

November 24, 1998

TO: Members of the MAG Transportation Review Committee

FROM: Jim Matteson, Phoenix, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, December 1, 1998, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

The next meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.** If you have any questions or need additional information, please contact Terry Johnson or John Farry at 254-6300.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or nine people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
1. <u>Call to Order</u>	
2. <u>Approval of Minutes of November 3, 1998</u>	2. Approve minutes of November 3, 1998.
3. <u>Call to the Audience</u>	3. For information.

An opportunity will be provided to members of the public to address the Committee. Citizens will be requested not to exceed a three minute time period for their comments.

4. Transportation Manager's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Manager.

5. Approval of Consent Agenda

Committee members can request that an item be removed from the consent agenda. Consent items are marked with an asterisk.

4. For information and discussion.

5. For information, discussion and possible recommendation to approve the Consent Agenda

CONSENT AGENDA

*6. Updates of the MAG Congestion Management System

The MAG Congestion Management System (CMS) is a federal requirement that needs to be used in developing the MAG Transportation Improvement Program. The MAG CMS includes a qualitative policy element and a quantitative rating system. The quantitative rating system includes factors related to congestion, multimodal evaluation, land use considerations and cost effectiveness. The MAG CMS was adopted by the Regional Council in 1994.

In July 1998, the Regional Council directed that this system be updated. The CMS rating system is one of several considerations in selecting projects for programming, and this system is not applicable to all types of projects.

The MAG Bicycle Task Force and the MAG ITS Committee have expressed concern about the ability of the CMS to fairly rate their projects and have recommended changes. Also, concern has been expressed that congestion measures should place more emphasis on

6. For information, discussion and recommendation to approve changes to the Congestion Management System listed in the Update Report.

current congestion levels. The concerns have been incorporated into preliminary CMS changes discussed in the attachment. Guidelines for the selection of projects are now under development. This process could suggest additional CMS changes. Additional information is provided in Attachment A.

*7. Red Letter Notifications

In February 1995, the Regional Council approved a Red Letter Process in which MAG member agencies notify ADOT of potential development activities in freeway alignments, including actions on plans, zoning and permits. The purpose of this process is to coordinate actions to help prevent new development from being built in the future freeway right-of-way. The last notifications received from ADOT were in April 1998. The current notifications are included in Attachment B.

*8. MAG Special Transportation Needs Study: Working Paper Number Two

The TRC in cooperation with the MAG Human Services Technical Committee is providing guidance for the special Transportation Needs Study. This project will establish a basis for the region to compete for TEA-21 funding. In June 1998, the TRC reviewed Working Paper #1, Identification of Need, for the Special Transportation Needs Study. An Executive Summary of Working Paper #2 will be forwarded under separate cover. A complete copy of working paper #2 report is available on request.

7. For information and discussion.

8. For information and discussion.

ITEMS TO BE HEARD

9A. Status Report on Funding Estimate for ADOT Discretionary Funds and Potential MAG Project Priorities

In accord with federal requirements MAG and ADOT staff have been working together to develop a funding estimate for ADOT discretionary funds for use in developing the MAG 2000-2004 Transportation Improvement Program. As time is running out to develop the program, MAG is proceeding to develop a preliminary program based on a working estimate of \$493 million for the 2000-2004 period plus \$175 million a year for the 2003-2014 period. This program includes acceleration of the MAG Freeway Program. Related information is included in attachments C and D.

9B. Transportation Planning Focus Group Analysis Report

As part of the process to develop guidelines for the FY 2000-2004 Transportation Improvement Program (TIP), enhancements to the existing public involvement process were designed to ensure comprehensive regional input. The enhanced process included a contract with WestGroup Research, Inc. to conduct focus groups with residents in the five MAG Human Services Planning Districts. The groups were held at various locations across the region between November 2 and November 9, 1998. The analysis of the focus groups consists of a report which includes an analysis of information from each of the five groups and a synthesized analysis of the information from all groups. The Executive Summary of the "MAG Transportation Planning Focus Group Analysis" is included as Attachment E. A

9A. For information, discussion and possible action.

9B. For information, discussion and recommendation to accept the MAG Transportation Planning Focus Group Analysis.

full copy of the report is available to committee members upon request.

An important factor, when considering the analysis of information from the individual groups is that each group comprises only nine or ten participants. While the synthesized analysis of all groups provides a good picture of perceptions on transportation issues, the information from each group should be considered directional and not a conclusive or definitive picture of the residents of the sub-area.

9C. Review of Enhanced Early Phase Public Input Opportunity on Transportation Needs

The enhanced early phase public opportunity has been conducted over the last several months. The process has included: 1) conducting focus groups with residents throughout the region, 2) contacting various organizations representing civic, economic, environmental, freight, land use, and transportation interests for targeted outreach, and 3) considerations of public input received during a MAG open house and public hearing on September 15, 1998. The process culminated with a Regional Transportation Stakeholders meeting on November 18, 1998. Throughout this process more than 400 people were contacted to provide their input on transportation issues. The Executive Summary of the FY 1999 Enhanced Early Phase Input Opportunity Report is included as Attachment F. The full report is available to committee members upon request. Staff will report on the process and input received.

9C. For information, discussion, and recommendation to accept the Enhanced Early Phase Public Input Opportunity Report.

9D. Available Regional Transportation Funding 1999-2004

Regional Transportation Funding that is likely to be available to the MAG region can be divided into three groups: MAG Federal funding; Federal and State funding under ADOT control; and Federal Transit funding.

The portion of Surface Transportation Program (STP) funds sub-allocated to the MAG region have not substantially increased over ISTEA levels. However the amount of Congestion Mitigation and Air Quality Program (CMAQ) funds that are allocated to the State have more than doubled. The totals show an expected increase from \$40 million to approximately \$55 million per year--a 38 percent increase. Due to the lack of additional STP funds, the funds currently unprogrammed are all CMAQ funds.

Federal funding to the State, has increased by 57 percent. It is expected that, during TEA-21, the State will receive approximately \$1 billion in additional federal funds over ISTEA levels. Some of these funds have already been committed, and funds in the fifth year of the program remain to be programmed. See Attachments G for additional information.

Federal transit funding has also been increased under TEA-21. It is estimated that approximately \$26 million in Federal Transit funds are currently unprogrammed within the MAG region for the year 2004.

9E. Guidelines for Programming Regional Transportation Funds

In June 1994, the MAG Transportation Review Committee recommended changes in the process for programming MAG Federal Funds including (1) more proactive outreach, (2) early guidelines for

9D. For information, discussion and possible action.

9E. For information, discussion and recommendation to approve guidelines for programming regional transportation funds.

selecting projects, (3) favor selection of projects with higher local match rates, (4) update the MAG Congestion Management System, (5) favor selection of projects which are multimodal and (6) more proactive in securing new transportation funds. Actions on regionalism, freeway allocations and transit allocations were deferred by the TRC until additional information was available.

In July 1998, the MAG Regional Council adopted the concept of early guidelines for programming MAG federal funds. The MAG Regional Council Transportation Subcommittee is scheduled to address programming parameter for regional transportation funds (see Attachment D). Information on specific objectives for each parameter will be forwarded to the TRC as soon as it is available.

10A. Report on MAG Freeway Program

Potential adjustments to the MAG Freeway Program need to be addressed so that they can be included in the Draft Freeway Life Cycle Program in January. Upcoming items will be addressed by the Manager of the MAG Freeway Program.

10B. Potential Freeway Management System Projects for Inclusion in the Freeway Life Cycle Program

On July 28, 1998, the TRC recommended including Freeway Management System (FMS) infrastructure in the Freeway Life Cycle Program, and to consider including FMS projects in the MAG Freeway Life Cycle Program. In the past, inclusion of FMS projects in the Life Cycle Program has been fragmented. The projects should be added to the Program in a manner similar to the addition of landscaping projects. The current ADOT planned threshold for deployment of FMS is at a level of service "D." A FMS project

10A. For information and discussion.

10B. For information, discussion and possible action to include deployment of Freeway Management System projects in the Freeway Life Cycle Program as warranted and if funds are available.

schedule based on this criteria and MAG traffic projections will be presented by MAG staff. See Attachment H.

10C. Review of Project to Advance Construction of the West Leg of the South Mountain/Santan/I-10 Interchange

Funds for the east half of the I-10/South Mountain/Santan Interchange are included in the ADOT Life Cycle Program for the completion by 2005. Funds for the east half of the interchange are programmed at \$45 million for completion by 2005. The City of Phoenix is interested in using a Grant Anticipation Note (GAN) to accelerate an interim connection between I-10 and Pecos Road which now ends short of I-10 at 40th Street.

Development activities in this area are very active and certain adjustment in design and right-of-way cost are under active consideration. These potential change and cost implication will be addressed by MAG and ADOT staff.

10D. Request to Change Number of Lanes on the Red Mountain Freeway between Gilbert Road and Power Road

With the defeat of Proposition 400 in 1994, the Governor proposed a reduced freeway program to bring costs and funding into balance. These changes were approved by the Regional Council in 1995. One element of these reductions was to reduce the cross section of some freeways from six to four lanes.

Sections of the Red Mountain and Santan Freeway were originally six lanes but are not four lanes in the Life Cycle Program. The City of Mesa has requested that the Life Cycle Program be changed from a four-lane section to six lane sections for the Red Mountain between Gilbert Road and Power Road, and the Santan Freeway

10C. For information, discussion and possible action.

10D. For information, discussion and possible action.

between the Superstition and Power Road. See Attachment I. MAG staff will address cost implications of this request.

11A. MAG Fixed Guideway System Study: Draft Report

The MAG Regional Council approved undertaking the MAG Fixed Guideway System Study in May 1996, to analyze options for potential inclusion of a fixed guideway element in the MAG Long Range Transportation Plan. The Central Phoenix/East Valley Major Investment Study (MIS) and the Phoenix/Glendale MIS have proceeded in parallel with the system study. For the reasons discussed in Attachment J, it is important that acceptance of the MAG Fixed Guideway System Study proceed in parallel with adoption of the corridor studies.

A discussion session on the MAG Fixed Guideway System Study was held on November 12 with members of the TRC and Valley Metro staff in attendance. Notes from that meeting are included in Attachment J. Based on discussion at this meeting, and other input, a list of proposed changes has been developed and is also included in Attachment J. A revised Executive Summary is enclosed as Attachment K. A copy of the complete revised draft is available on request.

It is recommended that the MAG Fixed Guideway System Study be accepted to support the conclusions of the Central Phoenix/East Valley MIS and the Phoenix/Glendale MIS and to provide support material to update the transit element of the MAG Long Range Transportation Plan.

11A. For information, discussion and recommendation to accept the MAG Fixed Guideway System Study.

11B. Central Phoenix/East Valley Major Investment Study

A Major Investment Study (MIS) has been completed for the Central Phoenix/East Valley Corridor. The study recommends a 22-mile at-grade Light Rail Transit System extending from Central and Camelback in Phoenix to downtown Mesa. Downtown Phoenix and Downtown Tempe would also be served by the system. The capital cost of the initial 20-mile section is estimated at \$326 (1998 dollars). An Executive Summary of the report is included as Attachment L and a copy of the full report is available on request.

11C. Phoenix/Glendale Major Investment Study

The Phoenix/Glendale Major Investment Study (MIS) has been completed. The study area generally extends from Peoria Avenue to Camelback Road and from 19th Avenue to Grand Avenue. The study recommends the addition of two at-grade Light Rail Transit (LRT) Corridors to the MAG Long Range Transportation Plan. The first corridor would extend from Central and Camelback in Phoenix to the Metro Center area. The second corridor would extend from 19th Avenue along Glendale Avenue to downtown Glendale. In total a 12-mile LRT System is recommended at a cost of \$295 million. A copy of the Executive Summary of this report is included as Attachment M and a full copy of the report is available on request.

12. Next Meeting Date

The next regularly scheduled TRC meeting is at 10:00 a.m. on January 26, 1999. It is recommended that January 5, 1999 at 10:00 a.m. be reserved as a contingency meeting date.

11B. For information, discussion and recommendation to include the Central Phoenix/East Valley Major Investment Study in the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan.

11C. For information, discussion and recommendation to include the Phoenix/Glendale Major Investment Study in the draft 1999 Update of the MAG Long Range Transportation Plan for an Air Quality Conformity Analysis subject to updating the transit funding plan.

12. For information, discussion and possible action.