



Meeting Summary Notes

Date Produced:	March 6, 2008
Meeting:	Central Arizona Framework Study Regional Technical Advisory Team, Meeting No. 1
Date:	February 15, 2008
Location:	Anthem Parkside Community Center 3200 N. Anthem Way, Florence, Arizona
Purpose:	The purpose of the meeting is to present foundational information on the Central Framework Study and to obtain RTAT member expectations.

Participants:

- John Mitchell, Eloy
- Alton Bruce, Coolidge
- Mark Thompson, Florence
- Javier Gurrola, ADOT
- Cherie Campbell, PAG
- Ken Hall, MAG
- Bob Hazlett, MAG
- Paul Tober, Casa Grande
- Dick Schaner, Queen Creek
- Mark Thompson, Town of Florence
- Carter McCune, ADOT
- Gary Eide, Kearny
- Jonathan Crowe, Pima County
- Jim Lemmon, ADOT EPG
- Fernando Prol, Marana
- Brian Varney, Marana
- Dianne Kresich, ADOT TPD
- Teri Kennedy, ADOT TPD
- Ethan Rauch, DMJM Harris
- Dave Perkins, Kimley-Horn
- Brent Crowther, Kimley-Horn

The following meeting notes are intended to be a summary of the discussions at the meeting. Any changes or corrections to the meeting summary notes must be received by the author within ten days. After that date, they will be final.

The meeting was called to order at 10:00 a.m., by Dianne Kresich.

Introductions

Dianne Kresich welcomed attendees to the meeting. Each RTAT member introduced themselves.



Project Overview and Schedule

Dianne Kresich reviewed the meeting agenda. Agenda items for this meeting are: introductions, project overview, review of current activities, round table discussion, and wrap-up / discussion of next steps.

Dianne Kresich provided a review of the history of the Framework Studies and the Building a Quality Arizona (BQAZ) Initiative:

- BQAZ was initiated by Arizona COGs/MPOs to address rapid growth, transportation issues, and infrastructure needs throughout the state. BQAZ began with the Statewide Mobility Reconnaissance Study in May 2007.
- The statewide reconnaissance study concluded that there are more questions to answer than there are answers: improvements underway or planned may not meet the projected transportation need, a funding crisis is emerging in transportation, operations and maintenance costs barely cover today's needs, and Arizona needs a quality transportation system to maintain economic vitality.
- The BQAZ / Reconnaissance Study recommended that the Framework studies be conducted statewide. The Framework Process is unique in that it encourages statewide collaboration, considers land use and smart growth principles, and emphasizes multimodal balance, tribal involvement, economic and business development, and environmental/conservation community involvement.

Bob Hazlet noted that MAG has recently initiated a Transit Framework Study. The purpose of the study will be to develop a regional transit strategy for Maricopa County and northern Pinal County.

Dianne Kresich reviewed the Framework objectives and study tasks:

- Framework objectives include: (1) enhancing connectivity among regions, (2) identify needs and potential improvements, and (3) maintain long-range focus for 2030 and 2050.
- Framework tasks include: (1) identify current conditions, including population and employment, community development patterns, traffic volumes and environmental and other issues. (2) forecast future conditions for 2030 and 2050 (3) develop a multi-modal transportation network based on community development patterns, economic development objectives, natural features, environmental features,



projected travel demand, and stakeholder input (4) develop evaluation program (5) screen for fatal flaws (6) evaluate multimodal network alternatives (6) develop network recommendations (7) formulate implementation program.

Dianne stated that the Southern Pinal / Northern Pima Corridors Definition Study, which is nearing completion, will provide input into the Central Arizona Framework Study.

Ethan Rauch stated that the Hidden Valley Framework Study will be closely coordinated with the Central Arizona Framework Study. New highway capacity identified in the Hidden Valley Study will need to connect to new corridors in the Central Framework Study.

Review of Current Activities

Dave Perkins reviewed current project activities. Each of the statewide framework studies began in the first week of January. The Central Arizona Framework team has completed several stakeholder interviews in Pinal and Gila County. The remainder of stakeholder interviews, including interviews in Pima County, is scheduled to be completed by the end of February.

Dave Perkins reviewed the study area. The study area officially encompasses southern Gila County, and most of Pinal County. However, extensive coordination will occur with those outside of the study area, including PAG, MAG, Pima County, Oro Valley, Marana, Queen Creek, and Casa Grande.

The Central Arizona team is currently gathering data for input to a working paper on existing and future conditions. A data availability/data contact survey was distributed to each RTAT member. Dave Perkins asked that each attendee fill out the data collection and gathering survey and fax the form to his attention (Kimley-Horn and Associates, Inc. 520-615-9292).

Round Table Discussion

Dave Perkins provided the opportunity for each RTAT attendee to state their key issues that the study should consider.

- The Town of Marana: The Town is considering the recommendations from the I-10 By-Pass Study, and in particular a western parallel route to I-10. In addition, the Tangerine Road corridor has several issues that will be addressed in an upcoming corridor study.

Dianne Kresich stated that the I-10 By-pass study did not select a



preferred alternative. The primary recommendation of the study is that new roadway capacity in the study area is needed, and that there are several feasible alternatives. The Central Arizona Framework Study will consider the findings from the I-10 bypass study.

- **ADOT Environmental Section:** A key geographic feature of the Central Arizona Framework Study area is the Santa Cruz River. The study area is in a 'sink' which results in significant flooding and drainage considerations to development of new transportation infrastructure.
- **Town of Kearny:** Town of Kearny is currently experiencing and benefiting from the mining boom, in stark contrast to headlines from elsewhere around the country. They also recognize the mining and natural resource based economies are very cyclical. The transportation system is inadequate for projected growth in this area. By the time improvements are constructed, the mining boom may be over, but it will come back again.
- **Town of Florence:** Florence continues to grow at a rapid pace. Commuter rail, light rail, and multimodal alternatives are considered to be important and are reflected in the Coolidge-Florence Regional Transportation Plan. The North-South corridor should consider multi-modal opportunities – including opportunities for multi-modal expansion.
- **Pima County:** Traffic originating in Pinal County and entering Pima County is a major concern, and particularly along the SR-77 / Oracle Road corridor. Proposed alternative routes to SR-77 all have significant environmental concerns. Eventually, SR-77 capacity will be over-burdened by new development and associated traffic generation in southern Pinal County.
- **Queen Creek:** The Town is already congested and is overwhelmed in dealing with the congestion that primarily originates in Pinal County. The planning process is reactive, rather than proactive. New land use development is the source of congestion. Employment centers need to be developed in Pinal County and Florence.

Dianne stated that the Framework process has been asked to address Smart Growth principles. A smart growth consultant is on the study team to help identify what changes need to be made to better develop under smart growth principles. Multi-modal considerations will be important – potentially using the right of way for not only vehicular traffic, but also for rail and for separated bikeways.



Bob Hazlett stated in the Hidden Valley and Hassayampa studies, several corridors were very close to natural areas. However, in the state of Arizona, land use planning is left to the local towns, cities, and counties. The MPOs can provide guidance, but MPOs do not have regulatory authority. MPOs are limited to what they can do. They can educate policy makers and encourage them to make smart growth decisions. Land use and transportation are integrally connected.

Alton Bruce stated that the local jurisdictions ability to control land use is very limited. State law does not allow for highly regulated development.

Gary Eide stated that in Oregon, urban growth boundaries are the responsibility of both the local jurisdictions and the state. Urban growth boundaries are not without their challenges: property valuations disparity, and the length of time it takes to complete land use decisions. No single community can address the issue alone. It takes a statewide and regional approach.

- Casa Grande: The study needs to address regional connectivity. Study boundaries cannot result in ignoring of connections outside of the study boundary. Linkages between study areas are important. An example is the Val Vista corridor, and how it could connect to the areas east of Casa Grande.
- Maricopa Association of Governments: The purpose of the Regional Framework process is to look as far into the future as possible, and then take a step forward considering the long-term future. The frameworks will look at where ultimate demand will be, and then to plan for the demand. Build-out population projections for Pinal County are approximately 6 million people. By comparison purposes, that is slightly less than the size of today's Phoenix metropolitan area.

Connectivity is important. It would be appropriate for each framework study to have a chapter entitled "extended planning outlook" that discusses how each of the studies will connect with one another. Ken Hall also stated that as we implement the public outreach component of the study, we should be as inclusive as possible and include as many as possible. It is crucial to connect with all of the state and federal agencies that involve land use.

- Pima Association of Governments: The primary issue will be to address routes that cannot keep pace with the growth. Multi-modal



alternatives must be considered. Alternatives for new routes are diminishing because of environmental concerns, political will, and revenue shortages. Freight traffic is an important consideration.

- ADOT Pre-design: They study should consider how recommendations and study activities support the NEPA process.

Dianne Kresich stated that the study can provide information for inclusion in the purpose and need statements. Dianne Kresich stated that she welcomed feedback and input as to how the process and integration with NEPA can be improved.

Bob Hazlett stated that each framework study will include an environmental scan. The purpose of the environmental scan will be to identify potential environmental issues and develop transportation alternatives to avoid sensitive areas.

- Coolidge: The North-South corridor is very important. In developing this corridor, we need to think bigger, rather than smaller. City of Coolidge is interested in expanding rail assets. The airport presents a significant opportunity for economic development.

More than 85 percent of land in the study area is under the jurisdiction of state and federal agencies: ASLD, BLM, and Forest Service.

Financial analysis is important. It is easy to define needs and new corridors, but unless we come up with ways that we can pay for this we are spinning our wheels. The challenge will be to implement the funding mechanisms.

Mark Thompson stated that toll roads should be considered.

- Eloy: City of Eloy recently passed a resolution for the SR-87 / I-10 interchange to be a system interchange, under the false assumption that the North-South corridor was determined. They subsequently reconsidered. However, the point is that we need to do a better job of communicating our results and findings to others. Eloy has several initiatives on-going, including the Small Area Transportation Study and is cooperating in the Pinal County Regionally Significant Routes for Safety and Mobility Plan. Eloy has been working with developers to identify corridors that should be preserved for access control.



A rail spur will be constructed at Hanna / SR-87 near the prison. They could begin construction in early 2009. We need to take a look back and then focus in on the micro-picture.

- Apache Junction: Right of way needs to be determined early on, and acquired well in advance of corridor construction. This will help the local communities to be able to determine how they can connect to the ADOT system. The current planning process is reactive– we react to demands when we should be strategically planning to manage demand.

Next Steps

Focus group meetings and community workshops are tentatively scheduled for March. These are planned to be held Florence and Globe. COGs and MPOs are invited and encouraged to participate.

Adjourn

The meeting adjourned at 11:30 a.m.

Meeting summary notes produced by:
Brent Crowther
Kimley-Horn and Associates, Inc.
Telephone: 520-615-9191
FAX: 520-615-9292

2210 E. Fort Lowell Road
Tucson, Arizona 85719

Attachments:

Statewide and Regional Transportation Planning Framework, RTAT 1
PowerPoint Presentation

Statewide and Regional Transportation Planning Framework

Regional Technical Advisory Team
Meeting No. 1
February 15, 2008

Agenda

- Introductions
- Project Overview
- Review Current Activities
- Roundtable Discussion
- Wrap-up / Next Steps
- Questions / Comments
- Adjourn

RTAT Roles and Responsibilities

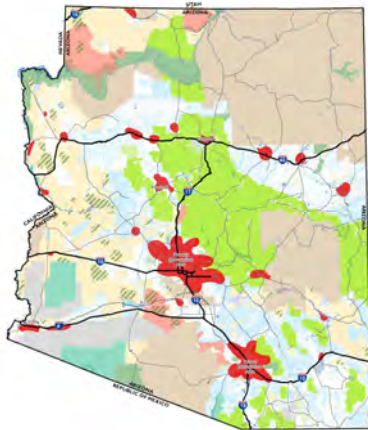
- Attend RTAT meetings (approx. every other month)
- Report progress to management and elected officials
- Review and provide timely comments on project documents
- Assist in issue identification and resolution
- Assist in establishing jurisdictional work groups
- Be an active participant in the study

What is bqAZ?

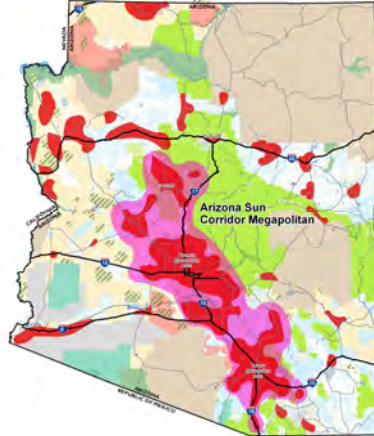
- “Building a Quality Arizona”
 - Initiated by the COG/MPO Association
 - Addresses rapid growth and transportation infrastructure needs
 - Studies methods for addressing rapidly shrinking infrastructure funds
 - Started with the Statewide Mobility Reconnaissance Study in May 2007

Arizona's Future

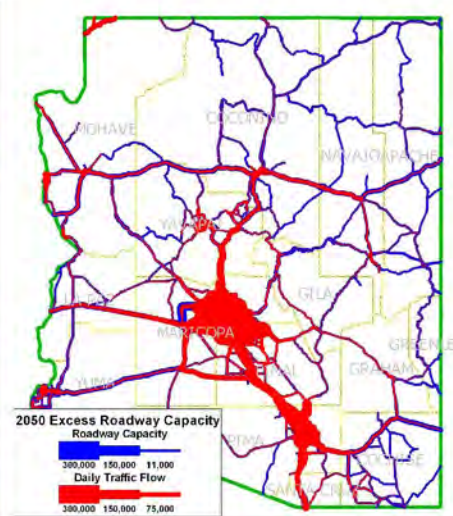
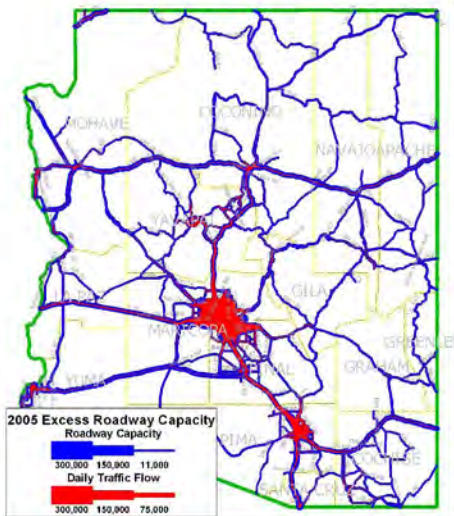
POTENTIAL STATEWIDE GROWTH



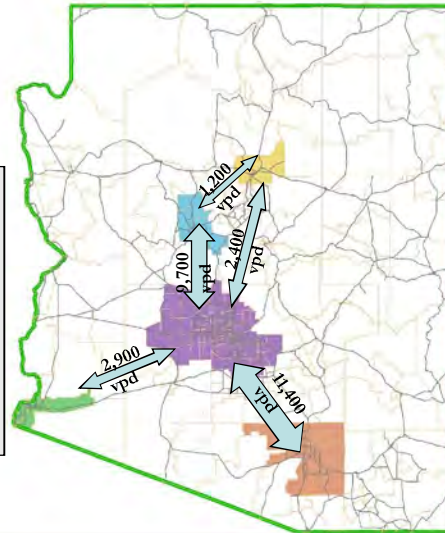
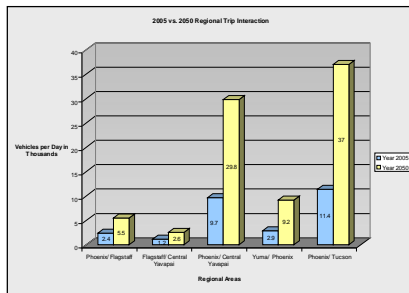
2005 Growth Areas



2050 Growth Areas



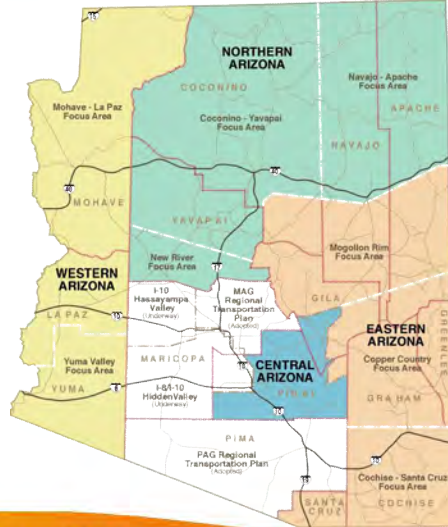
2005 Regional Travel Demand between Primary Activity Centers



In summary, what have we learned? STATEWIDE MOBILITY RECONNAISSANCE STUDY

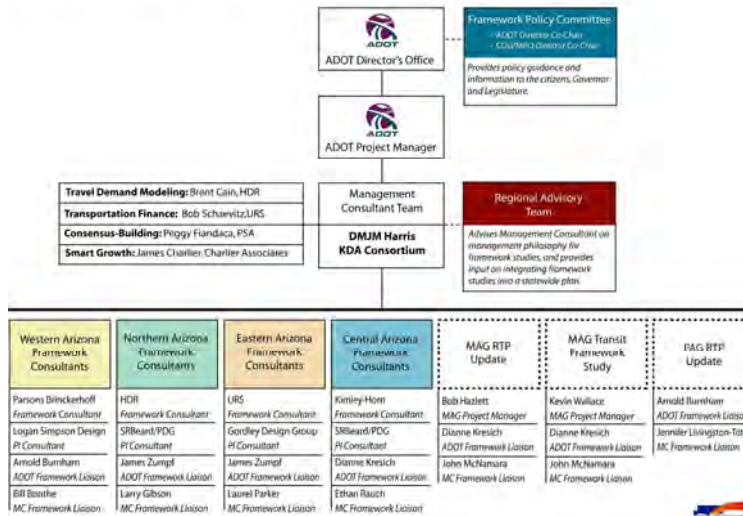
- There are more questions than answers to Arizona's growing transportation need.
- Improvements underway or planned may not meet the transportation need.
- A funding crisis is emerging in transportation.
- Operations and maintenance costs barely cover today's needs.
- Arizona needs a quality transportation system to maintain economic viability.

A process for the future . . .



Project Organization Chart

Statewide Framework Management Structure



What makes this process unique?

Our Guiding Principles

- Statewide Collaboration
- Smart Growth/Sustainable Land Use
- Multimodal Balance
- Tribal Community Involvement
- Economic Development/Business Involvement
- Environmental/Conservation Community Involvement

Participation Plan

- Conduct extensive outreach to stakeholders and partners, including tribal communities and environmental/conservation community
- Conduct a consistent process, centrally managed
- Interviews, focus groups, community workshops, media outreach on regional and statewide level

Framework Objectives

- Enhance Connectivity Among Regions
- Identify Needs and Potential Improvements
 - State highways – existing and new
 - Regional facilities
 - Major local streets
 - High capacity transit and improved local service
- Maintain Long-Range Focus
 - 2030
 - 2050



Framework Approach

- Analyze multimodal transportation facilities and services
- Integrate modes to develop a coordinated network for each region



Framework Tasks

- Identify current conditions
 - Population and employment
 - Community development patterns
 - Traffic volumes
 - Environmental and other issues
- Forecast future conditions
 - 2030
 - 2050



Framework Tasks (cont.)

- Develop multimodal transportation network alternatives based on:
 - Community development patterns
 - Economic development objectives
 - Natural features
 - Environmental issues
 - Projected travel demand
 - Stakeholder input

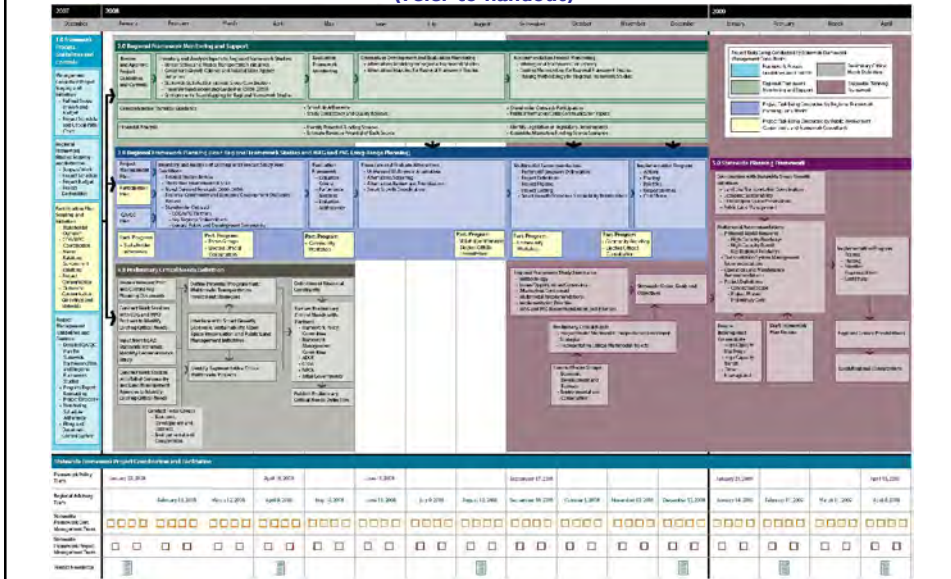


Framework Tasks (cont.)

- Develop evaluation program
- Screen for fatal flaws
- Evaluate multimodal network alternatives
- Develop network recommendations
- Formulate implementation program

Project Schedule / Work Plan

(refer to handout)



Current Activities: Stakeholder Interviews

- Completed:
 - Gila County
 - Apache Junction
 - Miami
 - Superior
 - Queen Creek
 - Kearny
 - Winkelman
 - Globe
 - Hayden
 - Florence
- Scheduled:
 - Pinal County
 - Coolidge
 - Marana
 - Oro Valley
 - Pima County

Current Activities: Data Collection

- Studies and Plans
 - Small Area Transportation Studies
 - General Plans / Comprehensive Plans
 - Corridor Studies
 - State Land Conceptual Plans
 - Population / Employment Projections
 - Conservation, Parks, Open Space Plans
 - Economic Development Plans
 - CIP / TIP, Short-term Roadway Improvements
 - Privately funded transportation projects
- Traffic data/ transit data
- Proposed Developments (> 500,000 sq. ft)

Round Table Discussion

- Study Expectations
- Anticipated Issues and Considerations:
 - Possible topics for discussion:
 - Environmental, Open Space, Recreation
 - Rapid Development and Population Growth
 - Sun Corridor
 - Regional Connectivity
 - Employment and Economic Growth
 - Inter-regional coordination
 - Union Pacific Railroad Coordination
 - Multi-Modal (airports, rail, transit)
 - Proposed new corridors
 - Arizona State Land Department

Next Steps

- Focus Group Meetings
 - Environmental
 - Business and Development
 - Multi-modal and Commercial Vehicle
- Community Workshops
- Mid-March (dates to be determined)
 - Florence
 - Globe / Miami

Questions / Comments?



Statewide Transportation
Planning Framework

Adjournment



Statewide Transportation
Planning Framework