the list outside the original Proposition 400 Plan. Mr. Berry remarked that situations have changed and more are on the horizon. He said that he thought the commitment to the legacy program needed to be balanced with a program that will be effective for years to come. Mr. Berry stated that one of the big changes is that trips, rather than from malls, are now from distribution centers in smaller vehicles fanning out in neighborhoods to make deliveries. This impacts traffic flow and patterns and he hoped that these types of changes would be considered in future discussions. Mr. Berry stated that two-thirds of Swift Trucking's fleet have the technology to be able to platoon trucks. He indicated that all that is needed is removing government barriers and that would make our roads much more efficient and throughput could be increased. Mr. Berry urged consideration of efficiencies that could be gained from existing facilities.

Mr. Anderson noted that one of the comments received was to rank all of the projects on the list, even though only \$500 million was going to be programmed. He added that additional funds could become available in the future, for example, when the South Mountain Freeway right-of-way is known.

Mr. Hazlett noted that staff anticipates presenting a tentative scenario to the TPC in August, and the TPC's recommendation would be presented to the Regional Council, perhaps in the Fall.

Chair Weiers noted that no action was requested.

9. Resolution of Appreciation

Vice Chair John Giles presented a Resolution of Appreciation to Mayor Jerry Weiers for his service to the MAG region as Chair of the Transportation Policy Committee. Vice Chair Giles read the Resolution of Appreciation.

Mayor Greg Stanton moved to adopt the Resolution of Appreciation for Transportation Policy Committee Chair Jerry Weiers in recognition of his service to the MAG region. Vice Mayor Jack Sellers seconded, and the motion passed unanimously.

Chair Weiers was applauded and photographs taken.

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.

Chair Weiers announced that the July 20, 2016, TPC meeting is canceled and a cancellation notice is being mailed. He noted that the next TPC meeting will be August 17, 2016.

Adjournment

There being no further business, the meeting adjourned at 1:25 p.m.

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Chair

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Secretary

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY...for your review

**DATE:**

September 13, 2016

**SUBJECT:**

FY 2017 MAG Early Phase Input Opportunity Report

**SUMMARY:**

The Maricopa Association of Governments (MAG) conducts a four-phase public involvement process: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The fiscal year (FY) 2017 Early Phase input opportunity was conducted from August 1 to 31, 2016, and provided the public and stakeholders with an opportunity to provide feedback and input on the transportation planning and programming effort, as well as project suggestions in areas in which funding was available. All of the project suggestions received were forwarded to the appropriate MAG member agency for review and possible inclusion into a draft listing of projects that will eventually compose the Draft FY 2018-2022 Transportation Improvement Program (TIP) and the Draft 2040 Regional Transportation Plan (RTP).

On August 11, 2016, MAG hosted an open house for members of the public. MAG staff presented information on MAG's public involvement process, transportation planning and programming processes and the rebalancing efforts related to the regional Freeway and Highway program. On August 22, 2016, MAG held a Stakeholder Agency meeting to facilitate information sharing among agencies and solicit feedback on future transportation plans. New to the Early Phase process this planning cycle was the creation of an online comment form, which allows individuals the opportunity to go online to [azmag.gov/comment](http://azmag.gov/comment) and submit comments. Feedback also is welcomed at all MAG policy and technical committees. As a result of a direct mailing to the MAG public involvement mail list and regional libraries, MAG also received comments via telephone, mail and email correspondence.

All feedback received during the public involvement phases is compiled into the attached Draft FY 2017 MAG Early Phase Input Opportunity Report. The report is presented to policymakers for review and consideration during the MAG transportation planning and programming process, to provide public input prior to committee action.

**PUBLIC INPUT:**

The FY 2017 Early Phase Input Opportunity was held from August 1 to 31, 2016. Input received during the phase is contained in the attached FY 2017 MAG Early Phase Input Opportunity Report.

**PROS & CONS:**

**PROS:** The FY 2017 Early Phase Input Opportunity provides an early opportunity for the public to provide comment on transportation plans and programs prior to development of draft documents by MAG policy committees, in accordance with federal law.

**CONS:** None.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: This input is to be considered in the development of the Draft FY 2018-2022 MAG Transportation Improvement Program and 2040 Regional Transportation Plan.

POLICY: The Input Opportunity Report conveys the public participation results of engagement to policymakers. In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accord with new federal guidelines. An update of the Plan was approved by the Regional Council in April 2014. The Early Phase process fulfills federal requirements as well as adheres to MAG's adopted public participation plan.

**ACTION NEEDED:**

Recommended acceptance of the Draft FY 2017 MAG Early Phase Input Opportunity Report.

**PRIOR COMMITTEE ACTIONS:**

This item is on the September 14, 2016, MAG Management Committee agenda. An update will be provided on action taken by the Committee.

**CONTACT PERSON:**

Leila Gamiz, MAG Community Outreach Specialist, (602) 254-6300.

# FY 2017 EARLY PHASE INPUT OPPORTUNITY REPORT

August 2016



**Maricopa Association of Governments (MAG)**

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**Title VI Notice to the Public**

The Maricopa Association of Governments (MAG) hereby gives public notice that it is the policy of the agency to ensure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related authorities and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a formal complaint with MAG. Any such complaint must be filed with MAG's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information, or to file a complaint, please contact Amy St. Peter, the Title VI Coordinator, at (602) 254-6300.

**Cover Page Photo:**

**MAG participates in many events throughout the year designed to gather input on transportation plans and programs. Where and when possible, MAG partners with the Arizona Department of Transportation (ADOT), Valley Metro (Regional Public Transportation Authority and METRO Rail) and the City of Phoenix Public Transit Department to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.**

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# **EXECUTIVE SUMMARY**

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## **INTRODUCTION**

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

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Early Phase input opportunity provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The input is then collected and entered into the Draft FY 2017 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

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

## **INPUT OPPORTUNITIES**

During the Early Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2017 Early Phase Input Opportunity is included in this report.

## SUMMARY OF INPUT

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

- ▶ Complaint about the lack of customer service demonstrated on the Valley Metro transit system. I was trying to transfer but was left by a bus at the transfer point. Valley Metro staff advised me that riders should be at their bus stop five minutes before their bus is due to arrive. I question whether this means policy should overtake customer service.
- ▶ Comment about the lot next door to my house. The lot next door is 6,177 square feet, 100 percent more than allowed and many vehicles drive and park on the lot. Vehicles have to cross a dirt area to reach the gravel driveway. I have 100 pictures of that lot being used, but the City will not look at them, nor will it look at my 11-year log. It took the city seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.
- ▶ Would like for you to have better bus benches on Central north from Glendale to Dunlap.
- ▶ Arizona State Route (SR) 30 from SR-85 to Loop 303 should be a minimum four lanes, best to be six lanes.
- ▶ SR-85 should have a bypass around Gila Bend. SR-74 west of Lake Pleasant Road to US-60 should be four lanes.
- ▶ I-10 west light rail needs to be moved up to happen now; this will move considerably more people than the line going up Central or to Metro Center.
- ▶ I-17 from Bell Road to I-10: Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
- ▶ I-17 from Anthem Way to Cordes Junction: With just two lanes each way (in Maricopa and Yavapai counties) this long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.
- ▶ Happy Valley Road bridge over I-17: With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Pinnacle Peak Road bridge over I-17: With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
- ▶ Happy Valley Road from 107th Avenue to I-17: Has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
- ▶ Transit: Interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.
- ▶ Please consider the countywide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
- ▶ A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.
- ▶ MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections.
- ▶ Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.

- ▶ Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
- ▶ Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at ¾ inch spacing) creates a surface for superior traction and useful benefit.
- ▶ The area on Hunt Highway leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe.
- ▶ Amtrak Station here in Phoenix, AZ.
- ▶ On all those new roads now in the planning stage, please use warmer spectrum LED lighting.
- ▶ We need to connect the furthest Northeast Red Mountain 202 Loop in Mesa to the Beeline Highway (SR-87) and Shea Blvd. close to Fountain Hills.
- ▶ There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd.
- ▶ I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
- ▶ Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers.
- ▶ The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
- ▶ I wish to echo the thoughts about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone.
- ▶ The city of Surprise would like to formally submit three projects for consideration and modeling into MAG's Regional Transportation Plan Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.
- ▶ It is time to extend Southern Avenue from Dean Road to MC 85.
- ▶ If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.
- ▶ It took a supervisor two months to respond to my complaint.
- ▶ Customer service should be efficient, pleasing, and it should incorporate listening.
- ▶ People would rather be treated nice than be right.
- ▶ Thank you to everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system.



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# I. PUBLIC INVOLVEMENT PROCESS

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## INTRODUCTION

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

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

The MAG process for public involvement receives public opinion in accordance with federal requirements and provides opportunities for early and continuing involvement in the transportation planning and programming process.

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

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2017 Early Phase Input Opportunity was conducted from August 1–31, 2016. Input collected during that phase is included in the FY 2017 Early Phase Input Opportunity Report. The Early Phase process provides for initial input prior to the development of a draft listing of projects that will eventually make up the Fiscal Year (FY) 2018-2022 Transportation Improvement Program (TIP). The purpose of this document, the *FY 2017 Early Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

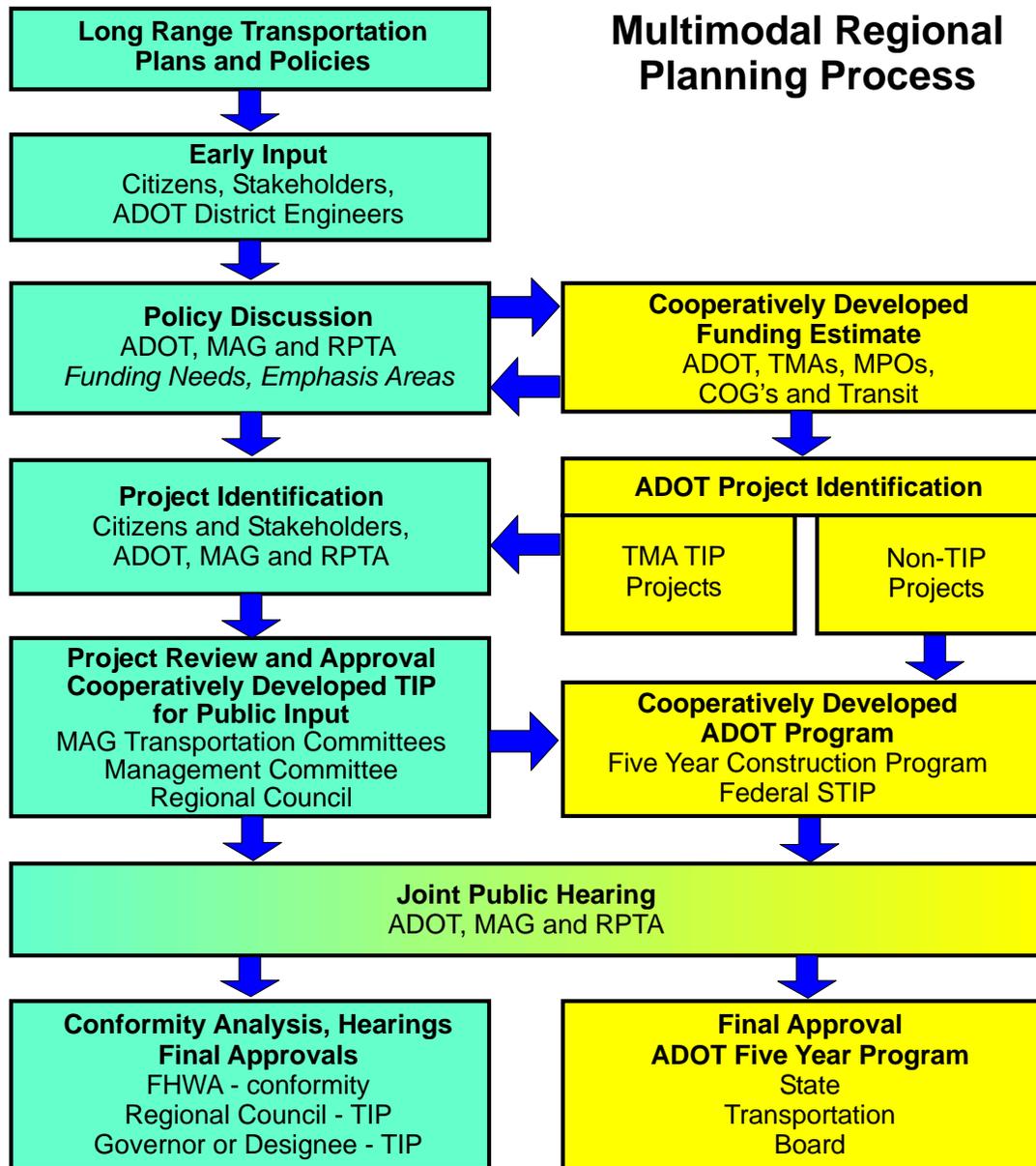
In addition, continuous outreach is conducted throughout the annual update process and includes activities such as small and large group presentations to community and civic groups, the distribution of press releases, informational materials, newsletters, and coordination with the Citizens Transportation Oversight Committee (CTOC). During this phase, comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 business hours.

## HISTORY OF MAG PUBLIC OUTREACH PROCESS

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

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

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



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

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

## Guiding Principles

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

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

**Table 2: Casa Grande Resolves**

## PUBLICITY

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

## CONTINUOUS INVOLVEMENT

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

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, comments/suggestions/questions are responded to at the time of the interaction or within 48 business hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Participation in special events, in partnership with ADOT, Valley Metro, and METRO whenever possible. Comments/suggestions/questions received during these special events are responded to at the time of the event or within 48 business hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee. Monthly summaries of the Regional Council through the Regional Council Activity Report.
- ◆ Use of GovDelivery, an electronic subscription and automated notification system, to allow automated notifications of updates to all major MAG project pages. The GovDelivery service monitors specific website pages for changes, and when a change is detected, e-mail subscribers are notified. Users can choose to subscribe to as many pages as they wish free of charge.

Additional outreach activities included updating the MAG Web site at [www.azmag.gov](http://www.azmag.gov). The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to [lgamiz@azmag.gov](mailto:lgamiz@azmag.gov). In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues of importance to the cities, towns and tribal communities that make up its membership.



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

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### INTRODUCTION

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

### COMMENTS RECEIVED DURING THE MAG MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, AUGUST 10, 2016.

#### Comment from Dianne Barker, Phoenix resident

**Comment:** Ms. Dianne Barker stated that she is a resident of the City of Phoenix, which is an all American city. Ms. Barker expressed that she was happy that the U.S. women's multicultural gymnastics team won the gold medal at the Rio Olympics. She commented that one of the team members is said to be the best gymnast ever. Ms. Barker spoke of the positive teamwork she saw. Ms. Barker expressed her complaint about the lack of customer service demonstrated on the Valley Metro transit system. She said she was trying to transfer but was left by a bus at the transfer point. She said that Valley Metro staff advised her that riders should be at their bus stop five minutes before their bus is due to arrive. She questioned whether this means policy should overtake customer service. Ms. Barker said to strive beyond like in the Olympics and value the customer.

#### Comment by John Rusinek, Phoenix resident

**Comment:** Mr. John Rusinek commented on the lot next door to his house. He said he received a letter from the Phoenix City Attorney, which he felt questioned his intelligence. Mr. Rusinek stated that the lot next door is 6,177 square feet, 100 percent more than allowed. He spoke of the many vehicles that drive and park on the lot. Mr. Rusinek stated that they have to cross a dirt area to reach the gravel driveway. He said there is grass growing in the dirt. Mr. Rusinek stated that he has 100 pictures of that lot being used but the City will not look at them, nor will it look at his 11-year log. He noted that it took the City seven years to deem the driveway non-dustproofed. If a driveway is used, it must be dustproofed.

### COMMENTS RECEIVED DURING THE MAG REGIONAL COUNCIL MEETING ON AUGUST 31, 2016.

#### Comment from Dianne Barker, Phoenix resident

**Comment:** Ms. Dianne Barker spoke about how bus customer service is polarized. Ms. Barker stated that on June 15th, she was riding the I-10 Rapid and connecting to another bus near the intersection

of Elliott and Kyrene. The driver of the bus Ms. Barker was on cleared the intersection and honked to advise the driver of the Route 108 bus of Ms. Barker's attempt to catch it. However, the bus driver of the Route 108 bus did not wait and took off without Ms. Barker on board. Missing the bus caused Ms. Barker to be an hour late to her appointment. Ms. Barker stated that she filed a complaint with customer service and requested that a supervisor return her call. Ms. Barker stated that it took a supervisor two months to respond to her request. Ms. Barker stated that she felt as if she was being punished when she was asked if she knew the policy that instructs passengers to be at their stop five minutes prior to the arrival of the bus. Ms. Barker wondered if it's prudent to make such a statement, as it seemed a bit unreasonable to ask passengers if they were at the bus stop five minutes prior to the bus arriving and if they were not, then they would not be allowed to ride the bus. In the end, Ms. Barker stated that she received an apology and felt a genuine care for her complaint. Ms. Barker stated that she uses tools to make connectivity and that awareness and customer service is needed. Complaint responses should be customized and not discounted.

#### **Comment from Marvin Rochelle, Phoenix resident**

**Comment:** Mr. Marvin Rochelle began his comments by greeting the Regional Council and Mayors. Mr. Rochelle thanked everyone for the July 1, 2016, implementation of a seamless Dial-A-Ride system, which was approved in November 2015 and one that he's advocated for since 2007. Mr. Rochelle stated that for the most part, the updated system is working with minor glitches related to a deficiency in personnel training and information. Mr. Rochelle stated that he represents not only the physically but also visually challenged community and that he has heard from doctors praising the change as patients are now on time to their appointments. Mr. Rochelle ended by thanking everyone and encouraging progress.

#### **COMMENTS RECEIVED DURING THE EARLY PHASE OPEN HOUSE ON THURSDAY, AUGUST 11, 2016.**

#### **Comment from Maria Hernandez, Phoenix resident**

**Comment:** Would like for you to have better bus benches on Central north on Glendale to Dunlap. Need to keep drunk people out of our buses and light rail. I take the bus and light rail a lot. I am a senior citizen and a student at Phoenix College.

#### **Comment from Claude Mattox, Phoenix resident**

**Comment:** AZ SR-30 from SR 85 to Loop 303 should be a minimum four lanes, best to be six lanes. SR 85 should have a bypass around Gila Bend. SR 74 west of Lake Pleasant Road to US 60 Should be four lanes. I-10 west light rail needs to be moved up to now, this will move considerably more people than Central or Metro Center.

### **Comment from Dianne Barker, Phoenix resident**

**Comment:** Vision diagram (see Appendix B), 48<sup>th</sup> Street area “multi-modal” transportation station.

### **SUMMARY OF THE EARLY PHASE STAKEHOLDERS MEETING ON MONDAY, AUGUST 22, 2016.**

MAG in partnership with the Arizona Department of Transportation (ADOT), the city of Phoenix Public Transit Department, Valley Metro and Valley Metro Rail (METRO), hosted an Early Phase Transportation Stakeholders meeting to facilitate information sharing among agencies and to solicit their feedback on future transportation plans. In addition to the agencies previously noted, the following agencies also attended: Arizona Game and Fish Department, Arizona State Land Department, City of El Mirage, City of Peoria, City of Scottsdale, City of Surprise, Maricopa County Air Quality Department, Maricopa County Department of Transportation, Pinal County, and the Town of Gilbert.

The meeting began with presentations from MAG staff related to the public involvement process, transportation planning and programming, and current rebalancing efforts of the regional freeway and highway program. The presentations concluded with an overview of upcoming important dates to help stakeholders in understanding the MAG planning and programming processes.

Following the presentations, a stakeholder discussion was held where individuals were encouraged to share information, ask questions, or discuss future projects. Following is an overview of the items discussed among agency stakeholders and MAG staff.

A representative from Pinal County asked whether the current MAG freeway/highway program rebalancing effort affected facilities in the Pinal County portion of the MAG planning area. In addition, the Pinal County representative stated that the agency wants to work with MAG and ADOT to obtain funding for needed freeway/highway improvements in the Pinal County area of MAG.

MAG staff stated that the ongoing Proposition 400 freeway/highway rebalancing will be limited to Maricopa County. By state statute, Proposition 400 funds can only be spent in Maricopa County, so the rebalancing effort is limited to that portion of the MAG planning area. However, this process will help inform freeway/highway planning for the whole region. In addition, in keeping with the MAG Transportation Improvement Program “Call for Projects,” a portion of suballocated federal Surface Transportation Funds are available to MAG member agencies, including those in Pinal County. Additionally, federal Congestion Mitigation and Air Quality Funds are available to MAG member agencies in Pinal County in air quality nonattainment and maintenance areas.

The Pinal County representative asked if upcoming MAG regional transportation studies included the Pinal County portion of the MAG planning area. MAG staff stated that yes, upcoming MAG transportation studies, including the Regional Transit Framework Study Update, the Regional Commuter Rail Study Update, and the Superstition Vistas Transportation Framework Study, will include the Pinal County portion of the MAG planning area.

Subsequently, the Pinal County representative added that as part of the State Route (SR) 24 Design Concept Report/Environmental Document process, Pinal County is attempting to identify approximately \$1.0 to \$1.5 million in design dollars for the extension of SR-24 to Ironwood Road in Pinal County. Maps and listings of all Pinal County Regional Transportation Authority proposed projects were provided to MAG staff. MAG stated that it would be interested in obtaining the noted information and coordinating closely with Pinal County on SR-24 and other projects.

In opening the floor for additional discussion, the Arizona State Land Department participant asked who the project manager would be for the upcoming MAG Superstition Vistas Transportation Framework Study. MAG staff stated that Quinn Castro would be the project manager for the Superstition Vistas Transportation Framework Study. MAG, with an anticipated solicitation announcement of December 2016 or January 2017, is currently preparing a draft Request for Proposals (RFP) for the study. The goal is to contract with a consultant within six weeks after the RFP announcement and MAG is looking forward to the participation of the State Land Department and Pinal County as potential members of the study team.

The representative from Pinal County stated that the county has hired a consultant to perform a San Tan Valley Special Area Study and outlined that the boundaries of the study generally include the area from Elliot Road to Hunt Highway and from Meridian Road to the Central Arizona Project Canal. MAG staff acknowledged that it is looking forward to coordinating the Superstition Vistas Transportation Framework Study closely with the San Tan Valley Special Area Study.

A city of Surprise representative inquired about the current freeway/highway rebalancing process and if MAG would be considering new projects or if only projects that had already been identified and previously deferred would be reincorporated into the Regional Transportation Plan. The city of Surprise representative added that since Proposition 400 was voted with different modal emphasis for east/central/west areas, the earlier rebalancing of the program affected different areas in different ways and that there is a concern as to how these effects can be addressed. Finally, the city of Surprise representative asked if the Regional Transportation Plan update would consider projects proposed in studies that have been conducted and/or will new projects (not previously identified in Proposition 400) also be considered and analyzed for possible inclusion in the rebalancing efforts.

MAG staff stated that criteria has been developed and presented to the MAG Transportation Policy Committee and Regional Council for consideration as the basis for developing the list of projects for rebalancing. The rebalancing scenarios approved by the Regional Council in 2009 and 2012 were based on principles consistent with original planning goals and objectives used to establish the Regional Transportation Plan in 2003. MAG staff added that recent guidance has identified the “project priorities” criteria as an important priority, with consideration given to legacy projects that were previously moved out of the program. Other criteria such as project readiness, travel demand, and cost have also been identified for this rebalancing effort. MAG staff reiterated that the analysis process is still underway, and that at this time, nothing has been approved. MAG staff anticipates presenting a tentative rebalancing program scenario to MAG policy committees later this fall.

Furthermore, MAG staff stated that no projects previously in the program have been “sunsetting;” however, while projected cash flow balances afford an opportunity to bring some projects back into

the program, other projects will remain deferred until additional funding becomes available. Depending on the analysis, it might be possible to accommodate some smaller projects that respond to changing travel demand conditions within this rebalancing effort. The final project listing could potentially be a mixture of both. The Regional Transportation Plan will be updated considering a combination of information from studies and agency input.

City of Surprise representatives then asked about the timeframe to submit proposals to MAG for projects to be considered in the rebalancing process. The city of Surprise has a specific project that it is discussing with the city of Peoria for joint submittal; however, this coordinated effort may take a few weeks. MAG staff stated that considerations are underway with all MAG member agencies regarding the rebalancing effort. It is recommended that agencies contact MAG staff to obtain information on the status of this coordination effort and/or provide input to the process.

In response to MAG staff's public involvement presentation where public comment received during the Early Phase noted the need for investment in the Maricopa Trail, a Maricopa County Department of Transportation (MCDOT) representative stated that the Maricopa Trail is progressing with completion anticipated within the next three years. The MCDOT representative urged agencies to connect their trail systems to this regional system if they are not already a part of it.

A town of Gilbert representative asked if the rebalancing process would first accumulate project costs and then see how such costs line up with the total funding available. Or, will cushioned funding targets be identified whereby project selections would be required to fit within that cushion? MAG staff stated that current projections indicate that approximately \$640 million may be available for the highway/freeway rebalancing process. At this time, the target is to be conservative and identify projects totaling approximately \$500 to \$550 million for rebalancing, keeping approximately \$100 million unprogrammed for now. If future funding surpluses are realized or new funding sources are identified, additional projects may be able to be added back into the program.

With no further discussion initiated by attendees, the meeting concluded.

## **COMMENTS RECEIVED THROUGH ONLINE COMMENT FORM DURING THE EARLY PHASE.**

### **Comment from Mike Duncan, Phoenix resident**

**Comment:** For Early Phase One

Here is my top six list:

1. I-17 from Bell Road to I-10—Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.
2. I-17 from Anthem Way to Cordes Junction—With just two lanes each way (in Maricopa and Yavapai counties), this long corridor is plagued by weekend traffic delays and is very

susceptible to extremely long accident closures and backups. This segment is especially overdue for added capacity.

3. Happy Valley Road bridge over I-17—With just one lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
4. Pinnacle Peak Road bridge over I-17—With just one through lane for each direction, peak-time delays are extreme and backups extend to the mainline freeway.
5. Happy Valley Road from 107th Avenue to I-17 has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.
6. Transit interconnection routes are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

#### **Comment from John Hinz, Phoenix resident**

**Comment:** I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

#### **COMMENTS RECEIVED THROUGH CORRESPONDENCE DURING THE EARLY PHASE.**

#### **E-mail from Jan Hancock, Phoenix resident**

**Comment:** I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide Maricopa Trail as one of the most important projects to support in the five-year MAG Transportation Improvement Program.
2. The Maricopa Trail links 24 cities and communities with each other, providing a nonmotorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using nonmotorized pathways.
4. MAG's Valley Path program and the Maricopa Trail fully synchronize together with each other to bring the nonmotorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to Valley Path, Maricopa County's Maricopa Trail and the associated nonprofit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide nonmotorized travel corridors between and into each community.

**E-mail from Marie Lange, Valley resident**

**Comment:** A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.

Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.

**E-mail from Dave McElvain, Valley resident**

**Comment:** My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long-term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo affect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.

4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining at ¾ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat Island, increased efficiency and INVESTMENT to our future.

**E-Mail from Dan Haney, Valley resident**

**Comment:** If you are requesting thoughts on improvement or building of roads, then I have a couple of comments. The area on Hunt Highway leading all the way down to the Merrill Ranch/ Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

**E-Mail from Debra Momon, Valley resident**

**Comment:** Amtrak Station here in Phoenix AZ.

**E-Mail from Dan Heim, President, Desert Foothills Astronomy Club**

**Comment:** I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan, so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as Rayleigh scattering. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to Arizona annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the August 11 Open House.

#### **E-Mail from Mayor Jay Schlum, Fountain Hills resident**

**Comment:** Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request. We need to connect the furthest northeast Red Mountain 202 Loop in Mesa to the Beeline Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from West Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions). MDOT has a study from 5+ years ago already prepared showing route and connections. Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency.

#### **E-Mail from Maynard Blumer, Paradise Valley resident**

**Comment:** In response to your request for comments on MAG transportation: I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the northeast quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan for connecting 32nd St. on the South to 40th St. on the North.

Please see my attached paper for your study and consideration.

Thank you for asking and for your service.

#### **E-Mail from Gail Wilt, Valley resident**

##### **Comment:**

1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screen readers (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix Dial-

a-Ride. If possible, without jeopardizing that improvement, eventually it would be great to have same-day service back again—perhaps at a higher fee.

**Letter from Walt Gray, Phoenix resident**

**Comment:** The process for public hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgements and, therefore, the public will not be learned in a transparent, timely manner. (*Editor's Note: Please see Appendix B for complete letter*).

**E-Mail from Sam Insana, President of the Phoenix Astronomical Society and Valley resident**

**Comment:** I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to schoolchildren, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

**E-Mail from Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express and Valley resident**

**Comment:** Implementing transportation service to the Valley and working with existing transportation nonprofits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the Valley in a cost-effective manner (*Editor's Note: Please see Appendix B for complete e-mail*).

**E-Mail from Stephen Procaccini, Phoenix resident**

**Comment:** My first priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver.

Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online as soon as possible. It seems like all I ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

My second priority relates to the first: With commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. I am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options than just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, I'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

### **Letter from Bob Wingenroth, City Manager, City of Surprise**

**Comment:** In conjunction with the "Early Phase Transportation Stakeholder Meeting," the city of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR-303 at Litchfield Road, Corridor Optimization along US-60, and US-60/Jomax Road Interchange (*Editor's Note: Please see Appendix B for complete letter*).

### **E-mail from Chris Bright, Valley resident**

**Comment:** Now that 303 is extending along Cotton Avenue, it is time to look again at the street grid/map.

Notice that we now have many north/south freeway routes. BUT, still only one east-west (10). What would work, due to low cost, low disruption factor, and least amount of land used (as well as the "visuals" factor) is a SuperStreet from Cotton/303 to Highway 85 west of Buckeye. MC-85 is ready to go now, from Cotton to Southern Avenue. When MC-85 becomes Monroe, it won't suffice, because it is only a commercial (and narrow) roadway.

SO: time to extend Southern Avenue thru from Dean Road to MC-85. Acquire LAND now, while it is still cheap—and get plenty of width! Southern Avenue is the industrial corridor of the future through Buckeye.

Superstreet! Not a disruptive and costly freeway, please.

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# **III. OPEN HOUSE/STAKEHOLDER MEETING AGENDA**

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## Stakeholder Meeting Agenda



### Stakeholder Agency Meeting

FY 2017 RTP and TIP Development  
Early Phase Input Opportunity

Monday, August 22, 2016

1:30 p.m.

302 N. 1<sup>st</sup> Avenue, Second Floor, Saguaro Room

**1:30 p.m. Welcome and Introductions**

Eric Anderson, MAG Transportation Director

**1:40 p.m. Presentations**

Leila Gamiz, MAG Community Outreach Specialist  
Review of public comments to-date

Teri Kennedy, MAG Transportation Improvement Program Manager  
Planning and programming

Quinn Castro, MAG Transportation Engineer  
Rebalancing of Freeway and Highway program

**2:00 p.m. Stakeholder Discussion, Information Sharing and Questions**

*Opportunity for attendees to suggest projects, share information and ask questions.*

**3:00 p.m. Adjourn**



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

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Public Notice

EARLY PHASE TRANSPORTATION PLANNING OPEN HOUSE

**Thursday, August 11, 2016**

Open House: 11:00 a.m. to 12:30 p.m.

Short Presentation: 11:15 a.m.

MAG Offices, Ironwood Room  
302 North 1<sup>st</sup> Avenue, 2<sup>nd</sup> Floor  
Phoenix, Arizona

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

MAG will host an Open House August 11, 2016, from 11:00 a.m.-12:30 p.m. Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A presentation will be given at 11:15 a.m.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to [lgamiz@azmag.gov](mailto:lgamiz@azmag.gov), or call (602) 254-6300.



## Postcard

Front of Postcard

### Please Join Us!

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its *Early Phase Input Opportunity* from August 1-31, 2016.

Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to [lgamiz@azmag.gov](mailto:lgamiz@azmag.gov). For disability accommodations call (602) 254-6300.



### ON THE MOVE



**PARTNERS IN PROGRESS**

### Early Phase Open House

**Thursday, August 11, 2016**

**11:00 a.m. to 12:30 p.m.**

*302 North 1st Avenue, Phoenix*

*Second Floor - Ironwood Room*

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.

Back of Postcard



***You're invited!***



From the Front Page

AUGUST WEATHER CHART

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
1 Monday	5:41	7:28	0.00	116 (1972) 68 (1950)	103 80	
2 Tuesday	5:42	7:27	0.00	113 (2011) 70 (1940)	108 86	
3 Wednesday	5:43	7:26	0.00	114 (2009) 66 (1956)	110 87	
4 Thursday	5:43	7:25	0.00	116 (1975) 68 (1962)	111 88	
5 Friday	5:44	7:24	0.00	114 (1969) 69 (1965)	112 89	
6 Saturday	5:45	7:23	0.00	114 (1999) 68 (1949)	106 92	
7 Sunday	5:45	7:22	0.37	112 (2012) 66 (1928)	107 79	
8 Monday	5:46	7:21	0.00	116 (2012) 67 (1963)	102 80	
9 Tuesday	5:47	7:20	Trace	114 (2012) 70 (1930)	107 86	
10 Wednesday	5:48	7:19	0.00	116 (2003) 68 (1949)	105 87	
11 Thursday	5:48	7:18	0.22	113 (1962) 65 (1949)	97 76	
12 Friday	5:49	7:17	0.00	115 (2012) 64 (1960)	108 90	
13 Saturday	5:50	7:16	0.00	115 (2012) 69 (1948)	114 89	
14 Sunday	5:50	7:15	Trace	117 (2015) 69 (1925)	117 93	
15 Monday	5:51	7:14	0.00	115 (2015) 66 (1968)	115 93	
16 Tuesday	5:52	7:13	0.00	113 (2018) 64 (1918)	112 93	

Use blanks to fill in daily highs and lows.

Day	Sun rise	Sun set	2015 Precip.	Record temperatures High (year) Low (year)	2015 temps. High Low	2016 temps. High Low
17 Wednesday	5:52	7:11	0.00	114 (2013) 64 (1918)	108 91	
18 Thursday	5:53	7:10	0.00	112 (2011) 62 (1918)	107 88	
19 Friday	5:54	7:09	0.00	113 (1986) 63 (1918)	107 86	
20 Saturday	5:55	7:08	0.00	112 (1986) 58 (1917)	107 88	
21 Sunday	5:55	7:07	0.00	110 (2007) 62 (1916)	107 89	
22 Monday	5:56	7:06	0.00	113 (2011) 65 (1917)	105 88	
23 Tuesday	5:57	7:04	0.00	114 (2011) 61 (1968)	107 87	
24 Wednesday	5:57	7:03	0.00	115 (1985) 61 (1965)	108 88	
25 Thursday	5:58	7:02	0.05	113 (2011) 65 (1965)	100 84	
26 Friday	5:59	7:01	0.00	117 (2011) 65 (1928)	106 84	
27 Saturday	5:59	6:59	0.15	113 (2009) 64 (1920)	108 82	
28 Sunday	6:00	6:58	0.00	113 (2009) 64 (2008)	109 81	
29 Monday	6:01	6:57	0.13	113 (2009) 64 (1920)	111 80	
30 Tuesday	6:01	6:55	Trace	113 (2011) 64 (1920)	108 83	
31 Wednesday	6:02	6:54	0.37	113 (1950) 62 (1962)	106 77	

Slaying

Continued from Page 3A

Senior Living facility near Rural and Guadalupe roads and barricaded himself in a maintenance shed while police attempted to contact him.

After an hour, a Tempe SWAT team arrived on scene, entered the facility and found Hollins dead. Officers did not find a weapon in Hollins' possession and were unable to find one hidden in the facility. But they did find narcotics on his person.

Hollins' stepfather, Frederick Franklin, said Hollins had bipolar disorder and attributed his stepson's actions the morning of the shooting as "snapping."

Franklin described

Hollins as a "good kid" and said he believes his stepson fell through the cracks of the state's mental-health system. According to Franklin, Hollins had been broken up with his girlfriend and was unemployed and struggling in school.

Hollins was placed in a diversion program in 2014 for marijuana-possession and drug-paraphernalia charges, court records show. A spokesman for the Maricopa County Attorney's Office said Hollins was arrested in April on suspicion of armed robbery, but no charges were filed.

Hollins' family held a candlelight vigil outside the crime scene near Rural and Guadalupe roads on Wednesday night. The following night, approximately 60 people attended a vigil at the same spot.

A rally for Hollins was planned for Saturday evening, but Maupin and Coleman, Hollins' mother, declined to attend after organizers allegedly used "violent rhetoric and anti-police messages" in their promotion of the event.

Hollins' death was the 15th fatal officer-involved shooting in Maricopa County so far in 2016, according to a database of fatal police shootings kept by the Washington Post. Also on Wednesday, Scottsdale police shot and killed 24-year-old Dylan Libert, who they say brandished a knife at a shopping center near 92nd Street and Shea Boulevard.

Republic reporters Ryan Sanistevan and Garrett Mitchell contributed to this article.

Weather

Continued from Page 1A

a half has shown typical monsoon weather.

But pressure moving from Mexico has left southeastern Arizona with cooler weather because the air isn't traveling fast.

"To cool off in July, August and September, it has to rain," Crimmins said. "Otherwise that high pressure is baking us."

Crimmins said the lack of rain isn't unusual, but he expects to see more precipitation for the rest of the summer.

Phoenix Sky Harbor International Airport reported 0.89 inches of rain in July, which narrowly topped the month's normal rainfall

total of 0.88 inches.

Of that rain, 0.56 inches came from Friday's storm.

Areas outside of Phoenix have experienced more rain, but they're still below normal rainfall for the month.

In Flagstaff, the July total rainfall to date is 1.54 inches, and in Tucson the total rainfall for the month to date is 1.75 inches.

The drier climate and fewer monsoon showers and thunderstorms have taken a toll on the weather, but they're expected to change as we get into August.

August typically brings highs in the mid-100s and lows in the 80s, with highs exceeding 100 degrees an average of seven days each August.

Last year, high temperatures in August failed to break the century mark only once, when it topped out at 97 degrees.

Seasoned desert dwellers know to look toward low temperatures for relief, and lows in July rarely dip below 80 degrees in the Phoenix area. So far this year, lows have failed to drop below 90 degrees on seven days.

That's hot, and August isn't much better in that regard.

As July wrapped up, forecasts called for some precipitation and below-normal temperatures in the Phoenix area. In fact, high temperatures in the Valley should remain in the high 90s or low 100s through Saturday.

"Soak it up, Phoenix: 100 degrees an average of seven days each August."

Overall, this August is still expected to be hotter than normal, with a little more rain than we've come to expect.

Circles

Continued from Page 1A

the existing building that were not part of the first plan will be saved, with more details still to be worked out with the city, said Jason Rose, a project spokesman hired after the demolition controversy.

Plans also include several "ambitious" projects by local artists, including three murals ranging

from two to five stories tall, according to the press release. A multi-story steel structure along Central Avenue would "symbolize the building's partial razing but ultimately its rebirth," it said.

The parking garage screening design would look like art, Rose said. The plan proposes art projects inside, as well as maintaining the exterior pillarlike sign.

Additionally, 10 units would have reduced rents for local artists. An agreement with the city would

determine the details, according to the release.

Rose said the new design is a reimagining of the project and not a final plan. Conversations with the city and community will continue, he said.

The Phoenix City Council has final say on a tax break for the site.

Community reaction to the new plan is mixed. Some downtown leaders support the changes but say awarding the incentive will require more work.

The Roosevelt Action Association sent a letter to the city asking leaders to restart discussions on a tax break for the project. But the association does not support the tax break and asked for features such as additional preservation and museum space, the letter states.

Representatives of the project said Friday that the developer will agree to some of those requests.

After numerous meetings, the association reached an impasse with the developer, President Sherry Rampy said. Over-

Register by today to vote in this month's primary

**MARY JO PITZL**  
THE REPUBLIC | AZCENTRAL.COM

At the end of this month, for the third time this year, Arizona voters will head to the polls. And today is the deadline to register if you want to be among those voters.

The Aug. 30 statewide primary will determine the party nominees for U.S. Senate, Congress, the Arizona Legislature and the Arizona Corporation Commission.

In addition, the first round of voting for a number of municipal elections, from Apache Junction to Wickenburg, will be on the ballot. Here are key dates and actions to keep in mind.

• **Today at 11:59 p.m.:** The deadline to register to vote. Contact your county

recorder or go online at [services.azcentral.com](http://services.azcentral.com).

• **Wednesday:** The start of early voting.

• **Aug. 19:** The last day to request an early ballot. Note to independents: You can vote in this primary, but you must select a partisan ballot (Democratic, Green or Republican) or the Libertarians run a closed primary. Let your county recorder know which ballot you want.

• **Aug. 24:** The recommended last day to mail in your ballot to ensure it's counted.

• **Aug. 30:** Primary day; polls open at 6 a.m. and close at 7 p.m.

The Arizona Clean Elections Commission is mailing a voter guide this week that contains statements from statewide

and legislative candidates. Watch for it in your mailbox or read it online.

Election information is available from the commission, as well as the Arizona Secretary of State's Office, at [www.azcentral.com](http://www.azcentral.com), vote, and county recorders.

Polling places are likely to be different from those used for the March 22 presidential preference election and the May 17 special election that dealt with education and pension reform. Maricopa County is reverting to local precinct-based polls for this election, meaning voters must go to their assigned poll.

There will be 700-plus polling locations in the county, compared with the 117 voting centers that were in place May 17.

Check your polling place with your county recorder, watch for the notice in the mail or go online at [recorder.maricopa.gov/pollingplace](http://recorder.maricopa.gov/pollingplace).



Maricopa County plans to have 700-plus polling locations for the Aug. 30 primary, which should help prevent long lines.

Please Join Us!

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you! MAG will hold its **Early Phase Input Opportunity** from August 1-31, 2016.

Cities, towns, and local governments will soon submit project requests for the five-year MAG Transportation Improvement Program. This is your best chance to let regional planners know what projects are important to you before they are considered.

Comments will be taken until 5:00 p.m. August 31, 2016. E-mail to [lgsmize@azmag.gov](mailto:lgsmize@azmag.gov). For disability accommodations, call (602) 254-6300.



Your participation is encouraged and appreciated.

ON THE MOVE



**Early Phase Open House**  
**Thursday, August 11, 2016**  
**11:00 a.m. to 12:30 p.m.**  
302 North 1st Avenue, Phoenix  
Second Floor - Ironwood Room

Staff will answer questions and take comments. Stop by any time during the meeting to learn more about transportation and how you can help guide future planning. A short presentation will be given at 11:15 a.m.



## ¡Acompáñenos!



¿Tiene un proyecto o programa de transporte que le gustaría ver realizado en la región? La Asociación de Gobiernos de Maricopa (MAG) quiere conocer sus ideas. MAG llevará a cabo la Fase Inicial de planificación del 1 de agosto, hasta el 30 de agosto de 2016.

Las ciudades, pueblos y gobiernos locales, presentarán próximamente su solicitud para incluir proyectos en el Programa de Mejoramiento de Transporte (TIP) para los próximos cinco años. La fase inicial representa una gran oportunidad para que el público proponga proyectos que puedan incluirse en el TIP.

### Exposición Sobre la Fase Inicial

Jueves 11 de agosto de 2016, 11:00 a.m. a 12:30 p.m.

302 North 1st Ave., Phoenix

Sala de Conferencias Ironwood – Segundo Piso

Durante esta reunión habrá personal presente para contestar sus preguntas y tomar comentarios. Puede pasar en cualquier momento de la exposición para aprender más acerca del sistema de transporte y de como usted puede ayudar en el proceso de planificación. Habrá una breve presentación a las 11:15 a.m. para informar e incentivar al público.

Sus comentarios serán aceptados hasta las 5:00 p.m. del 31 de agosto de 2016. Puede enviar un correo electrónico a [lgamiz@azmag.gov](mailto:lgamiz@azmag.gov). Para hacer arreglos de acomodaciones especiales, llame al (602) 254-6300.

El proceso de participación pública para el desarrollo del Programa de Mejoramiento de Transporte (TIP) de MAG, satisfice los requisitos de participación pública del Programa de Proyectos de Tránsito (POP).



LAZ00001729.01

## TV Y MÁS

# Gaby Spanic, sin exclusividad con nadie

DIANA GARCÍA  
CORRESPONSAL EN LA CD. DE MÉXICO

Después de que Gaby Spanic demandara a TV Azteca por incumplimiento de contrato, la actriz asegura que puede trabajar donde más le convenga.

"Lo único que sí puedo decir es que soy una mujer libre, que puedo trabajar en cualquier empresa", aclaró la actriz, quien así responde a los chismes que decían que mientras esté en juicio, no puede trabajar en ninguna otra televisora.

Sin dar mayores detalles de la demanda que interpuso, y sin pensar en regresar a las telenovelas donde es una protagonista muy exitosa, Gaby por ahora está enfocada en la puesta en escena "Un Picasso", a la que se incorpora tras la salida de Aracely Arámbula.

"De esa situación, de la demanda, se están encargando los abogados, yo no sé nada de derecho, yo soy actriz y Dios me ha bendecido de estar en esta puesta, con tanta gente talentosa y maravillosa", expresó.

Para la actriz, es un honor trabajar al lado de don Ignacio López Tarso, a quien admira desde hace tiempo.

"Mira nada más a quien tengo aquí a mi lado, a una institución a quien admiro muchísimo, un maestro para mí, la primera vez que lo vi se me puso la piel chinita y le dije: 'no sé qué decirle, lo único



FRANCISCO MORALES/LA VOZ

Entre las telenovelas que Gaby Spanic protagonizó en Televisa está "La Usurpadora", uno de los mayores éxitos en la historia del melodrama en México.

que me nace del corazón es abrazarlo" y lo abracé muy fuerte, es un hombre maravilloso en todos los sentidos un excelente actor", señaló.

## ¡GRAN APERTURA!

Comida y Bebidas ¡GRATIS! Premios, ¡Y Mucho Más!

# BAIZ

## FRESH FOODS

Acompáñanos a celebrar la Gran Apertura de nuestra nueva localidad en  
1858 W. Baseline Rd. Mesa, AZ 85202  
Este 30 de Julio, 2016 a las 9:00am

480-718-9227

Lunes a Viernes de  
8:00am a 9:00pm  
1858 W Baseline Rd.  
Mesa, AZ 85202

PRECIOS VALIDOS DEL  
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Cebolla .99<sup>c</sup> Libra Amarilla



Duraznos .59<sup>c</sup> Libra



Papas \$1.19 Bolsa



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Sandía Sin Semilla 6 libras \$1



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

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## Leila Gamiz

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**From:** Martin Lucero <Martin.Lucero@surpriseaz.gov>  
**Sent:** Wednesday, August 31, 2016 7:17 AM  
**To:** Leila Gamiz  
**Cc:** Teri Kennedy; Bob Hazlett  
**Subject:** Input for the Early Phase Transportation Stakeholders Meeting and MAG's four-phased public input process  
**Attachments:** SCH\_4F\_00716083015190.pdf

Mrs. Gamiz,

You will find attached a signed letter from the City of Surprise providing three projects which we would like to have considered in the MAG's four-phased public input process and in the upcoming MAG RTP. Please let me know if you need any further documentation or information.

Sincerely,

### Martin Lucero

Transportation Planning Manager  
City of Surprise | 16000 N. Civic Center Plaza | Surprise, AZ 85374  
phone: 623.222.3142 | fax: 623.222.3001

City Hall offices open at 8 a.m. and close at 5 p.m. Monday through Friday. More info at [www.surpriseaz.gov](http://www.surpriseaz.gov).

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0.1

31 Aug 2016 14:17:06 -0000

## Leila Gamiz

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**From:** steve procaccini <sprocaccini@cox.net>  
**Sent:** Monday, August 29, 2016 11:21 PM  
**To:** Leila Gamiz  
**Subject:** Early Phase Input Opportunity

Hello,

My 1st priority request and concern as far as transportation in the county is for a regional commuter rail system (ideally one that links with some other county seats in the state, like Tucson, Yuma, Nogales, Flagstaff, etc.) Metro Phoenix is lagging behind all of the other major metro areas in the West, from Dallas to Seattle, from San Diego to Denver. Commuter rail urgently needs the funding and serious, concerted efforts and dedication to come online asap. It seems like all i ever hear or read about is talk, discussion, studies, planning...but nothing seems to come of it.

my 2nd priority relates to the first: with commuter rail, the county, city and state have to work with the federal government to get Amtrak to come thru and stop at Phoenix again. i am a rail rider but have to go Flagstaff or Maricopa to catch Amtrak.

Especially in a post 9-11 America, we need more options that just air travel. It is imperative that Phoenix have a stop, and we should have at least daily service east and westbound. It really is rather embarrassing to have it known that passenger rail is not an option in Phoenix, the 5th or 6th largest city in the U.S. and a top 15 metro area.

For both of the above, Union Station in downtown Phoenix must be acquired from Sprint and be renovated and reused as our main rail station.

Lastly, i'd like to see the county be involved with more bike lanes and bike trails, especially along repurposed and landscaped canal paths.

I hope Maricopa County has the leadership and commitment to make the above transportation options come to fruition.

Thanks much.

Stephen Procaccini  


**From:** [hancockjan@aol.com](mailto:hancockjan@aol.com)  
**To:** [Leila Gamiz](#)  
**Cc:** [RJCardin@mail.maricopa.gov](mailto:RJCardin@mail.maricopa.gov); [lfsnead@gmail.com](mailto:lfsnead@gmail.com)  
**Subject:** MAG Early Phase Input Opportunity  
**Date:** Sunday, July 31, 2016 10:05:34 AM

---

To MAG Regional Planners:

I am taking this opportunity to provide public comment being solicited by MAG during the August 1-31, 2016 Early Phase Input Opportunity.

1. Please consider the County-wide **Maricopa Trail** as one of the most important projects to support in the 5-year MAG Transportation Improvement Program.
2. The **Maricopa Trail** links 24 cities and communities with each other, providing a non-motorized pathway for access to workplaces, shopping, schools, and recreation.
3. While motorized transportation is also important, we must look to the future to provide clean-air, healthy recreation, and safer opportunities for choosing transportation options for the millions of Maricopa County residents who can connect to destinations using non-motorized pathways.
4. MAG's **Valley Path** program and the **Maricopa Trail** fully synchronize together with each other to bring the non-motorized transportation systems in Maricopa County to ALL County residents and visitors.
5. Please provide financial, governing, and project support to **Valley Path**, Maricopa County's **Maricopa Trail** and the associated non-profit volunteer programs of the Maricopa Trail and Park Foundation so these alternative transportation projects can continue to plan, design, construct, and maintain these vital long-term routes that are encouraging and expanding County-wide non-motorized travel corridors between and into each community.

Thank you.

Jan Hancock  
805 N. 4th Ave  
The Embassy - Suite 703  
Phoenix, AZ 85003-1306  
P - 602-252-8387  
C - 602-550-1314  
Toll Free: 877-727-7117  
F - 602-253-2789  
E - [HANCOCKJAN@aol.com](mailto:HANCOCKJAN@aol.com)  
LinkedIn: [www.linkedin.com/in/janhancock/](http://www.linkedin.com/in/janhancock/)

From: [Doug Lange](#)  
To: [Leila Gamiz](#)  
Subject: Input Opportunity  
Date: Monday, August 01, 2016 9:41:45 AM

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MAG Transportation Improvements:

## **A pedestrian bridge or tunnel that would connect the Arizona Canal Trail across 68th Street at Indian School Road.**

It is a safety issue! There is a large amount of people using the trail at this intersection and I have lost count on how many times that I have personally witness near miss accident. Myself and my husband were also almost hit by a car (actually brushed our legs.) People rush trough the light in all directions. In the winter when the Hotel Valley Ho is full, this intersection becomes very, very busy with people.

If I could plan it for the city of Scottsdale I would make a trail bridge over 68th street but have it be more than just a simple foot bridge. (This would be a big dream) I envision a bridge that was like a table with the four legs going to each side of the canal and the 'top of the table' being an observation deck with benches and maybe small picnic tables and plants ( like the High Line Park in NYC.) It would anchor the west side entrance to downtown Scottsdale as well as be a stopping/resting point to the trail with an amazing views Camelback Mountain. It would be a public mini park with places to sit and gather unlike the Waterfront bridge that has trolleys going over it. The observation deck/park would connect to the small mini park that is already in the north west corner of the canal and 68th street. (This 'park' is really a green rain-wash area and is more like a hole)

[High Line \(New York City\) - Wikipedia, the free encyclopedia](#)



**High Line (New York City) - Wikipedia, the free encyclopedia**

By having the 'The Canal High Park' (a name I am giving it) as the anchor maybe the

open dirt area on the east side of 68th would be developed as well as bring more development to the west side of Goldwater along 5th ave.

**Any solution to the connecting the trail across 68th at Indian School would be a huge improvement not just for safety of the pedestrians but to improve the traffic flow at this intersection as well.**

Thank you,  
Marie Lange  
602-491-7650

**From:** [Dan Haney](#)  
**To:** [Leila Gamiz](#)  
**Subject:** FW: Suggestions for better transportation  
**Date:** Tuesday, August 02, 2016 9:41:39 AM

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If you are requesting thoughts on improvement or building of roads then I have a couple of comments. The area on Hunt Hwy leading all the way down to the Merrill Ranch/Anthem/Sun City community is, many times, thick with traffic and doesn't appear to be that safe. I know Hunt Hwy is being widened several miles north but it needs to be improved substantially all the way to Anthem as soon as possible. It can't wait several more years. The alternative is to put the Freeway # 24(?) corridor through from the Mesa/Gateway airport to the I-10 at Eloy. The whole southeastern area is growing so fast that if construction isn't started soon, there will be a real traffic mess out there. Better to be in front of the eight ball than behind it.

Thanks,  
Dan

**From:** [Dan Heim](#)  
**To:** [Leila Gamiz](#)  
**Subject:** input on Transportation Improvement Program  
**Date:** Tuesday, August 02, 2016 2:04:55 PM

---

Greetings Leila,

I contacted you, last year I think, and provided basically the same input. I just got your recent mailing calling for input on the Transportation Improvement Plan so I'll repeat myself.

The City of Phoenix recently ran an online public opinion poll asking for input on the new LED lights that would be replacing 90,000 existing streetlights and park lights. The choice was between a "bluer" color and a "warmer" color. I voted for the "warmer" color because, as it turns out, "bluer" light is bad for astronomy.

Blue light is scattered more than red light via a process known as *Rayleigh scattering*. Scattered light contributes to light pollution, reducing the contrast of the night sky. Thousands of amateur astronomers aside, professional astronomy brings in as much revenue to AZ annually as does your typical Super Bowl. Preserving our night sky is essential. Dark sky needs to be thought of as a natural resource. This is why Tucson and Flagstaff have enacted lighting ordinances more strict than those proscribed by ARS-49-7 and MCZO-1112.

So my input to MAG on the TIP is simply this: On all those new roads now in the planning stage, please use warmer spectrum LED lighting. You will have the gratitude of both professional and amateur astronomers in Maricopa County. Thanks for listening to my input, as I cannot make the Aug 11 Open House.

Dan Heim  
President  
Desert Foothills Astronomy Club  
[www.dfacaz.org](http://www.dfacaz.org)

**From:** [Dave McElvain](#)  
**To:** [Leila Gamiz](#)  
**Subject:** RE: FY 2017 - Early Phase Transportation Planning Open House  
**Date:** Tuesday, August 02, 2016 9:22:37 AM

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My comments and points on record for a program consideration.

1. MAG should perform a Life Cycle Analysis on the use of concrete in lieu of asphalt for some of its roads and intersections. This can extend road construction dollars by investing in a better long term product. This will increase the funds for either more roads or repair the ones that need it the most over the long term, while lessening future maintenance cost.
2. Minimize orange cone disease. Repairs and lane shutdowns are reduced by using a product like concrete that is more durable than asphalt and requiring less maintenance.
3. Reduced ambient temperatures by using concrete. The albedo effect reflects sun rays, thus reducing heat island effect and keeping the pavement 15 degrees cooler than asphalt in the summer months.
4. Rigid pavement of the concrete reduces rolling resistance, which can increase fuel mileage and provide longer durations between electrical car charges, and make intersections safer.
5. Safety, by increasing visibility at night, ride quality and texturing (longitudinal tining @ ¾ inch spacing) creates a surface for superior traction and useful benefit.

There have been studies on all five points that I have mentioned regarding Safety, Life Cycle Cost, Maintenance, Heat island, increased efficiency and INVESTMENT to our future.

Thank you for letting me get this on record. If I can be of any assistance to the department, I am available. Unfortunately, I am out of town on the 11<sup>th</sup>, so I will not be able to make the open house.

---

**From:** Maricopa Association of Governments [mailto:mag@service.govdelivery.com]  
**Sent:** Tuesday, August 02, 2016 9:06 AM  
**To:** Dave McElvain  
**Subject:** FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



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## ***Early Phase Transportation Planning Open House***

**Thursday, August 11, 2016**  
Open House: 11:00 a.m. to 12:30 p.m.  
Short Presentation: 11:15 a.m.

**From:** [DEBRA MOMON](#)  
**To:** [Leila Gamiz](#)  
**Subject:** RE: FY 2017 - Early Phase Transportation Planning Open House  
**Date:** Tuesday, August 02, 2016 12:22:59 PM

---

## Amtrak Station here in Phoenix AZ

"The body of the human world is sick. Its remedy and healing will be the oneness of the kingdom of humanity. Its life is the Most Great Peace. Its illumination and quickening is love. Its happiness is the attainment of spiritual perfections. It is my wish and hope that in the bounties and favors of the Blessed Perfection we may find a new life, acquire a new power and attain to a wonderful and supreme source of energy so that the Most Great Peace of divine intention shall be established upon the foundations of the unity of the world of men with God. May the love of God be spread from this city, from this meeting to all the surrounding countries. Nay, may America become the distributing center of spiritual enlightenment, and all the world receive this heavenly blessing! For America has developed powers and capacities greater and more wonderful than other nations. While it is true that its people have attained a marvelous material civilization, I hope that spiritual forces may animate this great body and a corresponding spiritual civilization be established. May the inhabitants of this country become like angels of heaven with faces turned continually toward God. May all of them become the servants of the Omnipotent One. May they rise from present material attainments to such a height that heavenly illumination may stream from this center to all the peoples of the world."  
(Abdu'l-Baha, The Promulgation of Universal Peace)

---

Subject: FY 2017 - Early Phase Transportation Planning Open House  
Date: Tue, 2 Aug 2016 11:05:47 -0500  
To: debramomon@hotmail.com  
From: mag@service.govdelivery.com

**From:** [Jay Schlum](#)  
**To:** [Leila Gamiz](#)  
**Cc:** [Curt Dunham & Peggy Fiandaca](#)  
**Subject:** FY 2017 - Early Phase Transportation Planning Open House  
**Date:** Tuesday, August 02, 2016 4:54:50 PM  
**Attachments:** [Connection needed between 202 & Bee Line SR87.tiff](#)

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MAG team:

Former member of MAG Regional Council and prior Fountain Hills Mayor Jay Schlum here with a No Brainer request.

We need to connect the furthest NE Red Mountain 202 Loop in Mesa to the BeeLine Highway State Route 87 & Shea Blvd close to Fountain Hills.

Today people coming and going from Was Scottsdale and North Mesa need to travel back along the 101 or Gilbert Rd (8 miles in both directions).

MDOT has a study from 5+ years ago already prepared showing route and connections.

Please make this happen sooner than later.

When viewing a map it is a clear gap in connectivity and as a significant route for leaving the valley for the Payson and White Mountain areas on weekends and in an emergency. [ See attached work of art I put together ;-) ]

Jay Schlum (602)301-7855 Phone & Text  
Fountain Hills Mayor / Councilman 2004-2012  
SONORAN LIFESTYLE REAL ESTATE | The Jay & Dori team | Realtor, GRI  
[LinkedIn](#) | [Team Web Site](#) | [Relocation Guide](#)

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From: Maricopa Association of Governments [mailto:[mag@service.govdelivery.com](mailto:mag@service.govdelivery.com)]  
Sent: Tuesday, August 02, 2016 9:06 AM  
Subject: FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress

Early Phase Transportation Planning Open House

Thursday, August 11, 2016  
Open House: 11:00 a.m. to 12:30 p.m.  
Short Presentation: 11:15 a.m.

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

Is there a transportation project or program you would like to see? The Maricopa Association of Governments wants to hear from you!

MAG will hold its Early Phase Input Opportunity from August 1-31, 2016. Cities,



Fountain Hills

To Payson &  
White Mountains

Scottsdale

Shea Blvd

Bee Line Hwy SR 87

needed  
connection

Loop 202 Red Mountain

Mesa

McDowell  
Mountain  
Regional Park  
Hunting Area

Fort McDowell

FORT MCDOWELL  
YAVAPAI NATION  
RESERVATION

Four Peaks Wilderne

Salt River Tubing

Usery  
Mountain  
Regional Park

Red Mountain  
District Park

Hohokam Stadium

# H. MAYNARD BLUMER, FAIA, FCSI CONSULTING ARCHITECT ©

FELLOW of the AMERICAN INSTITUTE OF ARCHITECTS  
FELLOW CONSTRUCTION SPECIFICATIONS INSTITUTE

8517 N. 49<sup>th</sup> STREET  
PARADISE VALLEY  
ARIZONA 85253  
Phone: 480 - 948 - 6632  
bluehmaynard@q.com  
August 2, 2016

Suggestion for  
Transportation Planning  
Maricopa Association of Governments

Complete connection of 32<sup>nd</sup> St. on the South to 40<sup>th</sup> St. on the North through a natural mountain pass.

Purpose:

- Provide North-South local traffic relief for problem created by the Phoenix Mountains.
- Reduce auto emissions at Tatum Blvd. and Lincoln Dr. intersection, said to be a major environmental problem.
- Reduce Tatum Blvd. traffic overload.

Original traffic plan included this traffic outlet through the mountains, halfway between Hwy. 51 and Tatum Blvd.

Portions of the original plan have been completed as follows:

32nd Street has been constructed for the traffic load from Washington St. to Lincoln Drive including:

1. Rights-of-way acquired north of the canal to Lincoln Drive.
2. A wide Canal bridge has been constructed.
3. A wide roadway was cut through a large mountain between the canal and Lincoln Drive.

40<sup>th</sup> Street north of the Mountains has been constructed for the traffic load providing access to following cross streets:

1. Shea Blvd.
2. Cactus Road
3. Thunderbird Road
4. Greenway Road
5. Bell Road.
6. Union Hills Drive.

What remains: The connection through the Mountain Preserve.

A natural route through the mountains dictated the 32<sup>nd</sup> St. to 40<sup>th</sup> St. link alignment.

Suggested construction: An elevated precast causeway, similar to those used in the Smoky Mountains Parkway to:

1. Preserve the natural mountains.
2. Not disturb the wild life (birds, javelin, coyotes, bobcats, mountain lions, etc.)
3. Not provide driving access from the causeway into the Preserve.
4. Provide scenic view of the Preserve.
5. Provide a safe on grade hiking trail through the Preserve.
6. Provide more economical construction and safer driving than a graded roadway.

The Arizona State Highway did have a video of the Smoky Mountain Causeway construction by Taliesin Architects.

Respectively Submitted,

H. Maynard Blumer

**From:** [MAYNARD BLUMER](#)  
**To:** [mag@service.govdelivery.com](mailto:mag@service.govdelivery.com)  
**Cc:** [Leila Gamiz](#); [Maricopa Association Governments](#); [M Collins](#); [Maynard Blumer](#)  
**Subject:** Re: FY 2017 - Early Phase Transportation Planning Open House  
**Date:** Tuesday, August 02, 2016 4:53:28 PM  
**Attachments:** [160902 32nd to 40th.doc](#)

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MAG Transportation Planning,

In response to your request for comments on MAG Transportation I am calling on my experience of practicing architecture in the Phoenix Metro area beginning in 1962 with the design and construction of the Phoenix Metro Baseball Stadium in 1962. There is an unfinished transportation plan, from those days, that has yet to be completed and is in critical need for both movement around the NE quadrant of Phoenix and the elimination of the smog created at the intersection of Lincoln Drive and Tatum Blvd., plus alleviating the overload condition of the narrow Tatum Blvd. Both the North and the South portions of the plan have been completed. Only the connecting link remains to complete the plan. for: ***Connecting 32nd St on the South to 40th St on the North.***

Please see my attached paper for your study and consideration.

Thank you for asking and for your service

***Maynard***

H. Maynard Blumer, FAIA, FCSI, Consulting Architect (Ret.)  
8517 N. 49th St., Paradise Valley, Az. 85253  
480-948-6632 [bluehmaynard@q.com](mailto:bluehmaynard@q.com)

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**From:** "Maricopa Association of Governments" <[mag@service.govdelivery.com](mailto:mag@service.govdelivery.com)>  
**To:** [bluehmaynard@q.com](mailto:bluehmaynard@q.com)  
**Sent:** Tuesday, August 2, 2016 9:05:47 AM  
**Subject:** FY 2017 - Early Phase Transportation Planning Open House

On the Move, Partners in Progress



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***Early Phase Transportation Planning Open House***

**Thursday, August 11, 2016**  
Open House: 11:00 a.m. to 12:30 p.m.  
Short Presentation: 11:15 a.m.  
MAG Offices, Ironwood Room



Comments may also be submitted via email to [lgamiz@azmag.gov](mailto:lgamiz@azmag.gov) or online at [azmag.gov/comment](http://azmag.gov/comment)

Let us hear from you!

Name (Required) DIANNE BARKER

Address 809 N. 5<sup>th</sup> AVE., #303

City and Zip Code (Required) PHOENIX 85003 Phone Number 480.334.0677

Email dd/barker88@gmail.com

Comments:

re: EARLY Phase TRANSPORTATION PLAN

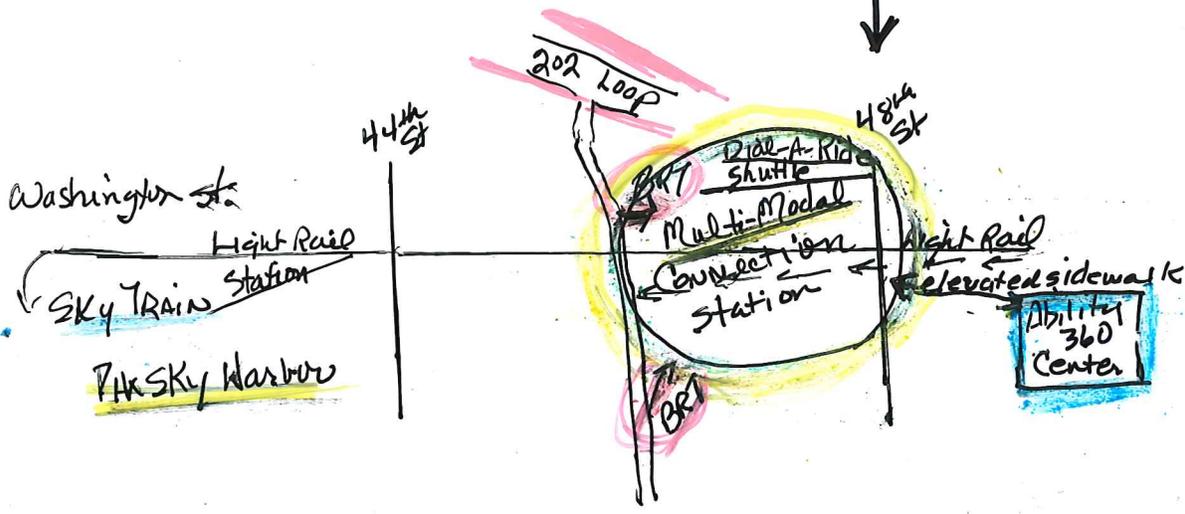
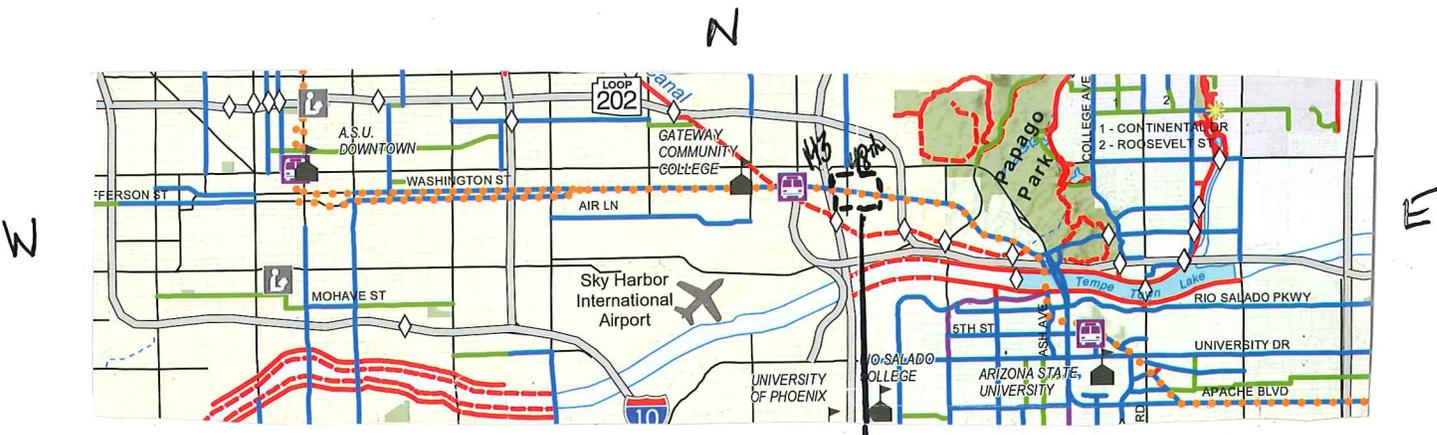
Submission: VISION DIAGRAM (Attached)

48<sup>th</sup> Street Area "Multi Modal" Transportation Station

I am interested in (please check all that apply):

- Receiving the Newsletter
- Attending Meetings
- Other "Multi-Modal" Progress

# METROPOLITAN PHOENIX AREA



**From:** [Gail Wilt](#)  
**To:** [Leila Gamiz](#)  
**Subject:** paratransit  
**Date:** Sunday, August 14, 2016 2:42:50 PM

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1. I have used Dial-a-Ride since 1992. It is a key part of the infrastructure for my successful career. It has improved over the years, and needs to keep striving to be better.
2. Please make it possible to complete and submit paratransit applications/renewals online – with use of assistive technology such as screenreaders (I use JAWS).
3. The “one seat” service is excellent. It seems to have reduced the overload on Phoenix DAR. ... If possible without jeopardizing that improvement, eventually it would be great to have same-day service back again – perhaps at a higher fee.
4. Thanks! ... Gail Wilt

**From:** [insanas@aol.com](mailto:insanas@aol.com)  
**To:** [Leila Gamiz](#)  
**Subject:** MAG Transportation Improvement Program  
**Date:** Monday, August 22, 2016 3:27:23 PM

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Dear Leila Gamiz,

I am the President of the Phoenix Astronomical Society, which was established in 1948. We have about 100 members and we show the night sky to school children, scouts, church groups, and the general public. We also conduct citizen science projects involving the night sky. Even though we have very good telescopes, the light pollution in the Valley is making it more difficult to clearly see beautiful objects such as galaxies, globular clusters, comets, and nebulae. I wish to echo the thoughts of a fellow Astronomy Club President, Dan Heim, who recently contacted you about using warmer spectrum LED lighting. It can make a significant difference with regard to viewing our desert skies and the heavenly objects that should be enjoyed by everyone. I hope you will convey our thoughts to those involved with the Transportation Improvement Program.

Sincerely, Sam Insana President of the Phoenix Astronomical Society

**From:** [c.j.b](#)  
**To:** [Leila Gamiz; lgamiz@azmag.gov](mailto:lgamiz@azmag.gov)  
**Subject:** SW valley road planning.  
**Date:** Wednesday, August 31, 2016 10:35:01 AM

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Now that 303 is extending along Cotton Av, it's time to look again at the street grid/map.

Notice that we now have many north/south fwy routes. BUT -still only **one** east-west ( 10 ).

What would work, due to low cost, low disruption factor, and least amount of land used ( as well as the "visuals" factor ) is a **SuperStreet** from Cotton / 303 to Hwy 85 west of Buckeye.

MC85 is ready to go now, from Cotton to Southern Av. When MC85 becomes Monroe, it won't suffice, because it is only a commercial ( and narrow ) roadway.

**SO: time to extend Southern Av thru from Dean Road to MC 85.** Acquire LAND now, while it is still cheap - and get plenty of width ! Southern Av is the industrial corridor of the future thru Buckeye.  
Superstreet ! Not a disruptive & costly freeway, please.

--

**Chris Bright** txt to: **602.696.8903**



Office of the City Manager  
16000 N Civic Center Plaza  
Surprise, Arizona 85374  
Phone 623-222-1100  
Fax 623-222-1021

August 30, 2016

Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue  
Phoenix, AZ 85003

Attention: Leila Gamiz,  
Community Outreach Specialist

Subject: Projects to be Considered for Inclusion into the RTP Update

Dear Ms. Gamiz:

In conjunction with the "Early Phase Transportation Stakeholder Meeting" the City of Surprise would like to formally submit three projects for consideration and modeling into MAG's RTP Update. These three projects include: a future interchange on SR303 at Litchfield Road, Corridor Optimization along US60, and US60/Jomax Road Interchange.

#### **SR303 at Litchfield Road**

As part of the "Future SR 303L Traffic Interchange Site Evaluation, US 60 to Happy Valley Parkway" (Project No. 303 MA 119 H6896 01D), Parsons Brinckerhoff had identified option 6 as a viable location for a future transportation interchange along SR 303L.

The analysis included approximate funding cost, versatility of half or full diamond configuration, required right-of-way and service to local entities. The Dysart/Litchfield Alternative (Option 6) provided the most versatility in TI configuration and service to both the City of Surprise and Peoria. This interchange, as indicated in the analysis, costs the least and requires less right-of-way than the other options. The construction of this interchange will provide additional relief to neighboring regional facilities such as the intersections of US 60 / 163rd Avenue and SR 303 and El Mirage Road, by providing secondary access points to communities bounded by US60 to the west and SR303 to the south.

#### **Corridor Optimization along US60**

Although US-60/Grand Avenue is controlled and maintained by the Arizona Department of Transportation (ADOT), its regional significance, and importance to the City of Surprise and other local agencies has been the subject of numerous studies, improvement projects, and public interest. This facility effectively divides the City in half and serves multiple purposes, including local access, commuter travel, and freight movement.

As outlined in the Corridor Optimization, Access Management Plan, and System Study (COMPASS) this corridor needs to have improvements to restrict unwarranted access and to provide the pedestrian facilities such as sidewalks, bikeways and transit facilities that have been left out from other federally funded projects. These gaps limit the modal split that could occur and encourage the use of automotive vehicles. The City of Surprise would like to group all the

improvements that have been identified in the COMPASS and MAG Design Assistance Grants into one Corridor improvement project.

**US60 and Jomax Road Interchange and New Arterial Parkway**

The project involves the design and construction of an interchange on US60 in the vicinity of Jomax Road to replace an existing at-grade crossing, improving traffic efficiency and safety. The City of Surprise is also proposing a "New Arterial Parkway" connecting Jomax Road, Happy Valley Parkway and the proposed Interchange at SR303 and Litchfield. This network of streets will allow motorists alternative routes other than the intersection US 60 and 163rd Ave to access Surprise's City Center and other local neighborhoods along US 60. The separation of this local and regional traffic will provide a constant movement of traffic, with fewer accidents occurring on US 60.

This interchange has also been identified in the Hassayampa Framework Study as the starting point for the White Tanks Freeway. By connecting the "New Arterial Parkway" and the future White Tanks Freeway, this project would provide the capacity necessary to accommodate City of Surprise planned growth of the SPA 2 region. The City anticipates 40% of its residential growth in the next 20 years within the outlined corridor and a large commercial and industrial center to the west of US60.

In order to move these projects forward and to further identify needs and obstacles, the City of Surprise has begun the conversation with regional partners, utilities and private land holders. The City of Surprise believes that the time is appropriate to place these projects in for consideration into the RTP update process.

Thank you for your assistance with this request.

Sincerely,



Bob Wingenroth  
Surprise City Manager  
City of Surprise  
16000 N. Civic Center Plaza  
Surprise, AZ 85374

CC:

Eric Anderson  
Transportation Director  
Maricopa Association of Governments

Bob Hazlett  
Senior Engineer  
Maricopa Association of Governments

Teri Kennedy  
TIP Manager  
Maricopa Association of Governments

---

# Let us hear from you!

First Name \*

Mike

Last Name \*

Duncan

Address \*

Zip Code \*

E-mail Address \*

mwd@mail.maricopa.gov

## Comments

For Early Phase One  
Here is my top six list.

I-17 - from Bell Road to I-10  
Both northbound and southbound have extreme traffic delays. More capacity is badly needed for this corridor.

I-17 - from Anthem Way to Cordes Junction - with just 2-lanes each way (in Maricopa and Yavapai counties)  
This long corridor is plagued by weekend traffic delays and is very susceptible to extremely long accident closures and backups.  
This segment is especially overdue for added capacity.

Happy Valley Road bridge over I-17 – with just one lane for each direction  
Peak-time delays are extreme and backups extend to the mainline freeway.

Pinnacle Peak Road bridge over I-17 – with just one through lane for each direction  
Peak-time delays are extreme and backups extend to the mainline freeway.

Happy Valley Road - from 107th Avenue to I-17  
has very large and growing traffic volumes. Other new east-west alternative roads are needed for this corridor.

Transit – interconnection routes - are needed between the Capitol/State/Downtown area and the Maricopa County Durango complex.

---

Walt Gray

  
walt1gray.1914@gmail.com

COMMENTS: Early Phase Public Hearing for 2035 Transportation Plan

1. The process for Public Hearings for the 2035 Transportation Plan is inherently flawed and should be changed before the Mid-Phase Public Hearing next March. The current process does not allow—and, in fact, prevents the public interest from being known in a project, a phase of the Transportation Plan or the entire Transportation Plan—because all testimony is written or spoken in private and the public cannot hear what others are saying and form their own judgments and, therefore, the public will cannot be learned in a transparent, timely manner. The result is the Government has unusual power in disseminating information and controlling feedback. Most of the information disseminated is passive, leaving the public to obtain information from consultants and ask questions in private without the benefit of how information dissemination and questions may vary from person to person. The Government should not fear public discourse about Transportation Plans nor about any other type of Infrastructure Project or Program because the US is a Democracy and the Public should play a dominant role in such a form of Government. Along these lines, the summary video or power point of the 2035 Transportation Plan should be more detailed without exceeding a half-hour length so the Public receives the same basic information. In addition, questions and comments should be made and replied to in public. This way the Government and the Public know at the same time what the public interest and will are. Anything short of this is a waste of time because Public Hearings have been poorly attended since the current process was instituted a number of years ago. Typically, Public Hearings in the Phoenix metro area are attended by more staff and consultants than members of the Public. How can this be a Public Hearing? This process also is inconsistent with other public hearing and meeting processes in the Phoenix metropolitan area. For example, the Phoenix City Council allows public testimony at all City Council meetings, as well as Subcommittee meetings, including testimony on a \$35 billion, 30-year Transportation Program. We in the Public also are continually influenced by others through print and electronic media, books and other types of meetings. The Government should not have the right to restrict public discourse nor be afraid of it because public discourse is intrinsic in a Democracy. I will take this issue up this week with the West Side Town Hall Advisory Committee, of which I am the Coordinator, and hopefully we will have more to say on this issue and have the outline of an Action Plan at the Regional Council meeting on August 31.

2. I strongly object to the Decision to purchase property in the South Mountain Freeway corridor and demolish buildings prior to final Disposition of the Suit against the project. What is particularly unnerving is the heavy handed Government action to strongly influence the Court ruling on the project. This shows disrespect for the judicial system. Additionally, the Government has known from the beginning of the right-of-way purchases that the Judge assigned to the case is a Native American. The continuation of purchases and demolitions following the ruling on the Temporary Injunction shows cultural insensitivity because given the status of Race in America her ruling will receive strict scrutiny regardless of the way she ultimately rules. The Government has known from the beginning that the Temporary Injunction ruling ultimately would be subject to a full hearing on the case, which was held in May of this year. As you know, the court ruling is due any day. I strongly urge the Government to drop any discussions about a possible appeal. This would show respect for the judicial system, the judge and the unusually difficult circumstances for this ruling. Additionally, the Government still must negotiate with the Gila River Tribe for the widening of I-10 through the Tribe's land. I also will urge PARC not to appeal in the interest of community harmony and healing. I cannot speak for the Gila

River Tribe because they are faced with potentially permanent changes in culture and lifestyle.

I decline to comment any further on the Early Phase of the 2035 Transportation Plan. My focus will be on changing the current public hearing process.

Cc:

Merchants for a Better Maryvale

West Side Town Hall Advisory Committee

West Side Town Hall Steering Committee

PARC

## **Will Freedom Ride from Wickenburg Again?**

**Summary of Need:** In early 2015, the only department store in Wickenburg closed, leaving seniors on fixed incomes to shop at two dollar stores, two grocery stores and CVS. A selection of age-appropriate shoes, underwear, clothing and budget home goods and medical supplies is virtually non-existent in Wickenburg. The closest department store shopping is Wal-Mart, 31 miles away in Surprise. There is no public transportation from Wickenburg to Surprise. Taxi cabs charge at least \$80 roundtrip to Surprise. Seniors living on \$700 - \$1,000 per month, cannot afford this expense. Most seniors over the age of 70 do not shop online because they do not have computers or are not able to operate computers due to vision impairment or lack of computer skills. Seniors sometimes get transportation from friends or family. For some, asking is difficult and for others, they wear out their transportation sources. For those who cannot drive or don't have transportation, the inability to shop for budget-priced goods including medicine, home goods or even age-appropriate footwear and undergarments negatively affects quality of life.

Seniors inability to get transport to medical specialists in the valley is an entire other subject. Wickenburg Community Hospital is implementing upgrades, but seniors needing something as simple as cataract surgery must go to the valley for this service or, in some cases, just not get the treatment at all.

Finally, the inability to get to needed services/products in the valley amplifies feelings of isolation, seclusion and depression often experienced by seniors without transportation.

**Summary of History:** In October, 2011 after five years, the Valley Metro 660 Connector with stops at Wickenburg, Wittmann, Sun City West and Arrowhead Mall, ceased operation. The route was intended to operate as a lifeline to valley services for people without transportation options. The downturn in the economy reduced sales tax revenues for Valley Metro and an average of three riders per trip made it a logical cut. The service was operating four trips per day, five days per week.

**What Has Changed, What Will Make it Work:** Now is the time to implement a transportation service from Wickenburg to the valley because:

- 1) The availability of age-appropriate goods and budget goods has decreased more in Wickenburg.
- 2) The number of potential clients has increased – there are more seniors and older seniors who no longer feel comfortable driving in city traffic.

3) Wickenburg's economy is growing, with new healthcare services for seniors and professions for working-age adults available. A well-designed public transit system that operates on a schedule matching the needs of those who use it can produce real benefits for Wickenburg's seniors while strengthening economic development efforts.

In January, 2015 a community collaboration between the Town of Wickenburg, The Salvation Army, FSL and Wickenburg Community Services Corporation began operating Wickenburg's Freedom Express a 60+ senior transportation program in Wickenburg. Trained volunteer drivers and one paid coordinator/dispatcher transport registered clients in two vans insured by the Town of Wickenburg. After 18 months of operation, Wickenburg's Freedom Express has registered 220+ clients and provided 7,500+ rides around Wickenburg. The most frequently asked question from registered clients and the public is, "do you go to the valley?"

As the Transportation Coordinator for Wickenburg's Freedom Express, I see the need for transportation to low-cost and age appropriate goods every day. Just like the rest of Arizona, Wickenburg has more seniors, and more "senior" seniors who used to drive, but are no longer able or safe to drive. Many of these seniors are experiencing visual impairment, especially from macular degeneration which makes computer shopping and driving virtually impossible.

Our clients tell us regularly that the Freedom Express is a "life-saver", that we have significantly improved their lives by helping them get out and get active. They like freedom to be independent and don't want to rely on others for every ride they need. That said, seniors must be encouraged to try public transit for the first time and view it as a scary option. When the 660 Connector was operating, many people had not tried public transit in Wickenburg and/or had no way to get to the bus stop. Now that they have tried Wickenburg's Freedom Express, and have options to get to a bus stop, they will be more open to trying public transportation to the valley. Another comfort factor is that Northwest Valley Connect is now on the other end in Surprise to help riders navigate the public transportation options in the valley. This service works with clients to help them get to their destinations using a variety of transportation options and service referrals in the Surprise area.

Implementing transportation service to the valley and working with existing transportation non-profits to promote and coordinate ridership, will meet the growing need for a transportation lifeline from Wickenburg to the valley in a cost-effective manner. If you have any questions, please contact Carrie Ward, Transportation Coordinator, Wickenburg's Freedom Express at [cward@fsl.org](mailto:cward@fsl.org) or (928)684-7894 X 102. Thank you for your consideration.

---

# Let us hear from you!

First Name \*

John

Last Name \*

Hinz

Address \*

Zip Code \*

85009

E-mail Address \*

none

## Comments

I circulated petitions to put the Papago Freeway on the ballot. The project was approved by the voters. Later, the City of Phoenix voters approved the building of the Paradise and Squaw Peak Freeways. Finally, MAG gave the voters a freeway package to vote on. It was a comprehensive package, take it or leave it. Included in the package was the South Mountain Freeway, but we were told that one was only tentative. We could either vote to have freeways or reject them. If approved, the plan could be modified, so we voted for freeways. The City started building the Squaw Peak Freeway which was taken over by the State and now is a state highway. The City started acquiring property for the Paradise Freeway, but then abandoned the project after someone decided that it should cross over Camelback Road. No voter input was sought on either of those decisions, or the South Mountain Freeway either.

The special interests that wanted the South Mountain Freeway seem to be well on their way to having their wishes granted, despite the damage to the mountain.

If you want to relieve congestion on the Papago Freeway, you should build the Paradise Freeway, but keep it all north of Camelback Road and south of Missouri Avenue.

---

### I am interested in (please check all that apply)

Receiving the Newsletter

Attending Meetings

### Other

Your listening to the voters

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# **MARICOPA ASSOCIATION OF GOVERNMENTS**

## **INFORMATION SUMMARY... for your review**

**DATE:**

September 13, 2016

**SUBJECT:**

Regional Freeway and Highway Program - 2016 Rebalancing

**SUMMARY and ATTACHMENTS:**

At the June 15, 2016, meeting, Transportation Policy Committee representatives requested a scenario for the Regional Freeway and Highway Program - 2016 Rebalancing that gave greater weights to the group of deferred projects that had longer legacy in the Proposition 400 program. This scenario, titled "Legacy-Weighted Score," was created by adjusting the evaluation criteria weights so deferred projects originally identified for earlier phases would receive higher weights in the ranking process. Attached to this transmittal summary is information detailing the ranking of projects according to the new Legacy-Weighted Score scenario, as well as those ranked previously, in a scenario titled "Readiness-Weighted Score." The following information is attached:

- Regional Freeway and Highway Program, Tentative 2016 Rebalancing Criteria and Weight Scenarios (Attachment 5A) - A table summarizing the weights used in both scenarios. As depicted in the table, the Readiness Weighted Score scenario keeps weights higher on a project's readiness for construction, with greater weighting toward NEPA Clearances, Right-of-Way and Utilities, and present day traffic volumes. The Legacy-Weighted Score scenario is heavily weighted toward the Regional Freeway and Highway Program Legacy criteria.
- 2016 Rebalancing - Project Priorities after Scoring and Notes (Attachment 5B) - A comparison table, sorted by the Readiness-Weighted Score scenario, of all projects eligible for the rebalancing process. This table also provides commentary, in the final column and where applicable, about specific projects and comments received by MAG staff since the June 2016 Transportation Policy Committee meeting.
- Deferred Projects from 2009 and 2012 Rebalancing Scenarios (Attachments 5C and 5D) - An update of the spreadsheets presented to the Transportation Policy Committee in June containing the project scores against the evaluation criteria and their ranking (in column 27) by the two rebalancing scenarios. Attachment 5C presents the updated spreadsheet for the Readiness-Weighted Score scenario, and Attachment 5D presents the spreadsheet for the new Legacy-Weighted Score scenario.
- Regional Freeway and Highway Program - Table Definitions (Attachment 5E) - Descriptions of the columns and their contents used to create the Deferred Projects from 2009 and 2012 Rebalancing Scenario spreadsheets (Attachments 5C and 5D).

In addition to the information attached, the Arizona Department of Transportation and MAG have updated the Regional Freeway and Highway Program's cash flow and have now realized that the surplus has grown to a \$744 million ending balance in 2026. As of the date of this transmittal, the cash

flow does not reflect the potential for lower than anticipated costs for acquiring rights-of-way for Loop 202/South Mountain Freeway due to the design-build-maintain Public-Private-Partnership (P3) procurement process.

The Transportation Policy Committee is asked to review the comments noted in the final column of the table, 2016 Rebalancing Project Priorities, in Attachment 5B. As noted at the June 2016 meeting, the list of deferrals does include regionally significant projects that were not considered during the development of the Regional Freeway and Highway Program in the 2003 Regional Transportation Plan. Also, there are potential substitute projects that could be considered instead of the full construction as envisioned in the Regional Transportation Plan. For example, constructing the Jomax Road traffic interchange and asphalt shoulder widening to the inside provides a full six-lanes along Loop 303 between Happy Valley Road and Lake Pleasant Parkway, addressing a concern expressed by City of Peoria staff for additional capacity instead of the full widening of the freeway to Interstate 17. Other substitute projects include right-of-way acquisition, and potential "Phase 1" (or interim) construction of SR-30 and SR-24.

In view of these events, the Transportation Policy Committee is asked to consider a prioritization process, as outlined in the attached documents, for all projects deferred from 2009 and 2012. This will permit flexibility in the Transportation Improvement Program for programing remaining projects in the MAG Regional Freeway and Highway Program.

**PUBLIC INPUT:**

None has been received at this time.

**PROS & CONS:**

**PROS:** Cost-saving measures, initially identified by the Transportation Policy Committee in 2009 at the time projects were considered for rescoping or deferral, have paid off with a \$744 million surplus in delivering the Regional Freeway and Highway Program as approved by Maricopa County voters in Proposition 400. These cost-saving measures have included adopting cost-risk analysis profiles and targeted value engineering reviews of all projects to assist the Arizona Department of Transportation in the effective delivery of projects within the program. The surplus is an opportunity to restore funding to some projects that were deferred in 2009 and 2012 as a result of cost overruns and lower than anticipated transportation revenues due to the economic downturn in 2008.

**CONS:** Despite the dramatic \$1.1 billion swing from a \$300 million deficit in 2012, the Regional Freeway and Highway Program is not fully funded. While the cost-saving measures have lowered most project cost opinions, the program will continue to have \$3.1 billion in unfunded projects and regional freeway needs after the positive cash flow surplus is subtracted.

**TECHNICAL and POLICY IMPLICATIONS:**

**TECHNICAL:** The project prioritization process, as developed in previous discussions with the Transportation Policy Committee, does have its limitations in addressing all the transportation needs in the Phoenix metropolitan area. The process is a mix of quantitative and qualitative data weighted by four primary criteria: Project Priorities, Project Readiness, Travel Demand, and Funding Realities. This prioritization process does allow all projects to be ranked to allow their eventual implementation as funding becomes available.

**POLICY:** As developed, the project prioritization process is consistent with the current policies used in planning and programing the Regional Transportation Plan. The Regional Freeway and Highway Program - 2016 Rebalancing still identifies a \$3.1 billion overall shortfall in delivering remaining projects approved in Proposition 400.

**ACTION NEEDED:**

Information, discussion, and input.

**PRIOR COMMITTEE ACTIONS:**

On September 6, 2016, Members of the MAG Management Committee were provided a memorandum with the information attached to this summary transmittal. This item was not heard on the September 14, 2016, MAG Management Committee agenda.

**CONTACT PERSON:**

Bob Hazlett, Senior Engineering Manager, 602 254-6300.

## REGIONAL FREEWAY AND HIGHWAY PROGRAM

## Tentative 2016 Rebalancing Criteria and Weight Scenarios

Primary Criteria	Supporting Criteria	Readiness-Weighted Score Scenario	Legacy-Weighted Score Scenario	Criteria Description
<b>PROJECT PRIORITIES</b>	<b>RFHP Legacy Phasing</b>	25%	33%	Credit was applied to projects that were a part of the Regional Freeway and Highway Program and deferred during the 2009 and 2012 rebalancing. Phase II and III projects received the highest weights; Phase IV projects were divided into delivery phases where right-of-way acquisition received greater weight, followed by phase 1, and ultimate construction.
	<b>Safety Needs</b>	20%	20%	Three-year crash frequencies were identified and converted to a crash rate based on the project length. Higher weights were applied to the higher crash rate locations.
	<b>Economic Opportunity</b>	15%	15%	Qualitative measure assigned to the project based on its relative location to emerging economic development opportunities or function as a trade corridor.
<b>PROJECT READINESS</b>	<b>NEPA Clearances</b>	10%	7%	Qualitative measure assigned to the project based on the degree of NEPA documentation needed and the ability to receive clearance in a timely manner.
	<b>ROW Acquisition and Utilities Accommodation</b>	10%	7%	Qualitative measure assigned to the project based on the anticipated level of right-of-way need and the ability to easily accommodate existing utilities and flood control.
<b>TRAVEL DEMAND</b>	<b>Present Day Traffic Volumes</b>	5%	5%	Weight applied to average present-day (2015) traffic volumes identified for the project.
	<b>2030 Project Volumes</b>	3%	3%	Weight applied to the forecasted 2030 travel demand projected for the project using data from the MAG Travel Demand Model.
	<b>Vehicle-Miles-Travel (VMT) Growth</b>	7%	5%	Weight applied to account for the relative growth in travel demand along the project limits. Higher weights applied to the faster growing VMT segments.
<b>FUNDING REALITIES</b>	<b>Cost Factor</b>	5%	5%	Lower planning-level project costs receive higher weights over greater project estimates.

**2016 REBALANCING - PROJECT PRIORITIES AFTER SCORING AND NOTES**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
--		I-17	Black Canyon	SR-101L/Agua Fria-Pima to SR-74	TI	Reconstruct Pinnacle Peak Rd (Exit 217) and Happy Valley Rd (Exit 218) traffic interchanges	2.0		\$53.0		Project to be funded out of current program amounts for improving Interstate 17/Black Canyon corridor.
1 (tie)	2	I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85.	7.0	IV	\$74.8	\$74.8	
1 (tie)	1	SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	ROW	Purchase full-build ROW.	6.0	IV	\$55.2	\$130.0	Early action phase for potential phasing identified in Readiness-weighted score nos. 4 and 14.
3	3	SR-30	I-10 Reliever	SR-303L to Avondale Blvd	ROW	Purchase full-build ROW.	7.0	IV	\$55.2	\$185.2	Early action phase for potential phasing identified in Readiness-weighted score nos. 10 and 30.
4	5	SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	6.0	IV	\$96.3	\$281.5	First phase provides for an arterial-type facility with at-grade signalized intersections at locations for future traffic interchanges. Does not include any initial construction of a system interchange at SR-202L/South Mountain and relies upon diverting traffic to Broadway Rd. (Phased project linked to Readiness-weighted score nos. 1 and 14).
5	6	SR-202L	Santan	Val Vista Rd to Gilbert Rd	GP	Add one lane in each direction between Val Vista Rd and Gilbert Rd.	2.0	IV	\$20.2	\$301.7	Potential trade for proposed Loop 202/Lindsay Rd interchange requested by Town of Gilbert request (see Readiness-weighted score no. 17).
6	7	SR-202L	Santan	Gilbert Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction.	12.0	IV	\$121.2	\$422.9	

**REGIONAL FREEWAY AND HIGHWAY PROGRAM**

**ATTACHMENT 5B**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
7	15	I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Miller Rd (Exit 114) Traffic Interchange.	1.0		\$28.8	\$451.7	Interchange reconstruction for safety improvements with longer ramps and extended I-10 bridge overcrossing Miller Rd. (Lower costs possible if packaged with I-10 widening, Readiness-weighted score no. 1).
8	4	US-60	Superstition	SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West.	1.0	II	\$12.0	\$463.7	City of Mesa/Regional priorities for this traffic interchange have changed since adoption of Prop 400 in 2003, negating the need for this traffic interchange.
9	9	I-17	Black Canyon	SR-74/Carefree Hwy to Anthem Way	HOV	Add one HOV lane in each direction	5.0	IV	\$22.0	\$485.7	Existing and future travel demand has changed since adoption of Prop 400 in 2003. Continue to defer at this time.
10 (tie)	10	SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction.	10.0	IV	\$101.0	\$586.7	Project costs could increase as added lanes will create demand pressure on the capacity of system interchange at Interstate 10 (see comments on Readiness-weighted score no. 22). Solution needed to identify if existing west-north and north-west ramps can be restriped for two-lanes to accommodate the additional demand created by this SR-101L widening.
10 (tie)	13	SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	7.0	IV	\$195.6	\$782.3	First phase provides for an arterial-type facility with at-grade signalized intersections at locations for future traffic interchanges. Also includes construction of one-half of bridge overcrossing Agua Fria River (please see Readiness-weighted score nos. 3 and 30).
12	8	US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Reconstruct 35th Ave/Indian School Rd intersection and grade separated interchange.	1.0	IV	\$55.0	\$837.3	First recommendation for implementation from US-60/Grand Ave COMPASS project; replaces highest crash intersection in the region.

**REGIONAL FREEWAY AND HIGHWAY PROGRAM**

**ATTACHMENT 5B**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
13	20	I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Watson Rd (Exit 117) Traffic Interchange.	1.0		\$20.8	\$858.1	Interchange reconstruction for safety improvements with longer ramps and extended I-10 bridge overcrossing Watson Rd. (Lower costs possible if packaged with I-10 widening, Readiness-weighted score no. 1).
14	16	SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Add one general purpose lanes in each direction; finish service interchanges.	6.0	IV	\$657.6	\$1,515.7	Second phase construction to bring SR-30 to a full-freeway cross-section; includes system interchange with SR-202L/South Mountain (please see Readiness-weighted score nos. 1 and 4).
15 (tie)	11	SR-202L	Red Mountain	SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West.	1.0	IV	\$15.0	\$1,530.7	City of Mesa/Regional priorities for this traffic interchange have changed since adoption of Prop 400 in 2003, negating the need for this traffic interchange.
15 (tie)	19	SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct System Interchange Ramps at Interstate 17	18.0	II	\$80.0	\$1,610.7	Project needs cost-risk analysis and value engineering (CRAVE) evaluation. Travel demand suggests this project could be deferred.
17	29	SR-202L	Santan	Val Vista Rd to Gilbert Rd	TI	Construct Lindsay Rd traffic interchange.	1.0		\$18.2	\$1,628.9	Potential trade for widening of Loop 202/Lindsay Rd interchange requested by Town of Gilbert request (see Readiness-weighted score no. 5).
18	28	SR-51	Piestewa	I-10/SR-202L to Shea Blvd	ITS	Implement Managed Motorways concept.	9.0		\$4.2	\$1,633.1	ADOT testing adaptive ramp metering concept to simulate Managed Motorways concept at lower cost; this figure is for more instrumentation that may be needed for full implementation.
19 (tie)	23	SR-202L	Red Mountain	Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Superstition on the West.	3.0	IV	\$42.7	\$1,675.8	Existing and future travel demand has changed since adoption of Prop 400 in 2003. Continue to defer at this time.

**REGIONAL FREEWAY AND HIGHWAY PROGRAM**

**ATTACHMENT 5B**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
19 (tie)	30 (tie)	SR-51	Piestewa	Shea Blvd to SR-101L/Pima	ITS	Implement Managed Motorways concept.	6.0		\$2.8	\$1,678.6	ADOT testing adaptive ramp metering concept to simulate Managed Motorways concept at lower cost; this figure is for more instrumentation that may be needed for full implementation.
21	12	SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	ROW and Phase I Construction in 2016 Cost Opinion.	3.0	III	\$152.0	\$1,830.6	First phase provides for an arterial-type facility with at-grade signalized intersections at locations for future traffic interchanges. (See Readiness-weighted score nos. 34 and 35).
22	27	SR-101L	Agua Fria	I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East.	3.0	IV	\$68.1	\$1,898.7	Costs now estimated at \$180.9 million due to replacement of existing high-level ramps may be needed to facilitate DHOV construction. DHOV need is critical, however, due to number of lanes leading to interchange (see also Readiness-weighted score no. 10).
23	17	SR-202L	Red Mountain	Gilbert Rd to Higley Rd	GP	Add one lane in each direction.	5.0	IV	\$50.5	\$1,949.2	
24 (tie)	25 (tie)	SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Add one lane in each direction from Happy Valley Rd to Interstate 17.	18.0	II	\$79.2	\$2,028.4	Substitute \$25 million project possible for widening between Happy Valley Rd and Lake Pleasant Pkwy and construction of Jomax Rd traffic interchange (per City of Peoria request).
24 (tie)	25 (tie)	SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct service traffic interchanges at 51st Ave, 67th Ave, 96th Ave, Dixileta Dr, and Jomax Rd.	18.0	II	\$75.0	\$2,103.4	Remaining projects to bring SR-303L to full freeway configuration. However, current and future travel demand for this need is contingent upon release of State Lands between Lake Pleasant Pkwy and I-17.
24 (tie)	30 (tie)	SR-303L	Estrella	I-10/Papago to US-60/Grand Ave	TI	Construct ramps to/from north at Olive Ave and connecting southbound frontage road to Northern Ave.	1.0		\$25.0	\$2,128.4	Project to restore property access in the vicinity of the Northern Pkwy system interchange (as requested by City of Glendale).

**REGIONAL FREEWAY AND HIGHWAY PROGRAM**

**ATTACHMENT 5B**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
27	18	SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction.	12.0	IV	\$121.2	\$2,249.6	
28	22	I-17	Black Canyon	Anthem Way to New River Rd	GP	Add one lane in each direction.	3.0	IV	\$30.3	\$2,279.9	
29	14	US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Construct up to two additional arterial grade separated traffic interchanges at locations to be determined.	11.0	IV	\$80.0	\$2,359.9	Prop 400 project identifies up to three traffic interchanges along this RTP segment of US-60/Grand Ave; 35th Ave/Indian School Rd location has been identified as a stand-alone project (see Readiness-weighted score no. 12).
30	35	SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Add one general purpose lanes in each direction; finish service interchanges.	7.0	IV	\$543.4	\$2,903.3	Second phase construction to bring SR-30 to a full-freeway cross-section; includes system interchange with SR-303L (please see Readiness-weighted score nos. 3 and 10).
31	34	SR-101L	Agua Fria	US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South.	3.0	IV	\$81.1	\$2,984.4	
32	21	SR-51	Piestewa	SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction.	6.0	IV	\$60.6	\$3,045.0	Due to lane-balancing issues where segments south of Shea Blvd cannot be widened along SR-51, the City of Phoenix is requesting removing this Prop 400 project.
33	33	SR-202L	Santan	US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction.	11.0	IV	\$111.1	\$3,156.1	
34	24	SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	Add one general purpose lanes in each direction; finish service interchanges.	3.0	III	\$88.2	\$3,244.3	Second phase construction to bring SR-24 to full freeway standards (see Readiness-weighted score nos. 21 and 35).
35	36	SR-24	Gateway	SR-202L to Ellsworth Rd	TI	Finish system traffic interchange ramps.	1.0	III	\$45.0	\$3,289.3	Final phase construction to provide ramp braid between Ellsworth Rd and SR-202L/Santan due to the close proximity of the traffic interchanges (see Readiness-weighted score nos. 21 and 34).
36	37	SR-202L	Red Mountain	Higley Rd to US-60/Superstition	GP	Add one lane in each direction.	10.0	IV	\$101.0	\$3,390.3	

**REGIONAL FREEWAY AND HIGHWAY PROGRAM**

**ATTACHMENT 5B**

Readiness-Weighted Score	Legacy-Weighted Score	Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	2003 RTP Phase	2016 MAG Cost Opinion (millions)	Running Total (millions)	Comments/Notes
37	32	SR-74	Carefree Hwy	SR-303L to I-17	ROW	Provide for ROW protection for future Lake Pleasant Fwy corridor.	5.4	IV	\$40.0	\$3,430.3	
38	40	US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Reconstruct Inbound Frontage Roads between Greenway Rd and Thunderbird Rd.	1.0		\$6.0	\$3,436.3	Project requested by City of El Mirage to allow their assumption of frontage road ownership.
39	38	SR-303L	Estrella	Riggs Rd to SR-30/MC-85	ROW	Provide for ROW protection for extension of Loop 303 corridor.	15.0	IV	\$50.0	\$3,486.3	
40	39	SR-30	I-10 Reliever	SR-85 to SR-303L	GP	Construct Phase I facility, 1 general purpose lane in each direction.	11.0	IV	\$200.0	\$3,686.3	First phase construction, and full freeway right-of-way acquisition, through central Buckeye. Initial construction of a two-lane facility.

Deferred Projects from 2009 and 2012 Rebalancing - READINESS-WEIGHTED SCORE SCENARIO  
COSTS IN YOE MILLIONS; COST OPINIONS UNDER REVIEW AND SUBJECT TO CHANGE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2012 Cost Opinion	2016 MAG Cost Opinion	Rebalancing Notes	Priorities: RFHP Legacy	Crash Frequency	Crash Rate (freq*vol)/len	Priorities: Safety	Priorities: Economic Oppority	Readiness: NEPA	Readiness: ROW Utilities	2015-2030 VMT Growth	VMT Growth Factor	2015 Volume	2015 Volume Factor	2030 Volume	2030 Volume Factor	Cost: Factor	Weighted Score	Rank	Cummulative Budget
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85.	7.0	IV	\$ 61.8	\$ 50.5	\$ 74.8		4	558.0	3.39	3	5	5	5	98.7%	4	42,500	2	84,500	3	3	3.97	1	\$ 74.8
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	ROW	Purchase full-build ROW.	6.0	IV	\$ -	\$ -	\$ 55.2		4	839.6	6.49	4	5	3	4	118.5%	5	46,400	2	101,300	4	3	3.97	1	\$ 130.0
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	ROW	Purchase full-build ROW.	7.0	IV	\$ -	\$ -	\$ 55.2		4	815.6	3.62	3	5	3	4	146.9%	5	31,100	2	76,800	2	3	3.71	3	\$ 185.2
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	6.0	IV	\$ -	\$ -	\$ 96.3		3	839.6	6.49	4	5	3	4	118.5%	5	46,400	2	101,300	4	2	3.67	4	\$ 281.5
SR-202L	Santan	Val Vista Rd to Gilbert Rd	GP	Add one lane in each direction.	2.0	IV	\$ 16.9	\$ 23.4	\$ 20.2		4	73.0	3.34	3	2	4	5	57.9%	3	91,600	4	144,600	4	5	3.58	5	\$ 301.7
SR-202L	Santan	Gilbert Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction.	12.0	IV	\$ 81.6	\$ 84.6	\$ 121.2		4	452.0	4.29	3	3	4	5	34.4%	2	114,000	5	153,200	4	1	3.51	6	\$ 422.9
I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Miller Rd (Exit 114) Traffic Interchange.	1.0				\$ 28.8	Project outside of original Prop 400 program.	1	232.0	11.04	5	4	4	5	108.4%	4	47,600	3	97,300	3	4	3.47	7	\$ 451.7
US-60	Superstition	SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West.	1.0	II	\$ 4.6	\$ 8.8	\$ 12.0		5	1,035.0	179.16	5	1	2	1	15.3%	1	173,100	5	194,200	5	5	3.42	8	\$ 463.7
I-17	Black Canyon	SR-74/Carefree Hwy to Anthem Way	HOV	Add one HOV lane in each direction	5.0	IV	\$ 72.0	\$ 117.9	\$ 22.0		4	488.0	5.04	4	1	4	5	38.2%	2	51,600	3	71,300	2	4	3.40	9	\$ 485.7
SR-101L	Aqua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction.	10.0	IV	\$ 85.0	\$ 150.4	\$ 101.0		4	211.0	2.50	2	3	3	5	43.0%	3	118,500	5	169,400	5	2	3.36	10	\$ 586.7
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	7.0	IV	\$ -	\$ -	\$ 195.6	Includes Phase I Agua Fria crossing.	3	815.6	3.62	3	5	3	4	146.9%	5	31,100	2	76,800	2	1	3.36	10	\$ 782.3
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Reconstruct 35th Ave/Indian School Rd intersection and grade separated interchange.	1.0	IV			\$ 55.0		4	1,698.0	139.75	5	3	2	2	16.9%	1	82,300	4	96,300	3	3	3.36	12	\$ 837.3
I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Watson Rd (Exit 117) Traffic Interchange.	1.0				\$ 20.8	Project outside of original Prop 400 program.	1	131.0	8.44	4	4	4	5	96.2%	4	64,400	3	121,300	4	5	3.35	13	\$ 858.1
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Add one general purpose lanes in each direction; finish service interchanges.	6.0	IV	\$ 369.8	\$ 862.0	\$ 657.6	Includes SR-202L/South Mtn system interchange connection.	2	839.6	6.49	4	5	3	3	118.5%	5	46,400	2	101,300	4	1	3.27	14	\$ 1,515.7
SR-202L	Red Mountain	SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West.	1.0	IV	\$ 4.6	\$ 15.0	\$ 15.0		4	146.0	10.03	4	2	2	2	64.1%	3	68,700	4	88,500	3	5	3.25	15	\$ 1,530.7
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct System Interchange Ramps at Interstate 17	18.0	II	\$ 290.3	\$ 80.0	\$ 80.0		3	215.0	1.13	2	2	5	5	196.2%	5	94,700	4	174,300	5	2	3.25	15	\$ 1,610.7
SR-202L	Santan	Val Vista Rd to Gilbert Rd	TI	Construct Lindsay Rd traffic interchange.	1.0				\$ 18.2	Project outside of Prop 400 program.	1	73.0	5.13	4	5	3	4	37.6%	2	70,300	4	96,800	3	5	3.18	17	\$ 1,628.9
SR-51	Piestewa	I-10/SR-202L to Shea Blvd	ITS	Implement Managed Motorways concept.	9.0				\$ 4.2		1	153.0	2.95	4	4	4	4	17.7%	1	173,400	5	204,100	5	5	3.17	18	\$ 1,633.1
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Superstition on the West.	3.0	IV	\$ 20.0	\$ 22.7	\$ 42.7		2	209.0	11.52	5	1	3	4	46.3%	3	165,400	5	228,300	5	4	3.16	19	\$ 1,675.8
SR-51	Piestewa	Shea Blvd to SR-101L/Pima	ITS	Implement Managed Motorways concept.	6.0				\$ 2.8		1	153.0	2.76	4	4	4	4	33.2%	2	108,100	4	144,000	4	5	3.16	19	\$ 1,678.6
SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	ROW and Phase I Construction in 2016 Cost Opinion.	3.0	III	\$ -	\$ -	\$ 152.0		5	150.0	2.40	2	3	5	2	24.8%	1	47,900	3	59,700	2	1	3.13	21	\$ 1,830.6
SR-101L	Aqua Fria	I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East.	3.0	IV	\$ 60.0	\$ 68.1	\$ 68.1		2	587.0	41.99	5	1	3	4	43.0%	3	214,600	5	290,000	5	3	3.11	22	\$ 1,898.7
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	GP	Add one lane in each direction.	5.0	IV	\$ 42.0	\$ 57.8	\$ 50.5		4	77.0	0.96	2	2	4	5	30.5%	1	62,300	3	81,300	3	4	3.11	23	\$ 1,949.2
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Add one lane in each direction.	18.0	II	\$ -	\$ 155.3	\$ 79.2		4	32.0	0.03	1	2	5	5	196.2%	5	19,400	1	57,300	1	3	3.08	24	\$ 2,028.4
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct service traffic interchanges at 51st Ave, 67th Ave, 96th Ave, Dixileta Dr, and Jomax Rd.	18.0	II	\$ -	\$ 100.0	\$ 75.0		4	94.0	0.10	1	2	5	5	196.2%	5	19,400	1	57,300	1	3	3.08	24	\$ 2,103.4
SR-303L	Estrella	I-10/Papago to US-60/Grand Ave	TI	Construct ramps to/from north at Olive Ave and connecting southbound frontage road to Northern Ave.	1.0				\$ 25.0		1	121.0	10.12	5	4	2	2	104.5%	4	83,600	4	171,000	5	4	3.08	24	\$ 2,128.4
SR-101L	Aqua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction.	12.0	IV	\$ 102.0	\$ 177.8	\$ 121.2		4	196.0	1.87	2	2	3	5	37.0%	2	114,400	5	156,800	4	1	3.06	27	\$ 2,249.6
I-17	Black Canyon	Anthem Way to New River Rd	GP	Add one lane in each direction.	3.0	IV	\$ 26.0	\$ 25.0	\$ 30.3		4	176.0	1.87	2	2	4	4	45.1%	3	31,900	2	46,400	1	4	3.04	28	\$ 2,279.9
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Construct up to two additional arterial grade separated traffic interchanges at locations to be determined.	11.0	IV	\$ 97.0	\$ 97.0	\$ 80.0		4	1,698.0	9.25	4	3	2	2	15.2%	1	59,900	3	69,900	2	2	3.03	29	\$ 2,359.9
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Add one general purpose lanes in each direction; finish service interchanges.	7.0	IV	\$ 352.2	\$ 790.5	\$ 543.4	Includes remainder of Agua Fria crossing.	2	815.6	3.62	3	5	3	3	146.9%	5	31,100	2	76,800	2	1	3.01	30	\$ 2,903.3
SR-101L	Aqua Fria	US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South.	3.0	IV	\$ 72.0	\$ 81.1	\$ 81.1		2	922.0	89.99	5	1	3	4	37.0%	2	292,800	5	376,700	5	2	2.99	31	\$ 2,984.4
SR-51	Piestewa	SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction.	6.0	IV	\$ 51.0	\$ 81.7	\$ 60.6		4	153.0	2.76	3	1	3	3	33.2%	2	108,100	4	144,000	4	3	2.96	32	\$ 3,045.0
SR-202L	Santan	US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction.	11.0	IV	\$ 93.0	\$ 128.9	\$ 111.1		4	111.0	0.60	1	2	4	5	60.8%	3	59,900	3	96,300	3	2	2.95	33	\$ 3,156.1
SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	Add one general purpose lanes in each direction; finish service interchanges.	3.0	III	\$ 170.0	\$ 236.0	\$ 88.2		4	150.0	2.40	2	3	5	2	24.8%	1	47,900	3	59,700	2	2	2.93	34	\$ 3,244.3
SR-24	Gateway	SR-202L to Ellsworth Rd	TI	Finish system traffic interchange ramps.	1.0	III	\$ 155.0	\$ 81.7	\$ 45.0		4	12.0	0.56	1	1	5	5	51.1%	3	46,500	2	70,300	2	4	2.92	35	\$ 3,289.3
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	GP	Add one lane in each direction.	10.0	IV	\$ 85.0	\$ 136.0	\$ 101.0		4	85.0	0.36	1	2	4	5	46.3%	3	42,400	2	62,000	2	2	2.87	36	\$ 3,390.3
SR-74	Carefree Hwy	SR-303L to I-17	ROW	Provide for ROW protection for future Lake Pleasant Fwy corridor.	5.4	IV	\$ 40.0	\$ 40.0	\$ 40.0		4	153.0	0.13	4	1	1	2	113.6%	4	4,500	1	10,700	1	4	2.81	37	\$ 3,430.3
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Reconstruct Inbound Frontage Roads between Greenway Rd and Thunderbird Rd.	1.0				\$ 6.0		1	537.0	11.44	5	2	4	2	19.2%	1	21,300	1	25,400	1	5	2.55	38	\$ 3,436.3
SR-303L	Estrella	Riggs Rd to SR-30/MC-85	ROW	Provide for ROW protection for extension of Loop 303 corridor.	15.0	IV	\$ 50.0	\$ 50.0	\$ 50.0		4	150.0	0.04	1	1	2	3	116.9%	4	4,100	1	11,100	1	4	2.41	39	\$ 3,486.3
SR-30	I-10 Reliever	SR-85 to SR-303L	GP	Construct Phase I facility, 1 general purpose lane in each direction.	11.0	IV	\$ 83.0	\$ 211.0	\$ 200.0		2	223.2	0.16	1	3	3	4	70.8%	4	8,100	1	13,800	1	1	2.26	40	\$ 3,686.3
XS/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures.		III	\$ 150.0	\$ 150.0	\$ 150.0																	41	\$ 3,836.3
XS/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures.		IV	\$ 150.0	\$ 150.0	\$ 150.0																	41	\$ 3,986.3
							\$ 2,841.5	\$ 4,433.7	\$ 3,986.3																		

Project Type Key:  
GP - General Purpose Lane Widening  
HOV - High Occupancy Vehicle Lane Widening  
TI - New Traffic Interchange  
ROW - Right-of-Way Protection/Purchase  
DHOV - Direct HOV Ramp Connection  
S/W - System-wide Project

**Deferred Projects from 2009 and 2012 Rebalancing Scenarios - LEGACY-WEIGHTED SCORE SCENARIO**  
**COSTS IN YOE MILLIONS; COST OPINIONS UNDER REVIEW AND SUBJECT TO CHANGE**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Freeway	Corridor	RTP Segment	Project Type	RTP Proposal	Length (miles)	RTP Phase	2003 RTP Estimate	2012 Cost Opinion	2016 MAG Cost Opinion	Rebalancing Notes	Priorities: RFHP Legacy	Crash Frequency	Crash Rate (freq*vol)/len	Priorities: Safety	Priorities: Economic Oppority	Readiness: NEPA	Readiness: ROW Utilities	2015-2030 VMT Growth	VMT Growth Factor	2015 Volume	2015 Volume Factor	2030 Volume	2030 Volume Factor	Cost: Factor	Weighted Score	Rank	Cummulative Budget
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	ROW	Purchase full-build ROW.	6.0	IV	\$ -	\$ -	\$ 55.2		4	839.6	6.49	4	5	3	4	118.5%	5	46,400	2	101,300	4	3	3.98	1	\$ 55.2
I-10	Papago	SR-85 to SR-303L	GP	Add one lane in each direction; Verrado Way to SR-85.	7.0	IV	\$ 61.8	\$ 50.5	\$ 74.8		4	558.0	3.39	3	5	5	5	98.7%	4	42,500	2	84,500	2	3	3.88	2	\$ 130.0
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	ROW	Purchase full-build ROW.	7.0	IV	\$ -	\$ -	\$ 55.2		4	815.6	3.62	3	5	3	4	146.9%	5	31,100	2	76,800	2	3	3.72	3	\$ 185.2
US-60	Superstition	SR-101L/Price to Val Vista Dr	TI	Construct Lindsay Rd interchange with ramps to/from West.	1.0	II	\$ 4.6	\$ 8.8	\$ 12.0		5	1,035.0	179.16	5	1	2	1	15.3%	1	173,100	5	194,200	5	5	3.71	4	\$ 197.2
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	6.0	IV	\$ -	\$ -	\$ 96.3		3	839.6	6.49	4	5	3	4	118.5%	5	46,400	2	101,300	4	2	3.60	5	\$ 293.5
SR-202L	Santan	Val Vista Rd to Gilbert Rd	GP	Add one lane in each direction.	2.0	IV	\$ 16.9	\$ 23.4	\$ 20.2		4	73.0	3.34	3	2	4	5	57.9%	3	91,600	4	144,600	4	5	3.57	6	\$ 313.7
SR-202L	Santan	Gilbert Rd to I-10/Maricopa Fwy	GP	Add one lane in each direction.	12.0	IV	\$ 81.6	\$ 84.6	\$ 121.2		4	452.0	4.29	3	3	4	5	34.4%	2	114,000	5	153,200	4	1	3.52	7	\$ 434.9
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Reconstruct 35th Ave/Indian School Rd intersection and grade separated interchange.	1.0	IV			\$ 55.0		4	1,698.0	139.75	5	3	2	2	16.9%	1	82,300	4	96,300	2	3	3.51	8	\$ 489.9
I-17	Black Canyon	SR-74/Carefree Hwy to Anthem Way	HOV	Add one HOV lane in each direction	5.0	IV	\$ 72.0	\$ 117.9	\$ 22.0		4	488.0	5.04	4	1	4	5	38.2%	2	51,600	3	71,300	2	4	3.41	9	\$ 511.9
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	GP	Add one lane in each direction.	10.0	IV	\$ 85.0	\$ 150.4	\$ 101.0		4	211.0	2.50	2	3	3	5	43.0%	3	118,500	5	169,400	5	2	3.38	10	\$ 612.9
SR-202L	Red Mountain	SR-101L to Gilbert Rd	TI	Construct Mesa Dr interchange with ramps to/from West.	1.0	IV	\$ 4.6	\$ 15.0	\$ 15.0		4	146.0	10.03	4	2	2	2	64.1%	3	68,700	4	88,500	2	5	3.36	11	\$ 627.9
SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	ROW and Phase I Construction in 2016 Cost Opinion.	3.0	III	\$ -	\$ -	\$ 152.0		5	150.0	2.40	2	3	5	2	24.8%	1	47,900	3	59,700	2	1	3.30	12	\$ 779.9
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Construct Phase I facility, 2 general purpose lanes in each direction.	7.0	IV	\$ -	\$ -	\$ 195.6	Includes Phase I Agua Fria crossing.	3	815.6	3.62	3	5	3	4	146.9%	5	31,100	2	76,800	2	1	3.29	13	\$ 975.5
US-60	Grand	SR-101L/Agua Fria to Van Buren St	TI	Construct up to two additional arterial grade separated traffic interchanges at locations to be determined.	11.0	IV	\$ 97.0	\$ 97.0	\$ 80.0		4	1,698.0	9.25	4	3	2	2	15.2%	1	59,900	3	69,900	2	2	3.21	14	\$ 1,055.5
I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Miller Rd (Exit 114) Traffic Interchange.	1.0				\$ 28.8	Project outside of original Prop 400 program.	1	232.0	11.04	5	4	4	5	108.4%	4	47,600	3	97,300	2	4	3.17	15	\$ 1,084.3
SR-30	I-10 Reliever	Avondale Blvd to SR-202L/South Mountain	GP	Add one general purpose lanes in each direction; finish service interchanges.	6.0	IV	\$ 369.8	\$ 862.0	\$ 657.6	Includes SR-202L/South Mtn system interchange connection.	2	839.6	6.49	4	5	3	3	118.5%	5	46,400	2	101,300	4	1	3.15	16	\$ 1,741.9
SR-202L	Red Mountain	Gilbert Rd to Higley Rd	GP	Add one lane in each direction.	5.0	IV	\$ 42.0	\$ 57.8	\$ 50.5		4	77.0	0.96	2	2	4	5	30.5%	1	62,300	3	81,300	2	4	3.11	17	\$ 1,792.4
SR-101L	Agua Fria	US-60/Grand Ave to I-17	GP	Add one lane in each direction.	12.0	IV	\$ 102.0	\$ 177.8	\$ 121.2		4	196.0	1.87	2	2	3	5	37.0%	2	114,400	5	156,800	4	1	3.10	18	\$ 1,913.6
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct System Interchange Ramps at Interstate 17	18.0	II	\$ 290.3	\$ 80.0	\$ 80.0		3	215.0	1.13	2	2	5	5	196.2%	5	94,700	4	174,300	5	2	3.09	19	\$ 1,993.6
I-10	Papago	SR-85 to SR-303L	TI	Reconstruct Watson Rd (Exit 117) Traffic Interchange.	1.0				\$ 20.8	Project outside of original Prop 400 program.	1	131.0	8.44	4	4	4	5	96.2%	4	64,400	3	121,300	4	5	3.08	20	\$ 2,014.4
SR-51	Piestewa	SR-101L/Pima to Shea Blvd	GP	Add one lane in each direction.	6.0	IV	\$ 51.0	\$ 81.7	\$ 60.6		4	153.0	2.76	3	1	3	3	33.2%	2	108,100	4	144,000	4	3	3.06	21	\$ 2,075.0
I-17	Black Canyon	Anthem Way to New River Rd	GP	Add one lane in each direction.	3.0	IV	\$ 26.0	\$ 25.0	\$ 30.3		4	176.0	1.87	2	2	4	4	45.1%	3	31,900	2	46,400	1	4	3.06	22	\$ 2,105.3
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	DHOV	Construct Direct HOV Ramp to/from US-60/Superstition on the West.	3.0	IV	\$ 20.0	\$ 22.7	\$ 42.7		2	209.0	11.52	5	1	3	4	46.3%	3	165,400	5	228,300	5	4	3.05	23	\$ 2,148.0
SR-24	Gateway	Ellsworth Rd to Meridian Rd	GP	Add one general purpose lanes in each direction; finish service interchanges.	3.0	III	\$ 170.0	\$ 236.0	\$ 88.2		4	150.0	2.40	2	3	5	2	24.8%	1	47,900	3	59,700	2	2	3.02	24	\$ 2,236.2
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	GP	Add one lane in each direction.	18.0	II	\$ -	\$ 155.3	\$ 79.2		4	32.0	0.03	1	2	5	5	196.2%	5	19,400	1	57,300	1	3	3.00	25	\$ 2,315.4
SR-303L	Estrella	US-60/Grand Ave to Interstate 17	TI	Construct service traffic interchanges at 51st Ave, 67th Ave, 96th Ave, Dixileta Dr, and Jomax Rd.	18.0	II	\$ -	\$ 100.0	\$ 75.0		4	94.0	0.10	1	2	5	5	196.2%	5	19,400	1	57,300	1	3	3.00	25	\$ 2,390.4
SR-101L	Agua Fria	I-10 to US-60/Grand Ave	DHOV	Construct Direct HOV Ramp to/from I-10/Papago on East.	3.0	IV	\$ 60.0	\$ 68.1	\$ 68.1		2	587.0	41.99	5	1	3	4	43.0%	3	214,600	5	290,000	5	3	3.00	27	\$ 2,458.5
SR-51	Piestewa	I-10/SR-202L to Shea Blvd	ITS	Implement Managed Motorways concept.	9.0				\$ 4.2		1	153.0	2.95	4	4	4	4	17.7%	1	173,400	5	204,100	5	5	2.99	28	\$ 2,462.7
SR-202L	Santan	Val Vista Rd to Gilbert Rd	TI	Construct Lindsay Rd traffic interchange.	1.0				\$ 18.2	Project outside of Prop 400 program.	1	73.0	5.13	4	5	3	4	37.6%	2	70,300	4	96,800	2	5	2.98	29	\$ 2,480.9
SR-303L	Estrella	I-10/Papago to US-60/Grand Ave	TI	Construct ramps to/from north at Olive Ave and connecting southbound frontage road to Northern Ave.	1.0				\$ 25.0		1	121.0	10.12	5	4	2	2	104.5%	4	83,600	4	171,000	5	4	2.96	30	\$ 2,505.9
SR-51	Piestewa	Shea Blvd to SR-101L/Pima	ITS	Implement Managed Motorways concept.	6.0				\$ 2.8		1	153.0	2.76	4	4	4	4	33.2%	2	108,100	4	144,000	4	5	2.96	30	\$ 2,508.7
SR-74	Carefree Hwy	SR-303L to I-17	ROW	Provide for ROW protection for future Lake Pleasant Fwy corridor.	5.4	IV	\$ 40.0	\$ 40.0	\$ 40.0		4	153.0	0.13	4	1	1	2	113.6%	4	4,500	1	10,700	1	4	2.96	32	\$ 2,548.7
SR-202L	Santan	US-60/Superstition to Val Vista Rd	GP	Add one lane in each direction.	11.0	IV	\$ 93.0	\$ 128.9	\$ 111.1		4	111.0	0.60	1	2	4	5	60.8%	3	59,900	3	96,300	2	2	2.91	33	\$ 2,659.8
SR-101L	Agua Fria	US-60/Grand Ave to I-17	DHOV	Construct Direct HOV Ramp to/from I-17/Black Canyon on the South.	3.0	IV	\$ 72.0	\$ 81.1	\$ 81.1		2	922.0	89.99	5	1	3	4	37.0%	2	292,800	5	376,700	5	2	2.90	34	\$ 2,740.9
SR-30	I-10 Reliever	SR-303L to Avondale Blvd	GP	Add one general purpose lanes in each direction; finish service interchanges.	7.0	IV	\$ 352.2	\$ 790.5	\$ 543.4	Includes remainder of Agua Fria crossing.	2	815.6	3.62	3	5	3	3	146.9%	5	31,100	2	76,800	2	1	2.89	35	\$ 3,284.3
SR-24	Gateway	SR-202L to Ellsworth Rd	TI	Finish system traffic interchange ramps.	1.0	III	\$ 155.0	\$ 81.7	\$ 45.0		4	12.0	0.56	1	1	5	5	51.1%	3	46,500	2	70,300	2	4	2.88	36	\$ 3,329.3
SR-202L	Red Mountain	Higley Rd to US-60/Superstition	GP	Add one lane in each direction.	10.0	IV	\$ 85.0	\$ 136.0	\$ 101.0		4	85.0	0.36	1	2	4	5	46.3%	3	42,400	2	62,000	2	2	2.86	37	\$ 3,430.3
SR-303L	Estrella	Riggs Rd to SR-303L/MC-85	ROW	Provide for ROW protection for extension of Loop 303 corridor.	15.0	IV	\$ 50.0	\$ 50.0	\$ 50.0		4	150.0	0.04	1	1	2	3	116.9%	4	4,100	1	11,100	1	4	2.50	38	\$ 3,480.3
SR-30	I-10 Reliever	SR-85 to SR-303L	GP	Construct Phase I facility, 1 general purpose lane in each direction.	11.0	IV	\$ 83.0	\$ 211.0	\$ 200.0		2	223.2	0.16	1	5	3	4	70.8%	4	8,100	1	13,800	1	1	2.43	39	\$ 3,680.3
US-60	Grand	SR-303L to SR-101L/Agua Fria	GP	Reconstruct Inbound Frontage Roads between Greenway Rd and Thunderbird Rd.	1.0				\$ 6.0		1	537.0	11.44	5	2	4	2	19.2%	1	21,300	1	25,400	1	5	2.43	40	\$ 3,686.3
XS/W	Noise Mitigation	Noise Mitigation	S/W	Phase III Expenditures.		III	\$ 150.0	\$ 150.0	\$ 150.0																-	41	\$ 3,836.3
XS/W	Noise Mitigation	Noise Mitigation	S/W	Phase IV Expenditures.		IV	\$ 150.0	\$ 150.0	\$ 150.0																-	41	\$ 3,986.3
							\$ 2,841.5	\$ 4,433.7	\$ 3,986.3																		

Project Type Key:  
GP - General Purpose Lane Widening  
HOV - High Occupancy Vehicle Lane Widening  
TI - New Traffic Interchange  
ROW - Right-of-Way Protection/Purchase  
DHOV - Direct HOV Ramp Connection  
S/W - System-wide Project

## REGIONAL FREEWAY AND HIGHWAY PROGRAM

Table Definitions

Column	Table Heading	Description
1	Freeway	RFHP freeway or highway route designation.
2	Corridor	RFHP freeway or highway corridor name.
3	RTP Segment	Regional Transportation Plan (RTP) planning segments. These segments were identified during the development of this generation of the RTP in 2003.
4	Project Type	Code for project type. The key to the types are noted in the lower left-hand footer of the table, and are as follows: GP - General Purpose Lane Widening. HOV - High Occupancy Vehicle (HOV) Lane Widening. TI - New Traffic Interchange. ROW - Right-of-way (ROW) Protection or Purchase. DHOV - Direct HOV Ramp Connection (in system traffic interchanges). S/W - System-wide project expenditures.
5	RTP Proposal	Project proposal description recommended in the Regional Transportation Plan. These proposals were identified during the development of this generation of the RTP in 2003. Descriptions of projects outside of the program have also been identified.
6	Length (miles)	Project length expressed in miles. All point projects, such as those at traffic interchanges, have been identified with a single mile length for calculating Crash Rate (column 14) and VMT growth (column 19).
7	RTP Phase	Projects within the current generation of the RTP were identified with a five-year phase to correspond with their intended implementation throughout the life of the program. These phases are: Phase I - FY 2006 to FY 2010 Phase II - FY 2011 to FY 2015 Phase III - FY 2016 to FY 2020 Phase IV - FY 2021 to FY 2026 These phases represent their original intended phasing. Projects outside of this generation do not have a RTP Phase identification in Column 7.
8	2003 RTP Estimate	Project cost estimates identified in 2003 for the proposed action as part of the original RTP Regional Freeway and Highway Program (RFHP) proposal.
9	2012 Cost Opinion	From 2012, revised cost opinions for the proposed project actions. These opinions were developed during the last rebalancing of the RFHP by MAG Regional Council and represent the approved program amounts for the proposed project.
10	2016 MAG Cost Opinion	Current cost opinions for the proposed project actions. These opinions have been revised to account for completed cost risk analysis (CRA) and cost risk analysis-value engineering (CRAVE) efforts, and available unit cost updates based upon recent ADOT bid histories for construction, design, and right-of-way.
11	Rebalancing Notes	Pertinent notes related to the proposed project actions by MAG staff.

## REGIONAL FREEWAY AND HIGHWAY PROGRAM

Table Definitions

Column	Table Heading	Description
12	Priorities: RFHP Legacy	Under the principle criteria of Project Priorities, this scoring accounts for the proposed project's position in the program prior to the 2009 and 2012 rebalancing efforts. Projects outside of the program were also scored. Given the time and expense needed for construction SR-24 and SR-30, phases of the project were scored. The following criteria was applied: 5 - If the project was originally intended for RTP Phase II, RTP Phase III, and the phase I construction of SR-24 of the program. 4 - Non-phased projects from RTP Phase IV (e.g., add lanes actions), remaining SR-24 projects, or the ROW phase of SR-30. 3 - Phase I construction of SR-30. 2 - Final build construction of SR-30. 1 - Projects presently outside of the RFHP.
13	Crash Frequency	Three-year crash frequency data from the MAG/ADOT crash database.
14	Crash Rate (freq*vol)/ len	An approximation of the crash rates along the proposed project's length was determined to account for length and volume. For purposes of this rebalancing spreadsheet, the formula used consisted of multiplying the frequency by the volume and then dividing the project length (expressed in miles). This number was then multiplied by 1,000,000 to approximate a crash rate in MEV (millions of entering vehicles).
15	Priorities: Safety	Under the principle criteria of Project Priorities, this scoring accounts for the safety needs and uses the data in column 14. The crash rates are divided by the spreadsheet program into quintiles, where projects located along segments with the highest crash rates received the maximum score of 5 and those with the lowest rates earned 1.
16	Priorities: Economic Oppority	Under the principle criteria of Project Priorities, a qualitative measure assigned to the project based on its relative location to emerging economic development opportunities or function as a trade corridor. Scoring is between a maximum of 5 and minimum of 1. Generally, interstates scored the highest as these routes represent the region's primary freight corridors, while those routes primarily focused on accommodating commuters scored lower.
17	Readiness: NEPA	Under the principle criteria of Project Readiness, a qualitative measure assigned to the project based on the degree of NEPA documentation needed and the ability to receive clearance in a timely manner. Scoring is between a maximum of 5 and minimum of 1. Projects that presently have NEPA clearances, or are potential categorical exclusions, received a 5. Projects in some phase of NEPA documentation development received a 4. Projects that have not begun the NEPA phase, but may be cleared through an Environmental Assessment (EA) received a 3. Projects that have not begun the NEPA phase, but may be cleared through an Environmental Impact Statement (EIS) received a 2. No projects received a 1.
18	Readiness: ROW Utilities	Under the principle criteria of Project Readiness, a qualitative measure assigned to the project based on the anticipated level of right-of-way (ROW) need and the ability to easily accommodate existing utilities and address flood control. Scoring is between a maximum of 5 and minimum of 1. Projects not requiring ROW or additional flood control application received the highest score.
19	2015-2030 VMT Growth	For the purposes of this rebalancing effort, forecasts from the MAG Travel Demand model were used for both the 2015 (representing base year) and 2030 (representing a period beyond the opening of the project) horizons. Forecasts were developed using the same modeling network that consisted of all projects open, including the RTP proposals for SR-24 and SR-30, to traffic in 2035 to account for projects that are not presently open to traffic. From these forecasts, vehicle-miles-traveled (VMT) statistics were computed for each project in 2015 and 2030. For scoring purposes, the growth in VMT was developed to account for project length.
20	VMT Growth Factor	Under the principle criteria of Travel Demand, this scoring accounts for the VMT Growth and uses the data in column 19. The VMT Growths are divided by the spreadsheet program into quintiles, where projects located along segments with the highest VMT growth between 2015 and 2030 received the maximum score of 5 and those with the lowest growth earned 1.

## REGIONAL FREEWAY AND HIGHWAY PROGRAM

Table Definitions

Column	Table Heading	Description
21	2015 Volume	Using the same travel demand data used to compute VMT growth in column 19, the model data from the 2015 simulations was used to identify a representative volume for the project segment. This volume is computed by taking the VMT for the segment and dividing it by the project length.
22	2015 Volume Factor	Under the principle criteria of Travel Demand, this scoring accounts for the 2015 volume and uses the data in column 21. The 2015 volumes are divided by the spreadsheet program into quintiles, where projects located along segments with the highest 2015 volume received the maximum score of 5 and those with the lowest growth earned 1.
23	2030 Volume	Using the same travel demand data used to compute VMT growth in column 19, the model data from the 2030 simulations was used to identify a representative volume for the project segment. This volume is computed by taking the VMT for the segment and dividing it by the project length.
24	2030 Volume Factor	Under the principle criteria of Travel Demand, this scoring accounts for the 2030 volume and uses the data in column 23. The 2030 volumes are divided by the spreadsheet program into quintiles, where projects located along segments with the highest 2030 volume received the maximum score of 5 and those with the lowest growth earned 1.
25	Cost: Factor	Under the principle criteria of Funding Realities, this scoring accounts for the proposed project cost opinions and uses the 2016 data in column 9. The cost opinions are divided by the spreadsheet program into quintiles, where projects with lower costs received the maximum score of 5 and those with the higher costs earned 1.
26	Weighted Score	The sum of the scores in columns 12, 15, 16, 17, 18, 20, 22, 24, and 25 multiplied by their criteria weights. The highest weighted score for a project is 5 and the minimum is 1.
27	Rank	Based upon the scores in column 26, each project is ranked from 1 to 42.
28	Cummulative Budget	Cumulative budget is a spreadsheet function to help select projects meeting the proposed program guidelines for inclusion in the rebalanced Regional Freeway and Highway Program. A red line is place by MAG staff representing the potential first grouping of projects for this rebalancing in 2016, and a green line has been placed for a second rebalancing that may occur by 2018.

August 9, 2016

Mr. Dennis Smith  
Executive Director  
Maricopa Association of Governments  
302 N. First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Dennis:

On behalf of the City of Avondale, I want to thank you and your staff for the work that has occurred on the freeway re-balancing programs. We appreciate that this is a difficult matter and the Region is fortunate to have committed and qualified staff working towards bringing current projects that have been deferred during difficult financial times.

Throughout this process, and even as recently as the June Transportation Policy Committee (TPC) meeting, the criteria related to the re-balancing was discussed several times. Throughout this public meeting process, there were no objections and there was consensus related to the prioritized list of criteria and the weight assigned to each. As these weights and priorities were discussed and considered, I strongly believe that any potential changes to the weighting should be based upon this same public process. Changing any weights based upon feedback after these discussions should occur in the same public manner; not simply based on feedback from individual member cities.

The list of project generated and presented to the cities and to the members of TPC by MAG staff based on the criteria was presented to all appropriate MAG committees. MAG's professional staff utilized their experience, technical expertise, and judgement to compile a list of projects the felt was most beneficial to the Region.

The common theme from all MAG committees was that projects that were part of the voter-approved Proposition 400 plan be included in the list of projects selected to move forward. MAG staff clearly identified this feedback and reflected those comments by making "legacy projects" the highest weighted criteria overall. MAG staff heard committee member's direction, and I believe that the priority was accurately reflected by the model MAG staff created.

At the June TPC meeting, there was much discussion regarding the importance of economic development and commerce. These have been major themes in past re-balancing efforts and have been addressed in all of the MAG public meetings for the current re-balancing efforts. As I expressed at the June TPC meeting, I agree that we need to be cognizant of economic development opportunities when we work towards freeway re-balancing. This doesn't mean we need to change the criteria as presented, however it is one that should certainly be considered further if there is a decision to reassess the weight assigned to each priority.

Connectivity is another concept that has been widely discussed by multiple members of the TPC. Though this was not widely considered or defined as a criterion for this effort, it is important to discuss briefly. Because Proposition 400 is a Maricopa County voter approved initiative, it is imperative that any criteria that is revised place priority on those projects connecting freeways in heart of the MAG region and within Maricopa County.

All of the projects being considered under the current re-balancing effort are important to the future success of the Region, however State Route (SR) 30 was identified by MAG staff in the initial list of projects, based on the suggested criteria, as a project that should be moved forward. This project is an important trade corridor and will create many economic development opportunities. More importantly, SR 30 will alleviate congestion along Interstate 10 as soon as the facility is opened. As you know, this portion of the I-10 freeway is already extremely challenged and will only become worse in the coming years posing a safety challenge.

Funding Phase I of the SR 30 brings us closer to having a final product moving large volumes of traffic and benefitting the entire Region. The beginning phases will allow regional leaders to consider all options for continued construction moving forward.

Again, Dennis, thank you to you and your dedicated staff for your efforts on the freeway re-balancing program. Please don't hesitate to contact me should you have any questions.

Sincerely,



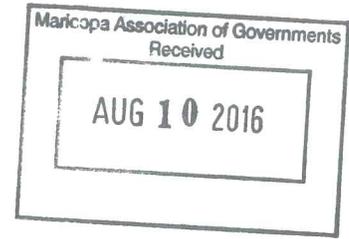
Kenneth Weise  
Mayor

Office of the Mayor & Council

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August 5, 2016

Mr. Dennis Smith  
Executive Director  
Maricopa Association of Governments (MAG)  
302 North First Avenue, Suite 300  
Phoenix, AZ 85003

Dear Dennis,

On behalf of the city of Goodyear, I appreciate the time and effort that you and your staff have committed to the freeway re-balancing program. It is obviously a complex issue, and the region is fortunate to have MAG's qualified staff to take on such an endeavor.

While I was unable to attend the June Transportation Policy Committee (TPC) meeting, I wanted to ensure that you received my input and feedback about the process. The criteria related to freeway re-balancing went through the MAG committee process and was discussed several times over a period of months. During the series of public meetings there were no objections and there appeared to be consensus related to the prioritized list of criteria and the weight applied to each. Since these priorities were thoroughly discussed and considered, I believe that any potential changes to the weighting should be based on the same process and not simply the result of feedback from select member cities.

A list of projects was generated and presented to the cities and to the members of TPC by MAG staff based on the criteria that had been presented to all appropriate MAG committees. MAG's professional staff utilized their experience, technical expertise, and judgment to put together a list of projects that they felt was in the best interest of the region.

From the beginning of the discussions, numerous members requested that projects that were part of the voter-approved Proposition 400 plan be included in the list of projects selected to move forward. MAG staff clearly identified this feedback and reflected those comments by making "legacy projects" the highest weighted criteria of all. I appreciate the emphasis that was given to these projects, and believe that the priority was accurately reflected by the model MAG staff created.

Office of the Mayor and Council  
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Mr. Dennis Smith  
Executive Director, MAG  
August 5, 2016  
Page Two

During the June TPC meeting, there was significant discussion about the importance of economic development and commerce. These have been major factors in past re-balancing discussions and have been addressed in all of the MAG public meetings during which re-balancing was discussed. I agree with my colleagues who stressed the importance of economic development. While I don't feel the need to change the criteria as presented, this is one that should certainly be considered further if there is a decision to reassess the weight assigned to each priority.

Connectivity was another concept that was mentioned by multiple members of TPC during the June meeting. While this was not one of the criteria that was considered, and the concept was not clearly defined, I would like to explore it a bit further. As you know, Proposition 400 is funded solely by residents of Maricopa County. If criteria is to be revised, it would be appropriate to apply priority to a project that connects two freeways that have already begun construction in the heart of the MAG region and within Maricopa County.

All of the transportation projects that are being considered are vital to the future success of this region. State Route (SR) 30 was identified by MAG staff in the initial list of projects, based on the suggested criteria, as one that should move forward as part of this re-balancing effort. This project is vital as a trade corridor, and will create many future economic development opportunities. Finally, SR-30 will alleviate congestion along Interstate 10 which can be extremely challenging and will only become significantly worse in the coming years. We have heard directly from leaders in the private development industry who have characterized the Interstate 10 as an "economic development crisis" and have expressed that not moving forward with the SR-30 would be devastating to the economic development of the entire region.

Funding Phase I will bring us much closer to having a final product that will move high volumes of traffic and benefit the region. The beginning phases will allow regional leaders to consider all options for continued construction moving forward.

Again, I appreciate your organization's time and effort related to freeway re-balancing and I hope that you will consider my feedback as this process continues to evolve.

Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,



Georgia Lord  
Mayor

cc: Brian Dalke, Goodyear City Manager  
Eric Anderson, MAG Transportation Director  
Bob Hazlett, MAG Senior Engineer  
Rob Bohr, Goodyear Government Relations Manager



20 E Main St Suite 750  
PO Box 1466  
Mesa, Arizona 85211 1466

July 7, 2016

Mr. Dennis Smith  
Executive Director  
Maricopa Association of Governments  
302 North First Street, Suite 300  
Phoenix, Arizona 85203

Dear Dennis:

Thank you for your efforts thus far in working with the City of Mesa on rebalancing the MAG Regional Freeway Program. We greatly appreciate all of the work that has gone into the cost risk analysis of the freeway program that led to the opportunity to reallocate savings within the program.

As you know, rebalancing the regional freeway program is a highly complex and difficult task. And given the importance of this effort, it is important that the regional criteria is comprehensive and captures the value that each project brings to the region.

As Mayor Giles stated at the TPC meeting, it is the City's position that the criteria include a factor for regional connectivity. Extending SR-24 east into Pinal County is tremendously important to the Southeast Valley. This extension provides a much better connection for approximately 90,000 people in the San Tan area to connect to the regional freeway system, employment and job centers.

It was suggested during the recent meeting with City staff that regional connectivity is factored into the rebalancing effort through the current criteria. However, evaluating this by the use of traffic volume numbers is not a substitute for including a specific factor that captures the value of providing connectivity and better mobility to an area. As you know, regional connectivity has been an important policy concept that MAG has utilized on such projects as Interstate-11 to connect Arizona to Mexico and Las Vegas as well as other projects. Given the importance of regional connectivity, it should be included as separate criterion in the rebalancing effort.

Also, as Mayor Giles and other elected officials on the TPC committee requested, the factor for legacy phasing should be given greater weight. These projects were approved as part of Prop 400 and greater weight should be given to building the plan that was approved by the voters. For years MAG has worked tirelessly to build the plan and we should not abandon that goal now.

Extending SR-24 is also critically important to facilitating economic development at the Gateway Airport job center. This area is a major activity center and it is Mesa's largest area for generating economic development and jobs. However, in reviewing the scoring for SR-24 it only received an average rating for economic activity. We found this to be surprising and not consistent with the City's view of this area.

Mr. Dennis Smith  
July 7, 2016  
Page 2

Finally, the scoring of the extension of SR-24 for project readiness for right-of-way and utilities is quite low as is the score for cost. We understand that flood control improvements are needed for the Project and that this may have led to the low score for cost. However, from a project readiness standpoint for right-of-way and utilities we are not aware of issues that would reduce this score. The project extension is in an area with a clear corridor as well as large parcels of land which should make right-of-way acquisition easier. In addition, the City suggests that this criterion include factors related to project feasibility and risk. SR-24 is a project that is far more ready than others that scored higher and it involves less risk since ADOT recently built the first phase of the Project and is aware of conditions that impact construction in the area.

Again, we appreciate all of the effort that MAG staff has put into rebalancing the regional freeway program. We look forward to continuing to work with you on refining the criteria and to funding SR-24 as part of the 2016 rebalancing program. Thank you.

Sincerely,



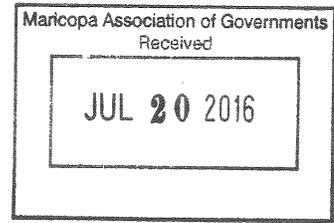
John Giles  
Mayor



Christopher J. Brady  
City Manager



TOWN OF  
**QUEEN CREEK**  
ARIZONA



July 14, 2016

Dennis Smith  
Maricopa Association of Governments  
302 North 1<sup>st</sup> Avenue, Suite 300  
Phoenix, Arizona 85003

Re: 2016 Rebalancing Effort for the Regional Freeway and Highway Program

Dear Mr. Smith:

We write to you in regards to the evaluation criteria that Maricopa Association of Governments (MAG) is using to determine the "strawman" scenario projects proposed for the rebalancing monies that have recently been made available.

First of all, we would like to extend our gratitude for all your staffs' efforts on this very important regional matter. MAG staff have an established track record for doing great work and their efforts on this rebalancing effort are no exception. Their commitment, attention to detail, and tenacity to maximize project savings and ensure public funds are being used in the most effective and efficient way possible are greatly appreciated. Prioritizing regional needs and maximizing the opportunity to expedite long-needed projects is not an easy task and requires careful consideration of the parameters presented to the Transportation Policy Committee (TPC) and Regional Council.

In reviewing the criteria and weights of the projects in the Program, there are a few considerations we would like to bring forward regarding the scoring process.

- Based upon the feedback from the TPC in May, it would seem that legacy projects should have a greater weight overall.
- Specifically for the State Route 24 Project, we believe that the scoring for Economic Development should be higher (5, as opposed to 3). The project will provide greater connectivity to the Phoenix-Mesa Gateway Airport and assist in maximizing its potential economic development impact to the region. The Airport recently released a Request for Quotation for a master developer for 360 acres of land at Gateway Aerospace Park. Additionally, there will be significant commercial development in Mesa around the SR24 extension to Signal Butte.
- Connectivity should be a consideration in the scoring of each project; it is not currently given consideration but warrants some weight in determining which projects should be prioritized. The SR 24 is critical to connecting the region. Currently, connectivity by San Tan Valley,

Florence, Coolidge and other parts of unincorporated Maricopa and Pinal counties is extremely limited in terms of their access to the region. Addressing connectivity concerns for these areas present a significant safety and economic development opportunity.

- Complete safety data is not currently available for the State Route 24 project since it is a new facility. We should consider using the Highway Safety Manual to enhance the safety concerns criteria and include predicted crash rates for year 2030 as a consideration.
- In terms of travel demand, that criteria will almost always favor the freeways in the core of the metropolitan area. However, the MAG model should include the growth of San Tan Valley (90,000 residents) as well as the growth in the Town of Queen Creek (estimated to ultimately increase by about 60,000 residents) and how to provide service for this currently underserved area.

State Route 24 is vital to the growth of Queen Creek, as well as regional connectivity. The railroad divides our community in half, limiting the number of north-south through streets. This makes it very difficult to connect the Town's communities. Additionally, it drives traffic from the neighboring unincorporated areas (with a population three times the size of the Town) to use Ellsworth Road to travel through downtown Queen Creek as the main access point for SR24. The current traffic volume already exceeds the capacity, and the Town of Queen Creek does not have a grid system to accommodate the anticipated MAG projected traffic volume for the future.

In absence of a freeway, already congested arterial streets may fail to handle freeway type traffic volume and access in and out of commercial and residential development would not be safe or efficient. This condition may lead to unaccounted economic loss of opportunity.

Thank you for consideration of the information we have presented. As you know, we are strong advocates of the collaborative, regional efforts of MAG and deeply appreciate your leadership in setting the culture within the organization as such. As always, Queen Creek appreciates the opportunity to be a part of this critical conversation and decision-making process and looks forward to working with MAG staff and the Regional Council on ensuring the monies available for this program are used in the most effective and efficient way possible.

Sincerely,

  
Gail Barney  
Mayor

  
John Kross  
Town Manager

# MARICOPA ASSOCIATION OF GOVERNMENTS

## INFORMATION SUMMARY... for your review

**DATE:**

September 13, 2016

**SUBJECT:**

Interstate 10/Interstate 17 Corridor Master Plan - Project Update

**SUMMARY:**

On August 12, 2013, the MAG Regional Council Executive Committee amended the Fiscal Year (FY) 2014 MAG Unified Planning Work Program and Annual Budget for \$2,500,000 to develop the Interstate 10/Interstate 17 Corridor Master Plan following upon environmental studies that were previously being conducted by the Arizona Department of Transportation (ADOT). The ADOT work was cancelled and the project and funding were transferred to MAG.

Since starting in February 2014, the project has completed a preliminary Purpose and Need Statement, developed a comprehensive Needs Assessment Report, and evaluated more than 340 concepts for meeting current and future travel demand along Interstates 10 and 17. These reports have required extensive environmental, traffic engineering, and safety analyses of the corridor's mainline and 31 traffic interchanges, including:

- A comprehensive traffic weaving study of 62 locations along both freeways' mainlines, including crash analyses, to identify if additional capacity could improve travel conditions or potentially further exacerbate the functionality for through traffic.
- Pavement condition, structural analyses, and flood data to understand the life-cycle needs for replacing aging infrastructure, particularly along the Interstate 17 segments, for staging recommendations in the Corridor Master Plan.
- An extensive discovery process that required mapping of environmental justice communities, known environmental issues, schools, parks, and businesses to identify constraints and avoidance requirements within the corridor.
- Coordination and collaboration with Valley Metro for four crossings of Interstate 17 by future light rail lines.
- Technology analyses, working with ADOT's recently created Transportation System Management and Operations division (TSMO), to identify the depth of potential operational improvements possible in the corridor that will improve travel (saturation) flow rates and allow more traffic to be accommodated on the Interstates 10 and 17 mainline without the need for additional travel lanes.
- Traffic analysis of the arterials crossing the corridor - a mile on either side of the freeways - to identify opportunities for improving surface traffic flow and accessibility to adjacent land uses.

With the production of the project's Needs Assessment Report, a three-step process was undertaken to merge the 341 concepts and identify seven alternative scenarios for meeting the 2040 traffic demand along both interstate routes. These scenarios are:

- Alternative 1A - No-Build - The base scenario from which all performance of the alternative scenarios will be measured. In this scenario, no improvements are assumed to Interstates 10 and 17 beyond those presently programmed between SR-143 and the Loop 202 Pecos Stack.
- Alternative 1B - Base Build - A scenario incorporating various component improvements for construction regardless of overall improvement to the corridor. Examples of these components include geometry modifications to the highest congested service traffic interchanges; numerous bicycle/pedestrian improvements identified in Phoenix, Chandler, and Tempe plans; accommodation for four light rail public transportation crossings; and technology enhancements for the freeways, arterials, driver/traveler/jurisdictional information, and to facilitate connected/autonomous vehicles.
- Alternative 2 - I-17 Reconstruction - As this segment of the Spine corridor is the earliest freeway construction in the State of Arizona, this scenario will identify the potential impacts for reconstructing pavements, bridges, interchanges, and drainage structures to current design standards specified by the Arizona Department of Transportation and the Federal Highway Administration. No added through capacity is assumed and the improvements noted for Alternative 1B are included in this scenario.
- Alternative 3A - Add General Purpose Lanes - In addition to the improvements noted for Alternative 1B, one general purpose lane is constructed in both directions of the entire 35-mile corridor.
- Alternative 3B - Add HOV Lanes - As there are many similarities to Alternative 3A where an additional lane is constructed the length of the corridor, this alternative proposes a managed approach to where it is signed and striped for high occupancy vehicle (HOV) traffic. This would result in two HOV lanes in each direction for the majority of the corridor. The improvements noted for Alternative 1B are also included in this scenario.
- Alternative 4 - Express/Local Lanes - Presently, Interstate 15 in Las Vegas has a striped express/local lane system in place between Interstate 215 south of the Strip and Interstate 515 in Downtown. In this alternative, no capacity is added. However, the inside HOV (lane 1) and left general capacity (lane 2) lanes are restriped so that movement between the lanes is restricted to designated ingress and egress points. As proven in Las Vegas, this restriping allows for greater travel time reliability for longer-haul trips throughout the corridor. The improvements noted for Alternative 1B are also included in this scenario.
- Alternative 5 - Congestion Priced Managed Lanes - Building upon the discovery process identified from the MAG Managed Lanes Network Development Strategy, this scenario considers the potential for pricing in the corridor as a means for travel time reliability. The improvements noted for Alternative 1B are also included in this scenario.

Following study of these alternative scenarios, a fourth screening process will be held to identify the recommendations for the Corridor Master Plan. During this meeting, the Transportation Policy Committee will be provided information about the project and the alternative scenarios for discussion. The study team is compiling this information for a public meeting in November on the project.

## **PUBLIC INPUT:**

Stakeholder engagement on the Corridor Master Plan has been a continuing effort. The most significant outreach occurred in February and March 2015 with recurring comments to consider options for alternate modes, technology enhancements, and across-freeway improvements for surface streets, bicyclists, and pedestrians. The next significant outreach is planned for later this year.

**PROS & CONS:**

PROS: Presently, the Regional Freeway and Highway Program has programmed \$1.47 billion for improving both corridors. A Near-Term Improvement Strategy has been identified and programmed for construction along an Interstate 10 portion of the corridor, from Broadway Road to the SR-202L Pecos Stack. As demonstrated during the planning of all projects comprising the Regional Freeway and Highway Program, the more conceptual engineering that can be completed at this Corridor Master Plan project, the more informed stakeholders and decision makers will be in considering the potential recommendations for this project.

CONS: Significant resources have been expended by MAG on this Corridor Master Plan, as well as FHWA and ADOT for previous environmental studies. All of these resources continue to contribute toward successfully completing this project with recommendations that will meet the long-term travel demand in the Interstate 10 and Interstate 17 corridor.

**TECHNICAL & POLICY IMPLICATIONS:**

TECHNICAL: The combined Interstates 10 and 17 corridor provides a critical function and its long-term operation will be key to economic activity and the region’s quality of life. The outcomes and subsequent actions taken by the Regional Council based upon the findings of these additional services will result in a plan for Interstate 10 and Interstate 17 that provides the best value in accommodating future travel demand.

POLICY: The outcomes of this Corridor Master Plan will provide guidance to MAG, ADOT, FHWA, and other affected jurisdictions and agencies with a long-term solution and comprehensive approach for accommodating travel demand along the Interstates 10 and 17.

**ACTION NEEDED:**

Information and discussion.

**PRIOR COMMITTEE ACTIONS:**

Since the project started in 2014, the Transportation Policy Committee has received eight updates on the progress of the Corridor Master Plan, and MAG staff has provided updates to the MAG Regional Council, Management Committee, Transportation Review Committee, Street Committee, and the Bicycle and Pedestrian Committee. In addition, presentations have also been provided to the Citizen’s Transportation Oversight Committee (CTOC), the City of Phoenix’s Transportation and Infrastructure Committee, and the transportation commissions in Chandler and Tempe.

**CONTACT PERSON:**

Bob Hazlett, Senior Engineering Manager, 602 254-6300.