

Framework Policy Committee

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Agenda

- Welcome and Introductions
- Regional Framework Process/Schedule Update
 - Alternative Scenarios Guidance
 - Evaluation Framework
 - Statewide Model Update
- Public Involvement Update
- PAG Update on Regional Studies
- MAG Update on Regional Studies
- Next Steps/Other Items

Scenarios Development Progress

- Summarization of Existing and Future Regional & Focus Area Issues & Priorities by Framework Teams
- Review of Any Ideas & Concepts that Might Have Been Identified During Inventory Phase by Framework Teams
- Discussion of Options for Transportation Network Scenarios with Each Framework Team (July 22 – August 6)
- Discussion of Alternative Scenarios Approach and Evaluation Framework with Entire Statewide Team (August 12)



Scenario Planning Goals

- Foster Safe and Efficient Mobility
- Achieve Sustainable Urban Development Partners
- Reduce Greenhouse Gas Production
- Support Energy Independence (Security)
- Improve Overall Quality of Life

Coordinated Planning/Climate Change Approach

- State Long-Range Multimodal Mobility Needs (2050)
- Governor's Smart Growth Initiative
- Arizona Climate Change Action Plan 2006

Baseline Condition

- ADOT 5-Year Program and Long-Term Maintenance (existing plus committed network)
- Local and Regional CIPs and TIPs
- Proposition 400 Program Implementation – MAG Region
- RTA Program Implementation – PAG Region

Scenario A: Enhanced Technology Mobility Emphasis

- Baseline Condition
- Selection of Appropriate Project Elements from Statewide Transportation Investment Strategy (STIS)
- Alternative Vehicular Technologies with Clean and Affordable Fuels become Pervasive in Fleet
- Land Use Consistent with Current Plans

Scenario B: Multimodal Mobility Emphasis

- Baseline Condition
- Selection of Appropriate Project Elements from STIS
- Fuel Costs Continue to Increase and Vehicle Technology Improves Somewhat
- Major Emphasis on Use of Public Transit for Regular Trip-making
- Land Use Consistent with Current Plans

Scenario C: Smart Mobility Emphasis

- Baseline Condition
- Selection of Appropriate Project Elements from STIS
- Combines Mix of Technology Improvement and Increased Public Transit Use
- Intensification of Land Use Densities Resulting in More Compact Urban Form Tested in Larger Communities, with Land Use Remaining Constant in Smaller Communities

Evaluation Framework

- Framework Planning Principles
- Smart Growth Planning Principles
- Evaluation in Planning Factors
- Evaluation Criteria

Framework Study Planning Principles

- Supporting Smart Growth and Sustainable Land Use
- Achieving Multimodal Balance
- Supporting Economic Development and Business Community Involvement
- Environmental and Conservation Community Involvement
- Tribal Community Involvement
- Statewide Collaboration with COGs, MPOs and Tribal Governments

Smart Growth Planning Principles

- Mix Land Uses
- Take Advantage of Existing Community Assets
- Create a Range of Housing Opportunities and Choices
- Promote Distinctive, Attractive Communities with a Strong Sense of Place
- Strengthen and Encourage Growth in Existing Communities
- Foster Walkable Neighborhoods
- Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas
- Provide a (Multimodal) Variety of Transportation Choices
- Make Development Decisions Consistent, Socially Equitable, and Cost-Effective
- Encourage Citizen and Stakeholder Participation in Development Decisions

Source: Smart Growth America, Smart Growth Network,
State of Arizona Office of Smart Growth

Evaluation Planning Factors

- Mobility
- Transportation/Land Use Integration
- Environment and Conservation
- Economic Benefit
- Safety
- Cost-Effectiveness

Evaluation Criteria

Planning Factors	Goal	Proposed Criteria
I. Mobility and Access	Develop functional, flexible mobility for Arizona.	A. Improve multimodal network connectivity.
		B. Strengthen and expand roadway access management.
		C. Increase modal choice and improve mobility options.
		D. Protect personal mobility from endemic (including seasonal) congestion.
		E. Protect freight transport from endemic (including seasonal) roadway congestion.

Evaluation Criteria

Planning Factors	Goal	Proposed Criteria
II. Transportation /Land Use Integration	Plan transportation facilities to promote land development patterns that maximize modal choice, minimize trip length and enable multi-purpose trips.	A. Be consistent with county comprehensive plans, city/town general plans, tribal plans, federal land management plans (BLM, USFS) and other adopted land use plans, including development master plans.
		B. Be consistent with adopted long-range transportation plans, including tribal plans.
		C. Support existing and locally approved mixed use development.
		D. Support infill development in cities, towns and built-up unincorporated areas well served by existing infrastructure.
		E. Support designated redevelopment and revitalization areas.

Evaluation Criteria

Planning Factors	Goal	Proposed Criteria
III. Environmental and Conservation	Protect and enhance the natural and human environment.	A. Promote and increase energy security.
		B. Reduce vehicular greenhouse gas (CO ₂) emissions.
		C. Reduce vehicular emissions of air pollutants (e.g., CO, O ₃ , PM) that the EPA regulates or monitors.
		D. Minimize impacts to environmentally sensitive areas (e.g., biological, cultural, scenic).
		E. Accommodate natural corridors for wildlife movement (as identified by AZ Game & Fish and other resource management organizations).

Evaluation Criteria

Planning Factors	Goal	Proposed Criteria
IV. Economic Benefit	Increase economic opportunities in Arizona.	A. Support regional and local (including tribal) economic development plans, priorities, goals and objectives.
		B. Support industries considered vital to the region or its communities (e.g., tourism, mining, agriculture, timber, international trade).
		C. Modernize and expand infrastructure that supports freight movement and delivery.
		D. Co-locate transportation facilities with convenient access to freight terminals

Evaluation Criteria

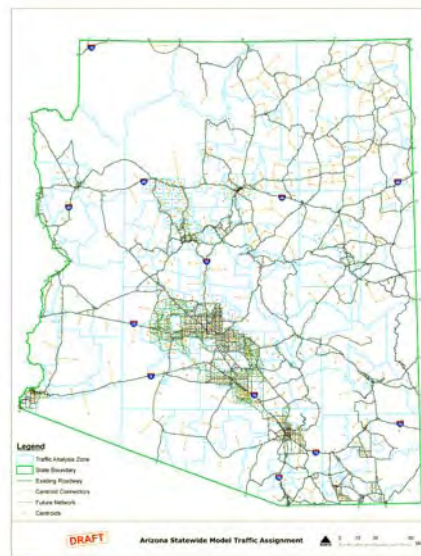
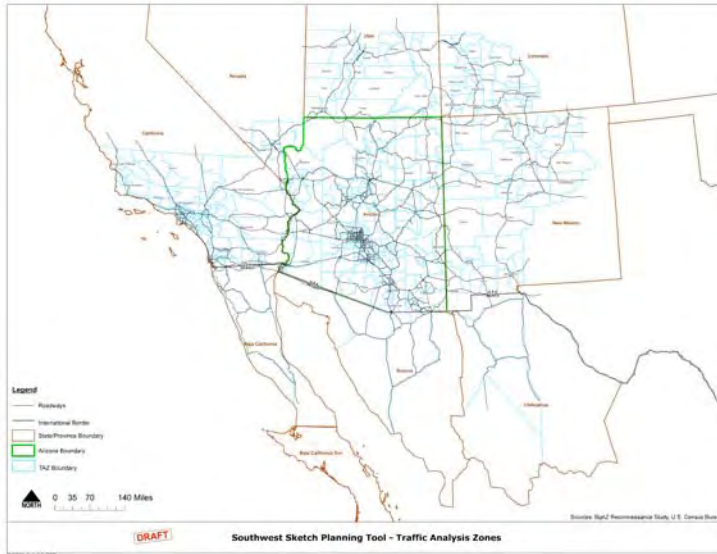
Planning Factors	Goal	Proposed Criteria
V. Safety	Maintain and enhance the safety of the transportation system for all users.	A. Provide adequate paved roadway width for safe multimodal (including non-motorized) transportation operations.
		B. Provide parallel or alternative transportation routes or services to facilitate emergency access, including evacuation.
		C. Improve safety at railroad/highway grade crossings to reduce crashes and injuries.
		D. Provide safe and reliable transportation in all weather.

Evaluation Criteria

Planning Factors	Goal	Proposed Criteria
VI. Cost-Effectiveness	Make the best use of public funds to meet long-term, multimodal transportation needs.	Provide a cost-effective transportation system.

Statewide Model Update

- Calibration and Validation
 - Peer Review
- Developing Baseline Conditions (2030 and 2050)
- Utilizing Socioeconomic Forecasts
- Test Various Scenarios
- Transit Demand Using Propensity Analysis and Travel Model



Public Involvement Update

- RTAT Consultation on Alternative Framework Scenarios
(Mid October)
- Community Workshops on Alternative Framework Scenarios
(Mid November)
- RTAT Review of Recommended Framework Scenarios
(Early February 2009)

PAG Update on Regional Studies

MAG Update on Regional Studies



Next Steps

- Coordination with Border States
(September/October)
- Initiation of Rail Framework Study
(October)
- Draft Framework Alternative Scenarios
(Early October)
- Evaluation of Alternative Scenarios
(Late October)
- Community Workshops on Alternative Scenarios
(Mid November)
- Completion of Recommended Framework Scenarios
(Late January)

