


Building a Quality Arizona

Framework Policy Committee

December 17, 2008



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Agenda

- Welcome and Introductions
- Community Workshop Report
- Border States Coordination Report
- Rail Framework Study Overview
- Next Steps



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Community Workshops Report



Overview

- 24 workshops, 13 locations
- Robust publicity
- Approximately 500 participants
- Good discussion: hot topics included growth, water, funding, transit, environmental sensitivity, support for planning and being prepared for the future
- No clear preference for one scenario over another

Additional Outreach

- Online workshops available through at least January 2009
- Coordination with interest groups such as environmental groups, tribal leaders, etc. (January and February 2009)
- Regional scenarios evaluation (January through March 2009)
- Third round of public outreach April 2009

Central Arizona Regional Transportation Framework

Dianne Kresich, ADOT
Multimodal Planning Division

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Central Arizona Workshops





Location	Date	Number of Participants
Globe Besh-Ba-Gowah Archaeological Park	November 12	16
Coolidge Central Arizona College	November 13	37



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Central Arizona Workshops

- Globe:
 - Groups in attendance generally gravitated toward Scenario C, "Focused Growth"
 - More transportation choices – transit access to medical services
 - Walkable communities
- Coolidge:
 - Diversity of opinions – some strongly supported Scenario A (Personal Vehicle), others Scenario B (Transit) and Scenario C (Focused Growth)
 - Walkable communities are important in all scenarios
 - Transit alternatives should be provided in all 3 scenarios
 - Preserve wildlife corridors
 - Alignments for new corridors should be established now




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Central Arizona Workshops

Comments of Note:

- "Scenario A looks like sprawl"
 - Although some Coolidge Workshop attendees preferred Scenario A
- "Expand I-10 to its ultimate width of 10 lanes in all 3 scenarios"
 - Larger footprints of existing infrastructure would encourage consolidation of development along I-10, rather than spreading development to other, new corridors
- "Focus development west of SR 79"
 - New roads east of SR 79 would encourage development in sensitive and critical wildlife habitat areas
- "Transit is needed regardless of which scenario is selected"
 - Each scenario should include significant transit investment
- "Scenario C will never happen"
 - Some doubted that people will make a significant modal switch to transit



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Eastern Arizona Regional Transportation Framework


Jim Zumpf, ADOT Multimodal
Planning Division



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- Conducted eight public workshops with a total of 155 attendees.
- Provided information to 64 local agencies, organizations and businesses.
- Distributed nearly 33,000 fliers.
- Advertised on 15 local radio stations with nearly 200 ads or live mentions.

Location	Date	Number of Participants
Safford Graham County Services Building	November 10	48
Show Low Days Inn	November 13	28
Sierra Vista Windemere Hotel	November 18	53
Nogales Holiday Inn	November 19	26




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Comment Summary




Scenario A
Identified need to add capacity in major regional roadway corridors.
Supported concept of creating additional local alternatives (bypass) to state routes to relieve local congestion issues.
General desire for improved safety on major roadways.



Scenario B
Consistent support across study area for investing in more local and regional transit service.
Transit service needs to be convenient and interconnected to be feasible.
Copper Country and Cochise/Santa Cruz areas expressed interest in passenger rail; freight rail was identified in the Mogollon Rim area.



Scenario C
Supported the concept of investing in bicycle and pedestrian facilities for local trips.



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Mogollon Rim Focus Area
 "Scenario B is preferable in rural areas."
 "Roads between St. Johns and surrounding cities, including Show Low, Springerville and Holbrook, need improvement."
 "It will be difficult to convince the residents to use public transportation, although it is needed."

Copper Country Focus Area
 "Like the idea of a bypass around the Safford area both to the north and to the south."
 "Top concern is safety."
 "Transit to Phoenix and Tucson would be ideal."

Cochise/Santa Cruz Focus Area
 "Funding is a major concern."
 "Rail from Sierra Vista to Tucson is desired."
 "Widening roads brings development; we like our rural area."

Statewide Transportation Planning Framework

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Northern Arizona Regional Transportation Framework

Jim Zumpf, ADOT Multimodal Planning Division

Statewide Transportation Planning Framework

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Location	Date	Number of Participants
Flagstaff High Country Conference Center	November 12	63
Prescott Yavapai College	November 17	60
Holbrook Hulet Elementary School	November 18	21
Window Rock Navajo Nation Museum	November 20	24

Statewide Transportation Planning Framework

Common Themes

- Preserve environmentally sensitive areas and incorporate wildlife crossings
- Coordinate with local agencies to ensure consistency with planning efforts
- Distribution of funding for projects/improvements
- Connectivity on all scenarios between destinations points (transit centers, airports, etc.)

Common Themes

- Balance anticipating and promoting growth (If you build it, they will come)
- Educate the public regarding the benefits of transit
- Questions regarding population projections and funding
- Concerns about available water to support growth

Comments on Scenario A

- Varied between:
 - Not realistic - Would improvements accommodate demand in 2050?
 - Most realistic scenario for rural areas
- Concerns that this scenario will become a self-fulfilling prophecy
- Support improvements on I-17, I-40 and roads on tribal land
- Consider alternative funding sources, like P3

Comments on Scenario B

- Most accurate representation of 2050
- Viable assumptions for Flagstaff, Prescott and Chino Valley area
- Support for affordable transit and convenient hubs to encourage use
- Concern scenario is dependent on other organizations (Amtrak, cities, and counties) to fund and implement projects
- Concern this scenario is not feasible in rural areas

Comments on Scenario C

- Proactive solutions to address future growth
- Protects quality of life for current residents
- Need rail to support local transit
- Should consider airport expansions as part of scenario
- Most challenging since it will require a shift in mindset
- Need policies to encourage Smart Growth

Western Arizona Regional Transportation Framework

Arnold Burnham, ADOT Multimodal Planning Division

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Elected official representation
Tribal representation
City, county, state, and federal agency
representation
at all workshops



Location	Date	Number of Participants
Bullhead City <i>Mohave Community College</i>	November 17	24
Lake Havasu City <i>Mohave Community College</i>	November 18	24
Yuma <i>Pivot Point Conference Center</i>	November 19	60

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Common Themes

- Difficulty envisioning 2050 and a shift from current rural lifestyle to a more urban lifestyle
- Reluctance to give up personal vehicle as primary transportation and embrace transit
- Concerns about identifying a consistent funding source for identified network improvements
- Issues surrounding projected growth – water, infrastructure costs, planning, and partnerships

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	Bullhead City	Lake Havasu City	Yuma
Scenario A, B, and C - Comments	Scenario A •Current congestion, lack of local and regional connectivity, and need for increased capacity •Roadway expansion and preservation key to success	Scenario A •Need for educating communities •Culture will change with population increase	Scenario A •Concern with lack of water for growth. •Scenario A is the status quo and offers no real change.
	Scenario B •Need to educate the public and identify acceptable alternatives to personal vehicle use •Need regional transit options to return and expand	Scenario B •Transit is not just for the low income or elderly •Rural communities will always rely on personal vehicles •Need flexible and affordable regional transit	Scenario B •Planning with local, regional state, and tribal communities critical to success •Arizona climate is a tough sell for transit •Need affordable regional transit
	Scenario C •Achieves a balance of local and regional improvements to meet goals •Educate public concerning Smart Growth	Scenario C •Enough land in Mohave County to not have to worry about the urban concerns •Requires cooperative planning •Great for senior citizens	Scenario C •Smart Growth will require legislation •Preserve historic and cultural land •Must begin planning now

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Border States Coordination Report

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Border States Coordination

- Utah Department of Transportation-November 13, 2008
- Secretaria de Infraestructura y Desarrollo (SIDUR) and Secretaria de Comunicaciones y Transportes (SCT)- December 4, 2008
- Nevada Department of Transportation/Clark County Regional Transportation Commission-December 11, 2008
- California Department of Transportation-December 15, 2008
- New Mexico Department of Transportation being scheduled for January 2009

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Utah Department of Transportation

- No major planning or capital improvement projects under way or anticipated along border in near future
- Continued growth of St. George area along I-15 anticipated due to community vitality and quality of environment
- Long-range need for high capacity roadway link between Utah and Arizona
- Long-range need for high capacity rail service between Salt Lake City and Phoenix metropolitan areas, potentially via Las Vegas

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**Secretaria de Infraestructura y Desarrollo Urbano
and Secretaria de Comunicaciones y Transportes**

- Freeway #15: Nogales to Sinaloa improvements under way, completion 2011
- New coastal highway under construction: Santa Clara-Puerto Penasco, completion 2008
- Long-range coastal highway construction: San Luis-Guaymas
- Proposed Guaymas deep water port improvements with rail enhancements to Nogales



**Secretaria de Infraestructura y Desarrollo Urbano
and Secretaria de Comunicaciones y Transportes**

- Proposed Punta Colonet deep water port development in Baja California, with new rail line to US east/west rail corridors
- Arizona/Sonora Border Master Plan to be developed based on "California Model"
- Numerous border crossing studies and improvements under way
- Need to relocate central rail line from Nogales, Sonora, potential impacts in US



**Nevada Department of Transportation/Clark
County Regional Transportation Commission**

- Need to complete improvements to US 93 from Colorado River to I-15 to maintain high capacity access-controlled roadway for movement of goods (CanaMex Corridor)
- Potential for upgrading US 93 CanaMex Corridor between Las Vegas and Phoenix metropolitan areas to interstate highway
- Clear need for second Colorado River bridge in Bullhead City/Laughlin area



Nevada Department of Transportation/Clark County Regional Transportation Commission

- Long-range need for potential third Colorado River bridge in Bullhead City/Laughlin area
- Long-range need for high capacity rail service between Las Vegas and Los Angeles metropolitan areas, potentially also to Salt Lake City and Phoenix areas



California Department of Transportation

- District 8 (Riverside and San Bernardino Counties) high priorities include east-west goods movement on I-10 and I-40
- District 11 (San Diego County) high priorities include north-south goods movement, including new corridors and improved border crossings (Border Master Plan just completed)
- Need I-10 coast-to-coast goods movement improvements: corridor of future (dedicated truck lanes, etc.)



California Department of Transportation

- BNSF mainline rail corridor capacity enhancements under way through Tehachapi Mountains, benefitting both BNSF (through AZ) and UPRR east-west container freight movement
- Proposed Punta Colonet deep water port in Baja California and rail link to UPRR mainline (Sunset Corridor) could significantly benefit Arizona



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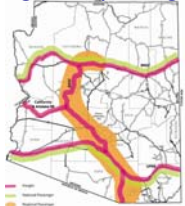



Rail Framework Study



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Rail Framework Study—to develop a long-range vision for statewide freight and passenger rail services that:

- Broadens modal choice for mobility
- Contributes to economic vitality
- Helps protect our climate
- Assists in focusing compact urban growth patterns

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Rail Framework Objectives Include:

- Build upon Phoenix-Tucson Intercity Rail Studies to provide passenger service and contribute to I-10 congestion relief
- Complement current regional commuter rail/high capacity transit planning in metro areas to serve entire Sun Corridor megapolitan
- Enhance freight rail capacity and safety through targeted investments
- Capture economic development potential of container freight rail service from new/enhanced Mexican deep water ports




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Thank You

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