MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

September 21, 2016
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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

* Not present
# Participated by telephone conference call + Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair John Giles, Mesa, at 12:04 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Chair Giles welcomed everyone to his first meeting as Chair.

Chair Giles noted that Mr. Garrett Newland and Mr. Mark Reardon were participating by teleconference.

Chair Giles introduced a new member of the TPC, Vice President Martin Harvier, of the Salt River Pima-Maricopa Indian Community. He said that the Community has been a good neighbor to the City of Mesa. Chair Giles welcomed Vice President Harvier to the TPC.

Chair Giles noted that the TPC's first committee meeting was 14 years ago that day. He stated that everyone deserved congratulations for all of the projects that had been built.

Chair Giles noted the following items at each place for agenda item #5: a revised Attachment 5A; a letter from Mike Kies at ADOT regarding the rebalancing of the MAG Freeway and Highway Program; a letter and document from me regarding the rebalancing scenario; a letter from ADOT Director John Halikowski.

Chair Giles noted that on September 14, 2016, the MAG Management Committee recommended acceptance of the Draft FY 2017 MAG Early Phase Public Input Opportunity Report which was agenda item #4B on the TPC agenda.

3. Call to the Audience

Chair Giles recognized public comment from Mr. Marvin Rochelle, who welcomed Vice President Harvier to the TPC. Mr. Rochelle stated that he lived on and off Indian Community reservations for years. He spoke of the benefits of Dial-A-Ride, including no more transfers or passengers having to wait in the hot sun for an hour or hour-and-a-half. Mr. Rochelle stated that he worked on the implementation of Dial-A-Ride since 2007 and it became operative July 16, 2016. He indicated it is working well, although the operators could use additional training. Chair Giles thanked Mr. Rochelle.

4. Approval of Consent Agenda

Chair Giles stated that agenda items #4A and #4B 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 Giles asked members if they would like to remove any of the consent agenda items or have a presentation. No requests were noted.

Mayor Georgia Lord moved to recommend approval of Consent Agenda items #4A and #4B. Vice Chair Kenneth Weise seconded, and the motion passed unanimously.

4A. Approval of the June 15, 2016, Meeting Minutes

The Transportation Policy Committee, by consent, approved the June 15, 2016, meeting minutes.

4B. FY 2017 MAG Early Phase Public Input Opportunity

The Transportation Policy Committee, by consent, recommended acceptance of the Draft FY 2017 MAG Early Phase Public Input Opportunity Report. 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 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. On September 14, 2016, the MAG Management Committee recommended acceptance.

5. Regional Freeway and Highway Program - 2016 Rebalancing

Mr. Bob Hazlett, MAG staff, noted that the material he would be discussing was included in the agenda materials, and included letters from Avondale, Goodyear, Mesa, and Queen Creek. He said that additional materials that had been transmitted previously via email were at each place. Mr. Hazlett stated that the last discussion by the TPC on the 2016 Rebalancing of the Regional Freeway and Highway Program was in June 2016.

Mr. Hazlett first displayed a chart of how the Program's cash flow has improved. He indicated that the April 19, 2016, presentation to the TPC showed an approximate $640 million surplus to the end of the Program, which is an approximate $1.03 billion improvement in the cash flow from what it was in 2012. Currently, the surplus is approximately $787 million, realized from factors such as saving money on projects and improved accounting.

Mr. Hazlett displayed a map of funded Proposition 400 projects. The three orange projects, which represent investment of approximately $1.77 billion, are under construction. Mr. Hazlett said that US-60/Grand Avenue at Thunderbird Road is anticipated to be reopened to traffic before the Christmas shopping season. The Interstate 10/Loop 303 Phase II System Interchange project and the Loop 202/South Mountain Freeway are under construction.

Mr. Hazlett stated that the seven projects shown on the map in green were funded by Proposition 400 and represent an investment of $2.3 billion. Mr. Hazlett stated that they are doing a cost risk analysis and value engineering on each of these projects to continue to deliver better projects faster and more cost effectively.

Mr. Hazlett stated that the information distributed at the April 19 meeting is contained in Attachment 5C, which staff attempted to rank in accordance with criteria discussed by the TPC. He stated that they figured out weights and a scoring model that allowed them to generate a ranking of the approximately 40 projects in the Program.

Mr. Hazlett stated that at the last meeting, members expressed their preference to weight legacy projects more heavily. This scenario is shown in Attachment 5D. He said that the blue projects on

the map scored higher in the legacy-weighted scenario and red projects scored higher on the readiness-weighted scenario.

Mr. Hazlett then described the projects that were recommended for deferral in 2009 as continuing deferral in this rebalancing effort. He indicated that the adding lanes to SR-51 from Shea Boulevard to Loop 101 would only increase traffic to Dreamy Draw, where widening is constrained in some areas. This project could continue to be deferred after conferring with City of Phoenix staff. Mr. Hazlett stated that in discussions with Mesa, the construction of half interchanges at Loop 202 at Mesa Drive and US-60 at Lindsay Road could continue to be deferred as well.

Mr. Hazlett stated that the Interstate 17 project at Loop 101 could continue to be deferred due to travel demand. He said that the add lanes projects in the outer reaches of the Santan Freeway, Val Vista to Broadway Road, could continue to be deferred.

Mr. Hazlett stated that the direct high occupancy vehicle (DHOV) ramps are beneficial and they help HOV traffic considerably to help eliminate traffic weaving. He said that the Loop 202 and US-60 DHOV ramp needs reevaluation. Mr. Hazlett stated that the DHOV ramp on Interstate 17 and Loop 101 would be very costly due to existing infrastructure. In addition, staff wants to wait to see the recommendations from the Interstates 10 and 17 Corridor Master Plan Study that is currently being conducted.

Mr. Hazlett stated that right-of-way protection previously deferred in 2009 is on the map for continuing deferral. He said it would be nice to get the right-of-way protection, however, there are other more urgent needs.

Mr. Hazlett stated that additional grade separations on US-60/Grand Avenue, particularly from Loop 101 to downtown, are on the continuing deferral map. He indicated that the COMPASS study was just completed and recommends options for movement in that area. Mr. Hazlett pointed out Indian School and 35th Avenue has the highest crash rate for an intersection in Maricopa County. He stated that it was ranked by itself and in terms of safety, it ranked very high.

Mr. Hazlett stated that the system interchanges at Interstate 17 and Loop 303 and SR-24 at Loop 202/Santan could continue to be deferred because travel demand could be accommodated with the current infrastructure. He added that due to signalized intersections in the area, they continue to work with ADOT to see if the cost for the system interchange ramps at Interstate 17 and Loop 303 could be reduced; currently, it would cost approximately $80 million.

Mr. Hazlett stated that the final freeway construction is the last group of continuing deferrals. He said there is simply not enough money available in the rebalancing to build these out to full freeways, except for an interim or Phase I facility. These include SR-30, Loop 303 to SR-85 and SR-24, Ellsworth Avenue to Ironwood Drive.

Mr. Hazlett then addressed remaining projects for which there have been some suggested solutions. He said that project number 24 on Attachment 5C, add lanes on Loop 303, Happy Valley Road to

I-17, which goes from six lanes to four lanes. Mr. Hazlett stated that the City of Peoria suggested it would like to see completion of the Jomax Road interchange, as the extension of this road is in Peoria's Capital Improvement Program. Mr. Hazlett stated that when ADOT built Loop 303 the fifth and sixth lanes were already constructed. He said that the suggestion to do the median in asphalt as a substitute seems like it will work. Mr. Hazlett stated that the cost opinion is approximately $25 million instead of $127 million to get fifth and sixth lanes on Loop 303 to Lake Pleasant Parkway.

Mr. Hazlett addressed project numbers 1, 7, and 13 on Attachment 5C on Interstate 10. He said that the RTP section is SR-85 to Loop 303, but the widening needs to be done from SR-85 to Verrado Way. Watson Road and Miller Road interchanges on Interstate 10 are at the end of their service lives and need reconstruction. Mr. Hazlett stated that number 7, Miller Road, has a number of truck stops and has the highest crash location on Interstate 10. He stated that they suggested combining the three projects instead of doing them separately might realize an approximate $10 million cost reduction with economy of scale.

Mr. Hazlett addressed project numbers 5 and 17 on Attachment 5C. He noted that the Town of Gilbert has discussed a traffic interchange at Loop 202 and Lindsay Road that was not in Proposition 400. Mr. Hazlett explained that a large campus was recently developed in the Town of Gilbert and they need the interchange. He said the Town has suggested swapping a project identified in the Regional Transportation Plan, add lanes Loop 202, Val Vista to Gilbert Road, for the interchange project. Mr. Hazlett stated that they consulted the traffic demand modeling and this makes a lot of sense. Mr. Hazlett stated that the most important project on Loop 202 is project number 6, from Interstate 10 to Gilbert Road due to the capacity that will be needed when the South Mountain Freeway opens.

Mr. Hazlett addressed project number 21 on Attachment 5C, SR-24, Ellsworth Avenue to Ironwood Road. He said that in meeting with City of Mesa staff, they discussed if there was demand for HOV lanes on Loop 202/Santan and US-60. Looking at the modeling, they could extend the HOV lanes to Power Road from Gilbert Road and use the funds toward construction on SR-24.

Mr. Hazlett addressed project numbers 10, 22, and 27 on Attachment 5C. He stated that these projects are on Loop 101 from Interstate 10 to Interstate 17. Mr. Hazlett stated that there has been a lot of demand on this freeway, particularly on the north end from 75th Avenue and the North Stack. He noted that it carries significant traffic but does not score as high as the section from I-10 to US-60 due to safety. It has a fairly high crash rate, particularly at the system interchange. Mr. Hazlett stated that all Loop 101 projects are necessary, but safety needs to be considered. He stated that project number 22 is a very expensive project because the infrastructure was not designed with DHOV in mind and would require a significant reconstruction of the traffic interchange but would mitigate a safety issue. Mr. Hazlett stated that they might work from 75th Avenue to Interstate 17 and fix the Stack interchange at Interstate 10 and Loop 101.

Mr. Hazlett stated that SR-30 is very important to many people and to the region. He indicated that ADOT is developing an environmental document for SR-30 from Loop 303 to Loop 202. Mr.

Hazlett stated that this has been held up because the Federal Highway Administration (FHWA) has been revising the rules on fiscally constrained facilities, a requirement for obtaining an environmentally cleared document. He said that in the past, freeway corridors were cleared as a freeway, even if a phase one facility was initially constructed and MAG was able to show reasonably available funding. Mr. Hazlett stated that FHWA is now changing what they consider to be reasonably available funding, which is making it difficult to get an environmental assessment on SR-30.

Mr. Dennis Smith asked for clarification where the federal ruling is located or whether it is an interpretation from FHWA staff.

Mr. Hazlett replied the information has been provided to MAG by the Arizona FHWA.

Mr. Hazlett then distributed Attachment 5F, which includes the remaining projects with the project deferrals taken out, then re-scored using the readiness criteria. He said they could have a $1.25 billion rebalancing process that shows priorities and a roadmap to the future. Mr. Hazlett stated that this allows a couple of extra projects in case of unexpected project delays.

Mr. Hazlett stated that the cash flow could increase because the final accounting on the South Mountain Freeway has not occurred. He said there is a $1.25 billion Rebalancing, $1.77 billion in projects under construction and a $2.3 billion program. They have a $5.3 billion program for the next ten years. Mr. Hazlett stated that approximately $4.5 billion has already been spent on the program, which amounts to approximately $9.8 billion, or about 93 percent of the projects originally identified in the Regional Freeway and Highway Program in 2004.

Mr. Dennis Smith asked the amount of Proposition 400 revenue lost in the economic downturn.

Mr. Eric Anderson, MAG staff, replied that the fiscal year that ended this June was the first year to exceed 2007 revenue. He noted that we lost approximately 40 percent of the sales tax revenue.

Mr. Smith remarked that despite these losses, we still managed to deliver most of the program.

Mr. Hazlett added that we lost only about seven percent of funding for the entire program. He stated that this concluded his report and added that staff was requesting input from the TPC.

Chair Giles stated that last time, the TPC discussed having additional funds. He was very appreciative that staff came up with a proposal that weighed different considerations, even though there were winners and losers. Chair Giles stated that this proposal considered only one-half billion dollars of additional funds and the good news is that we have $1 billion, which means there can be more winners. Chair Giles noted many cities and staff have gotten together to discuss how to spread the peanut butter. He said that the letter and table of projects from him were emailed the day prior. He said that staff was looking for input and he added that he hoped the TPC could reach consensus on a scenario and in October make a recommendation. Chair Giles noted that what has been proposed so far contained no priorities or weighting, just a way on how to spend the $1

billion. He said that he thought peoples' most important projects had been addressed. Chair Giles stated that allocating the dollars still needs to be figured out.

Vice Chair Weise expressed his appreciation to Chair Giles for all of his work on the rebalancing. He added that he was glad to receive Chair Giles' letter yesterday. Vice Chair Weise also expressed his appreciation to Mr. Smith and MAG staff. He said he was glad to see SR-30 on the list and he noted that it is likely the most important project he has seen in the ten years he has served as a city councilmember. Vice Chair Weise stated that SR-30 will help move truck traffic and commuter traffic off Interstate 10 and allow it to flow more freely. He said that the West Valley residents commute to jobs in the East Valley and this gives them an easier route to travel. Vice Chair Weise expressed that he liked the rebalancing; he liked that all four phases and right-of-way of SR-30 would be funded. He indicated he understood it would be put in as interim and he wanted to ensure we keep watch on priorities and what the federal government is doing. Vice Chair Weise stated that this proposal was one he could get behind.

Mayor Lana Mook expressed her appreciation to Chair Giles for the comprehensive list. She stated that she was not familiar with all of the projects that range across the Valley, but she knew everyone was interested in having their project funded. Mayor Mook stated that the US-60 project in her city was the least expensive project on the list. Grand Avenue is being redesigned to have three lanes in most areas. She said that the Cities of Peoria, Phoenix, Surprise and El Mirage are doing a lot of renovating and she added that it is a very important project for her city. Mayor Mook expressed her hope that all projects would be done sooner rather than later.

Mayor Georgia Lord expressed her appreciation to Mr. Dennis Smith and his staff for working so hard on the rebalancing. She said they realize each project in Proposition 400 is important and was approved by the voters. Mayor Lord stated that all of these projects have the potential to impact the region in a positive way. She extended her appreciation to Mayor Giles for creating the list based on the scenarios and member agency input. Mayor Lord stated that she believed the list represents a solution that is fair and demonstrates the value of each project. She referenced the letter from ADOT regarding the rebalancing and SR-30, and she added she was thrilled the state recognized the potential economic impact and opportunities SR-30 could create for the entire region. Mayor Lord stated that they would like SR-30 completed as soon as possible, and they believe the key phases shown on the list will keep it moving forward and freeze the cost of the project. Mayor Lord expressed that Mr. Hazlett provided a well-done presentation and she looked forward to working with MAG, ADOT and the other communities.

Mr. Eric Anderson addressed next steps. He said they have launched two things. 1) They will be looking at the existing projects that are ready to proceed. 2) They will take the list of projects and slide them into the program by year. They will be looking at three criteria: Priority rankings, environmental clearance issues, and cash flow and availability of money. Mr. Anderson stated that many projects do not have environmental clearances, and they will try to complete them as soon as possible. He stated that smaller projects are easier to slot into the program than larger projects. Mr. Anderson stated that MAG will be working with ADOT engineering, planning and financial management staff. He stated due to the significant amount of work needed, he was unsure if a list

would be finished in time for the October TPC meeting. Mr. Anderson stated that they might have a draft program to discuss with perhaps a recommendation to the Regional Council at its December meeting. He said that after Regional Council approval, amendments to the TIP and Plan and air quality conformity would proceed.

Mr. Joe La Rue expressed his appreciation for Mr. Hazlett's presentation. He asked if ADOT could continue to examine financing options regarding SR-30 described in their letters, even after a rebalancing list is approved.

Mr. Hazlett replied that they are still trying figure out how to fit that in with what they have identified. He added that ADOT has been conducting an environmental process on the section of SR-30 from Loop 303 to Loop 202 for the last seven years. Mr. Hazlett stated that the question becomes whether this process is continued or discontinued. He said that they are getting mixed messages from the Federal Highway Administration, but should not preclude discussion.

Mr. La Rue encouraged that dialogue be continued. He stated that the federal government has been helpful to ADOT. Mr. La Rue suggested looking at the entire corridor and putting in more definition for next month before an actual decision is made.

Mr. Smith quoted a line in the ADOT letter that said "funding has not historically been sufficient to deliver on the plans promised to voters or communities." Mr. Smith stated that he has been here since the 1985 vote, which resulted from elected officials at MAG doing something about transportation. Mr. Smith stated that this election was followed by a recession and savings and loans went out of business. In order to keep the promise to voters made in 1985, MAG gave half of its Surface Transportation Program (STP) funds from the Intermodal Surface Transportation Efficiency Act (ISTEA) to ADOT. Mr. Smith added that MAG is probably the only region that gave its STP to its department of transportation – that is how seriously the elected officials were about delivering their promise to the voters. Mr. Smith stated that the elected officials again made a promise to voters with Proposition 400. He added that MAG is the only region in the nation that went forward and put its own sales tax on a federal interstate system. Mr. Smith stated that the elected officials at MAG should feel good about providing funding and keeping promises to the voters. He stated that ten years of revenue were lost with the latest recession, however, most of the program has been delivered to the voters. Mr. Smith noted that people on the WAZE traffic app rated the MAG region as the best driving experience in the world. He added that the elected officials in the MAG region have a lot to be proud of.

Mayor Sharon Wolcott extended her compliments to Chair Giles and to staff on this effort. She stated that it was exciting when you first realize there is money on the table, but it also can strike fear in the hearts of those with projects. Mayor Wolcott expressed what an amazing job had been done on the rebalancing process – one that people can be proud of because it is a truly regional approach and makes this region one of the top regions in the nation. She stated that they are so proud of the work on the project in the City of Surprise that will be transformative for their eastern gateway. Mayor Wolcott stated that the City of Surprise is very happy to have this partnership with MAG.

Chair Giles stated that he welcomed suggestions on the contents of the ADOT letters; they are worthy of consideration. He added that the path MAG is taking is not inconsistent with that at all. Chair Giles stated that the job is to do as much as possible with the available resources. Regionally, the committee might want to consider Public/Private/Partnerships (P3)s to augment what can be done with MAG dollars. Chair Giles noted that the City of Mesa is famous for issuing Transit Project Advancement Notes (TPAN)s to escalate the rate of freeway construction. He stated that none of this precludes another direction. Chair Giles thanked staff for their work on the rebalancing. He added that he was excited about the positive progress being made.

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

Mr. Bob Hazlett, MAG staff, provided an update on the Interstate 10/Interstate 17 Corridor Master Plan and the request for an amendment that is needed to conduct additional work. Mr. Hazlett stated that the Interstate 10/Interstate 17 corridor, known as the Spine, is generally one-mile either side of Interstate 10/Maricopa between the Interstate 17 Split Interchange and SR-202L Pecos Stack, and Interstate 17/Black Canyon between the Interstate 10 Split Interchange and SR-101L North Stack.

Mr. Hazlett stated that the Corridor Master Plan is a continuation of environmental work by ADOT where they were looking at an extensive reconstruction of Interstate 10 of up to 25 lanes at the Broadway Curve. He stated that the Master Plan will consider alternatives for intersecting and parallel arterial corridors, about 35 traffic interchanges.

Mr. Hazlett stated that the MAG Corridor Master Plan effort started in 2014 with a project scoping, data discovery, and discussion of needs of partners (Phoenix, Chandler, Guadalupe, and Tempe). Mr. Hazlett stated that 2015 brought the public meetings, a Needs Assessment Report, and 341 different concepts for meeting the travel demand. Mr. Hazlett indicated that they whittled the 341 concepts into seven alternative scenarios and are working toward their next round of public meetings in November. He indicated that the plan is to be finished with the Corridor Master Plan in time for Regional Council adoption of the Regional Transportation Plan and Transportation Improvement Program next year.

Mr. Hazlett stated that the Needs Assessment Report covers these 10 topics: environmental issues, travel demand and traffic operations, roadway infrastructure, transit service, bicycle and pedestrian, safety, technology/ITS and system management, commerce and economic development, agency and public feedback, and project purpose and need.

Mr. Hazlett stated that the Needs Assessment Report summarized a host of issues in the corridor. He said that Interstate 17 was built as SR-69 in 1957. Mr. Hazlett stated that the assessment evaluated the condition of the corridor's infrastructure. He said that most of the structures are in good condition, however, there are flooding issues. Mr. Hazlett displayed a photo of I-17 at Indian School Road after the microburst that happened earlier this year. He noted that flooding is a problem as part of the corridor is located in the Cave Creek Wash floodplain and ADOT's pump system is in need of an upgrade.

Mr. Hazlett noted similar issues on several City of Phoenix undercrossings at Peoria and Cactus Roads. Additionally, as this is Arizona's first freeway, 60 years of age, and pavement was built differently than we have now. Mr. Hazlett stated that more life than anticipated has been received from Interstate 17 and pavement and pumps are at the end of their useful life.

Mr. Hazlett stated that from the start of the project, coordination with Valley Metro has been critical and consistent. As planning for Interstate 17 ensued with this Corridor Master Plan, so did the planning for the four new light rail crossings at Central Avenue, Van Buren Street, Camelback Road, and Mountainview Drive. He also noted how this collaborative process has saved the region in construction and right-of-way costs. Mr. Hazlett explained how Valley Metro is conducting its environmental process through FTA.

Mr. Hazlett stated that there is a need for bicycles and pedestrians to cross both interstates. He said that Phoenix, Chandler, and Tempe have Complete Streets Initiatives that drive the point home that local streets are not just for cars or trucks, but also for pedestrians and bicycles. Mr. Hazlett stated that it was necessary to look at the approach grades to traffic interchanges in particular. They changed up the Near-Term Improvements along I-10 between Broadway Road and the Pecos Stack with two multimodal crossings at Alameda Drive (near Tempe Diablo Stadium) and to finish what was started at Guadalupe Road with a pedestrian bridge.

Mr. Hazlett pointed out that connected/autonomous vehicles are becoming a reality, and with them a change in traffic operations and how capacity is computed. Currently, a freeway lane should carry approximately 2,200 vehicles per hour, however, I-10 and I-17 are carrying approximately 1,400 vehicles per hour. Mr. Hazlett stated that the study has found closely spaced exits, too many exits, and poor weave areas, etc. He said that technology can help increase capacity to as high as 3,000 vehicles per lane per hour through better ramp metering and better traveler information. Mr. Hazlett stated that this indicates that technology could add capacity and building more freeway lanes might not be needed.

Mr. Hazlett stated that one of the issues the study is examining is that the corridor is very constrained and widening would be difficult. In addition, many parts of I-17 in particular are located in environmental justice neighborhoods and there are a significant number of buildings. Mr. Hazlett stated that they are looking at recommendations for improvements in existing right-of-way before widening of the freeway mainline.

Mr. Hazlett stated that another issue is growing demand by cars, freight, and public transportation. He added that bicycle and pedestrian use needs to be considered in future plans. Mr. Hazlett stated that they have received significant public comments that are incorporated into the study's findings.

Mr. Hazlett stated that MAG met with member agencies, DPS, ADOT, Maricopa County, and FHWA, and they came up with 341 solutions. This required rethinking the screening process. First, they screened out those with fatal flaws. Mr. Hazlett stated that the solutions were placed into two categories: systemwide and segment-specific. They looked at what could be done throughout the

entire corridor and those that were specific to parts of I-10 and I-17, such as Grand Canyon University and light rail crossings.

Mr. Hazlett explained that 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. Mr. Hazlett reviewed the seven scenarios.

Mr. Hazlett stated that the first scenario, Alternative 1A, No-Build, is 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.

Mr. Hazlett stated that Alternative 1B, Base Build, is a scenario incorporating various component improvements for construction regardless of overall alternative 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.

Mr. Hazlett stated that Alternative 2, I-17 Reconstruction, is for the segment of the Spine corridor which is the earliest freeway section 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.

Mr. Hazlett stated that Alternative 3A, Add General Purpose Lanes, includes the improvements noted for Alternative 1B, and one general purpose lane is constructed in both directions of the entire 35-mile corridor.

Mr. Hazlett stated that Alternative 3B, Add HOV Lanes , proposes a managed approach to where high occupancy vehicle (HOV) traffic is signed and striped . 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.

Mr. Hazlett stated that Alternative 4, Express/Local Lanes, adds no capacity, however, restriping the inside HOV and left general capacity lanes is included to restrict movement between the lanes to designated ingress and egress points. He noted that an example of this is Interstate 15 in Las Vegas that has a striped express/local lane system in place between Interstate 215 south of the Strip and Interstate 515 in Downtown. As proven in Las Vegas, this restriping allows for greater travel time reliability for longer-haul trips throughout the corridor. Mr. Hazlett noted that the improvements noted for Alternative 1B are also included in this scenario.

Mr. Hazlett stated that Alternative 5, Congestion Priced Managed Lanes, builds 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. Mr. Hazlett noted that they will look at whether HOT lanes could help.

Mr. Hazlett said that the engineering and planning analysis are being finished. He said there is a meeting scheduled with the Planning Partners, which is ADOT, FHWA, and MAG regarding the seven alternatives. Mr. Hazlett stated that they will conduct a Level Four Screening to help identify a recommendation that could be presented at the October 19 TPC meeting. He stated that a public meeting is scheduled for November 16, 2016. Study completion and Regional Council action are anticipated in June 2017.

Chair Giles thanked Mr. Hazlett for his report. No questions were noted.

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 were requested.

No requests were noted.

8. Comments from the Committee

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

No comments were noted.

Chair Giles announced that the next TPC meeting will be October 19, 2016.

Adjournment

There being no further business, the meeting adjourned at 1:05 p.m.

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Chair

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Secretary