

February 16, 2010

TO: Members of the MAG Transportation Review Committee

FROM: David Moody, City of Peoria, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, February 25, 2010, 10:00 a.m.  
MAG Office, Suite 200, Saguaro Room  
302 North 1st Avenue, Phoenix

A 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.**

The next meeting of the MAG Transportation Review Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes or Jason Stephens at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

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 twelve people for the MAG TRC. If the Transportation Review Committee does not meet the quorum requirement, members who have arrived at the meeting will be instructed a legal meeting cannot occur and subsequently be dismissed. Your attendance at the meeting is strongly encouraged. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. Please contact Eric Anderson or Christina Hopes at (602) 254-6300 if you have any questions or need additional information.

## TENTATIVE AGENDA

1. Call to Order
2. Approval of Draft January 28, 2010 Minutes
3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.

4. Transportation Director's Report

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

5. Consent Agenda

Consent items are marked with an asterisk (\*). Committee members may request that an item be removed from the consent agenda to be heard.

### COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the January 28, 2010 meeting.
3. For information and discussion.
4. For information and discussion.
5. Recommend approval of the Consent Agenda.

### ITEMS PROPOSED FOR CONSENT\*

- 5a. ADOT Red Letter Process\*

In June of 1996, the MAG Regional Council approved the Arizona Department of Transportation (ADOT) Red Letter process, which requires MAG member agencies to notify ADOT of potential development activities in freeway alignments. Development activities include actions on plans, zoning and

- 5a. For information, discussion and possible action.

permits. ADOT has forwarded a list of notifications from July 1, 2009 to December 31, 2009. Please refer to the materials in Attachment One.

5b. American Recovery and Reinvestment Act (ARRA) Status Report\*

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region details the status of project development. The report covers highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. The current status report as of January 19, 2010 is available on the MAG website at <http://www.mag.maricopa.gov/detail.cms?item=9615>, and the revised status report will be emailed to the committee members prior to the meeting.

5b. For information and discussion.

ITEMS TO BE HEARD

6. Project Changes/Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan - 2007 Update were approved by the MAG Regional Council on July 25, 2007. A request has been received from the Arizona Department of Transportation to add new highway projects and modify projects costs in the program. The project adjustments and new projects being added to the TIP are fiscally constrained and funding is available. Handouts will be provided at the meeting.

6. For information, discussion, and possible recommendation to approve changes/amendments and administrative modifications to the FY 2008-2012 MAG Transportation Improvement Program and, as appropriate, Regional Transportation Plan - 2007 Update.

7. Regional Transit Framework Study

In cooperation with MAG Member Agencies, the Regional Public Transportation Authority, (RPTA) and Valley Metro Rail (METRO), MAG have developed a Regional Transit

7. For information, discussion, and recommendation to accept the findings of the Regional Transit Framework as the public transportation framework for the MAG region; to accept the enclosed Illustrative Transit Corridors map for inclusion as unfunded

Framework to identify regional transit needs beyond the current Regional Transportation Plan (RTP). The framework provides decision-makers with a comprehensive perspective on the costs, schedules, trade-offs, impacts, and policy implications of three distinct transit investment scenarios for year 2030. In addition, the framework defines more conceptual transit needs for year 2050. The MAG Transit Committee received a study briefing at the January 14, 2010 meeting and recommended the study for acceptance at the February 11, 2010 meeting. The study documents are available on the Building a Quality Arizona website ([www.bqaz.org](http://www.bqaz.org)). Please refer to Attachment Two for additional materials.

8. Draft MAG Regional Transportation Plan (RTP) - 2010 Update

A Draft Regional Transportation Plan (RTP) – 2010 Update has been prepared, as part of the continuing regional transportation planning process for the MAG area. The 2010 Update extends through FY 2031 and includes regional plans for freeways/highways, arterials and transit, as well as information on plans for other transportation modes in the region. The 2010 Update also discusses regional development patterns, revenue estimates, public involvement activities, system operations and safety, and other transportation programs. A public workshop and hearing will be held on March 19, 2010 to receive comments on the Draft 2010 RTP Update and the Draft FY 2011-2015 TIP. A briefing on the Draft 2010 RTP Update will be provided by staff.

9. Draft FY 2011-2015 MAG Transportation Improvement Program (TIP) - Interim Listing of Projects

The deadline for submitting updated information or new locally and privately funded projects for the Draft FY 2011-2015 MAG Transportation Improvement Program

regional transit illustrative corridors in the Regional Transportation Plan; and to recommend future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process.

8. For information and discussion.

9. For information and discussion.

was January 11, 2010. These updated and new projects were combined with the MAG federally funded projects, and the freeway and arterial street life-cycle programs, to comprise a Draft Listing of Projects for the FY 2011-2015 TIP. The Draft Listing of Projects will be available for public review and comment at a public workshop and hearing to be held on March 19, 2010 at the MAG office. The FY 2011-2015 Draft Listing of Projects will be provided at the meeting.

10. Update on Federal Transportation Funding

An update of the status of MAG federal transportation funds will be provided, including an update on the funding levels, rescissions, and the possibility for additional stimulus funding.

11. Request for Future Agenda Items

Topics or issues of interest that the Transportation Review Committee would like to have considered for discussion at a future meeting will be requested.

12. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

13. Next Meeting Date

The next regular TRC meeting will be scheduled Thursday, April 1, 2010 at 10:00 a.m. in the MAG Office, Saguaro Room.

10. For information and discussion.

11. For information and discussion.

12. For information.

13. For information.

DRAFT MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION REVIEW COMMITTEE

January 28, 2010

Maricopa Association of Governments Office  
302 North First Avenue, Suite 200, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

Peoria: David Moody  
ADOT: Kwi-Sung Kang for Floyd  
Roehrich  
\*Avondale: David Fitzhugh  
Buckeye: Scott Lowe  
Chandler: RJ Zeder for Patrice Kraus  
El Mirage: Lance Calvert  
\*Fountain Hills: Randy Harrel  
Gila Bend: Eric Fitzer for Rick Buss  
\*Gila River: Sree Samudrala  
\*Gilbert: Tami Ryall  
Glendale: Terry Johnson  
Goodyear: Cato Esquivel  
Guadalupe: Gino Turrubiarres  
Litchfield Park: Paul Ward for Woody  
Scoutten

Maricopa County: Clem Ligocki for John  
Hauskins  
Mesa: Scott Butler  
Paradise Valley: Bill Mead  
Phoenix: Wylie Bearup for Ed Zuercher  
Queen Creek: Troy White for Wendy  
Kaserman  
RPTA: Bob Antilla for Bryan Jungwirth  
Scottsdale: Dave Meinhart  
Surprise: Nick Mascia for Vacant  
Tempe: Chris Salomone  
Valley Metro Rail: John Farry  
\*Wickenburg: Rick Austin  
Youngtown: Grant Anderson for Lloyce  
Robinson

EX-OFFICIO MEMBERS ATTENDING

\*Street Committee: Darryl Crossman, City  
of Litchfield Park  
ITS Committee: Debbie Albert, City of  
Glendale

#Bicycle/Pedestrian Committee: Peggy  
Rubach, RPTA  
\*Transportation Safety Committee: Kerry  
Wilcoxon, City of Phoenix

\* Members neither present nor represented by proxy. + - Attended by Videoconference  
# - Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG  
Maureen DeCindis, MAG  
Monique de los Rios-Urban, MAG  
Dean Giles, MAG  
Roger Herzog, MAG  
Christina Hopes, MAG  
Nathan Pryor, MAG  
Eileen Yazzie, MAG  
John Dickson, ADOT  
Bill Vachon, FHWA

Ed Stillings, FHWA  
Paul Ward, Olsson  
Joe Bowar, Phoenix  
Jorie Bresnahan, Phoenix  
Ray Dovalina, Phoenix  
Tom Remes, Phoenix  
Dawn Coomer, Tempe  
Brad Lundahl, Scottsdale  
Troy White, Queen Creek  
Art Brooks, Strand Assoc.

1. Call to Order

Chairman David Moody from the City of Peoria called the meeting to order at 10:00 a.m.

2. Approval of Draft December 14, 2009 Minutes

Chairman Moody asked if there were any changes or amendments to the December 14, 2009 meeting minutes, and there were none. Mr. David Meinhart from the City of Scottsdale moved to approve the minutes. Mr. RJ Zeder from City of Chandler seconded the motion, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Chairman Moody stated that he had not received any request to speak cards from the audience. Before proceeding to the next agenda item, Chairman Moody gave the floor to Mr. Meinhart for some brief remarks. Mr. Meinhart announced that Ms. Mary O'Connor, the former Transportation Director for the City of Scottsdale had passed away.

Mr. Meinhart acknowledged Ms. O'Connor's work ethic and achievements for the cities of Scottsdale and Tempe as well as for the MAG region. He expressed gratitude for Ms. O'Connor as friend and as supporter of transportation efforts in the region. In closing, Mr. Meinhart stated Ms. O'Connor would be sorely missed. Chairman Moody agreed with the sentiment.

4. Transportation Director's Report

Next, Chairman Moody invited Mr. Eric Anderson to provide the MAG Transportation Director's Report. Mr. Anderson informed the Committee that December revenues for the Regional Area Road Fund (RARF) has decreased 8.8 percent from the previous fiscal year (FY), and the year-to-date revenues were down 12.4 percent. He reported that December marked the 26 month of continuous decline in RARF revenues.

Mr. Anderson announced that the RARF revenue forecast for FY2010 was projected at \$315.3 million. He estimated that actual RARF revenue receipts for FY2010 would be closer to \$300 million. Mr. Anderson stated he did not believe that the Arizona Department of Transportation (ADOT) would revise the FY2010 forecast again before the major update in the Fall.

Mr. Anderson reported the Highway User Revenue Fund (HURF) continued to be soft. He stated that gas tax revenues stabilized in December adding that ADOT was optimistic that HURF revenues had stabilized overall. Mr. Anderson cautioned the vehicle license tax revenues, which comprised 20-25 percent of HURF funds, continued to be hammered by the

drastic reduction in new car sales. He cited the causes for the decline, which included lower valuations for older vehicles and a 60 percent decrease in new car sales from the peak a few years ago. Mr. Anderson stated the MAG was still looking for stabilization in revenue sources adding that HURF may start to stabilize, but that RARF revenues would not stabilize until the second half of the year, at the earliest.

Next, Mr. Anderson recapped the MAG Regional Council meeting from the previous evening. He announced that the Regional Council approved amendments and administrative modifications to the MAG Transportation Improvement Program (TIP) contingent on air quality conformity analysis and available funding from "ARRA II." Mr. Anderson stated he would address "ARRA II" in a later agenda item. He added that President Obama referenced the "ARRA II" legislation in the State of the Union Address.

Mr. Anderson informed the Committee that federal grants for high speed rail had been announced. He reported the only grants awards in the western region were awarded to California and the Pacific Northwest and that a small amount of planning funds were awarded to New Mexico. Mr. Anderson stated that the Las Vegas to Los Angeles rail line did not receive any funding. He announced that the Western High Speed Rail Alliance, which MAG was a member, would continue their lobbying efforts on the subject.

Chairman Moody asked if there were any questions or comments about this agenda item. There were none, and this concluded the Transportation Director's Report.

5. Consent Agenda

Addressing the next order of business, Chairman Moody directed the Committee's attention to the consent agenda. He inquired if there were any questions or comments about the consent agenda item on the Regional Community Network Roles and Responsibilities. There were none. Mr. Zeder motioned to approve the consent agenda. Mr. Clem Ligocki from Maricopa County seconded the motion, and the consent agenda was approved by a unanimous voice vote of the Committee.

6. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Chairman Moody invited Ms. Eileen Yazzie, MAG Transportation Programming Manager, to present project changes to the FY 2008-2012 MAG Transportation Improvement Program (TIP). Ms. Yazzie announced that a handout was at their places for review. She stated the project changes listed included four projects from ADOT and two projects from the City of Peoria.

Ms. Yazzie stated the two changes for Peoria were for projects programmed in the MAG Arterial Life Cycle Program (ALCP). She explained the modifications were fiscal adjustments that did not violate the ALCP Policies and Procedures or disturb the fiscal balance of the program. She added that MAG Staff had verified the fiscal constraint of the ADOT projects.

Mr. Eric Anderson clarified that the first two projects listed had been approved by the MAG Regional Council the previous evening. He stated that MAG Staff was currently running conformity analysis on the projects.

Lance Calvert from the City of El Mirage motioned to approve the project changes, amendments and administrative modifications to the FY 2008-2012 MAG TIP as presented. Mr. Ligocki seconded the motion, and the motion was approved by a unanimous voice vote of the Committee.

7. Programming of Projects for MAG Federal Congestion Mitigation and Air Quality (CMAQ) Funding in the Draft FY 2011-2015 MAG Transportation Improvement Program

Chairman Moody invited Ms. Yazzie to present on the programming of projects for MAG Federal Congestion Mitigation and Air Quality (CMAQ) funding in the Draft FY 2011-2015 Transportation Improvement Program. Ms. Yazzie directed the Committee's attention to a series of handouts at their places, which included a memorandum and a five-page chart.

Ms. Yazzie recapped the Committee's actions from the previous meeting, which included approving a list of bicycle and pedestrian projects to receive CMAQ funding in the draft TIP. She stated the recommendation included an amendment to swap funds from Grand Canal Path at Thomas Rd with the Grand Canal Path at Indian School Rd, per the request of the City of Phoenix. Ms. Yazzie announced the amendment had been reflected in the revised handouts.

Ms. Yazzie reported that second amendment to the recommendation for Intelligent Transportation Systems (ITS) projects had also been updated in the revised handout. Ms. Yazzie recounted that the amendment was to fund all ITS projects proposed for the consideration, but to reduce the funding level from 70 percent to 62 percent to meet the amount of funds available. She explained that agencies were given the opportunity to either increase the local match to 38 percent or to reduce project scopes to meet the available funding levels.

According to Ms. Yazzie a third amendment to the recommendation was to fully fund the first eight paving of unpaved road projects with partial funding the ninth project located in Peoria. Ms. Yazzie announced that upon further analysis of the funds available for Air Quality/Transportation Demand Management projects that MAG Staff determined an additional \$391,000 in funding was available in 2013 for paving unpaved road projects. She explained that the additional funds allowed the ninth project to be fully funded and the tenth project, 67<sup>th</sup> Avenue in Peoria, to be partially funded.

Ms. Yazzie reported that the MAG Staff had coordinated with the City of Peoria regarding the available funding for the tenth project. She explained that the original request for 67<sup>th</sup> Avenue was for \$350,000. However, the City had reduced the project scope to meet the \$227,900 of federal funds available.

Next, Ms. Yazzie directed the Committee's attention to a series of handouts that reflected the three recommendations from the previous Committee meeting as well as the revised figures. A few members noted administrative errors in the handouts. Ms. Yazzie apologized for the errors and stated she would submit a corrected version to the Committee via email as soon as possible.

Chairman Moody asked if there were any questions about the agenda item. There were none. Mr. Calvert motioned to approve the funding as previously agreed upon by the Committee and subject to the technical corrections to the table by MAG Staff. Mr. Eric Anderson stated that MAG Staff would make the necessary technical corrections and email a revised version to the Committee. Mr. Meinhart seconded the motion, and the motion was passed by a unanimous voice vote of the Committee.

8. American Recovery and Reinvestment Act (ARRA) Monthly Status Report and Update on the Jobs for Main Street Bill

Chairman Moody invited Mr. Eric Anderson to present on the American Recovery and Reinvestment Act (ARRA) Status Report and to provide an update on the Jobs for Main Street Bill. Mr. Anderson directed the Committee's attention to an ARRA Status Report handout at their places. He stated the report covered the status of ARRA funded projects as of January 19, 2010. Mr. Anderson announced that the majority of the projects had obligated and that ADOT had informed MAG Staff that the remaining project would obligate by the established deadlines.

Mr. Zeder inquired about the requirements for bid documentation. He stated that City Staff had received conflicting information from ADOT and FHWA regarding the requirements. Mr. Zeder added that the confusion had caused delays in the obligation of project. Mr. Anderson asked Mr. Ed Stillings from FHWA to address Mr. Zeder's concerns. Mr. Stillings stated that Mr. Bill Vachon at FHWA would be a better individual to address these concerns. A brief discussion followed. Mr. Anderson stated that MAG Staff would coordinate with Mr. Vachon on the issues presented.

Moving on, Mr. Anderson provided a summary of US House of Representative Bill (HB) 2487, unofficially referred to as ARRA II. Mr. Anderson stated that HB 2487, named the Jobs for Main Street Bill, was slated to appear before the US Senate in the next few weeks. He informed the Committee that President Obama had referenced the bill during his first State of the Union address the previous evening. Mr. Anderson stated the during the address, President Obama encouraged the US Senate to move quickly and approve the bill for signature. Mr. Anderson stated there was a lot of pressure on the US Congress to approve the bill to stimulate the economy prior to the midterm elections.

Mr. Anderson reported that HB 2487 passed by a voted of 217 to 212 and was similar to the American Recovery and Reinvestment Act (ARRA). He stated the HB allocated \$27.5 billion in funding for highways and streets and allocated \$8.4 billion in funding for transit. Mr. Anderson explained the reporting requirements for HB 2487 were consistent with the current ARRA requirements.

Mr. Anderson announced that the spending time frame for HB 2487 differed from ARRA. He stated that 50 percent of all funds must be under contract within 90 days, regardless of mode. He contrasted the spending time frame with ARRA, which required 50 percent of State Highway funds to obligate within 120 days and 50 percent of transit funds to obligate within 180 days. He reported that project eligibility was consistent between HB 2487 and ARRA.

Mr. Anderson informed the Committee that the funding allocation in the HB and Senate version differed. According to Mr. Anderson, the funding allocations in the Senate version were roughly half of the allocations proposed in the House version. He emphasized the key difference between ARRA and the draft bill, which required projects to be under contract within 90 days. Mr. Anderson stated he believed that the allocations to the MAG region would likely follow suit with the ARRA funding. He expressed concerns about the State Transportation Board not allocating sufficient funds to the MAG region.

Next, Mr. Anderson announced that MAG Staff had been coordinating with ADOT on potential highway projects for consideration if the bill was enacted. Mr. Anderson stated that the previous evening, the MAG Regional Council had approved to amend the MAG TIP to include two Proposition 400 projects to receive the funds contingent on approval of the bill and air quality conformity. He explained the projects included a design-build project on the Santan Freeway from I-10 to approximately Gilbert Road, including the ramp connections at I-10 and L101 (\$146 million), and a design-build project for L101 to complete the HOV lanes and other improvements from Tatum Boulevard to the junction with I-10 (\$139.5 million). A brief discussion followed.

Chairman Moody asked if there were any additional questions or comments. There were none, and this concluded the agenda item.

9. Request for Future Agenda Items

Chairman Moody inquired if the members had any topics or issues of interest they would like to have considered for discussion at a future Committee meeting. Mr. Scott Lowe from the Town of Buckeye requested a presentation from the MAG Air Quality Staff regarding progress in the region. Mr. Meinhart expressed concerns about the implementation of ITS measures, such as ramp metering during holidays, which did not experience the same level of congestion as peak hour performance on traditional work days. He requested that the MAG Staff add an item either to the TRC agenda or request that MAG Staff add the item to a future meeting of the ITS Committee.

10. Member Agency Update

Chairman Moody asked members of the Committee if they would like to provide updates, address any issues or concerns regarding transportation at the regional level, and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities. There were none.

11. Next Meeting Date

Chairman Moody informed members in attendance that the next regularly scheduled meeting of the Committee would be held on February 25, 2010. There be no further business, Chairman Moody adjourned the meeting at 10:35 p.m.

# **ATTACHMENT ONE**



**Arizona Department of Transportation  
Intermodal Transportation Division**

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Floyd Roehrich Jr.  
State Engineer

January 20, 2010

Mr. Dennis Smith  
Executive Director  
Maricopa Association of Governments  
302 North First Avenue, Suite 300  
Phoenix, Arizona 85003

Re: Red Letter Report - Notices from July 1, 2009 to December 31, 2009

Dear Mr. Smith:

Below is the list of "Red Letter" notices received by the ADOT Right of Way Project Management Section from the period of July 1, 2009 to December 31, 2009. During this period, our office received notices from Local Municipalities as well as various Developers, Architects, Engineers and Attorneys.

<u>LOCAL MUNICIPALITIES</u>	<u>NOTICES RECEIVED</u>	<u>IMPACT RESPONSES</u>
Arizona State Land Dept.	02	01
City of Avondale	00	00
Town of Buckeye	00	00
City of Chandler	01	00
Town of Gilbert	01	01
City of Glendale	00	00
City of Goodyear	11	03
Maricopa County	14	06
City of Mesa	02	02
City of Peoria	00	00
City of Phoenix	12	00
City of Surprise	04	00
City of Tempe	00	00
City of Scottsdale	01	01
Other	<u>10</u>	<u>03</u>
<b>Total Received</b>	<b>58</b>	<b>17</b>

## MARICOPA ASSOCIATION OF GOVERNMENTS REPORT OF IMPACT RESPONSES

### **ARIZONA STATE LAND DEPARTMENT:**

**10/16/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed Project (16-113739-00-000 Union Hills Alignment) and has concluded that the proposed plan will have an impact on our highway facilities in this area due to crossing Loop 101 (Pima Freeway)**

**CITY OF AVONDALE: No impact responses sent.**

**TOWN OF BUCKEYE: No impact responses sent.**

**CITY OF CHANDLER: No impact responses sent.**

### **TOWN OF GILBERT:**

**07/27/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PDR-2009-00026 SEC Santan Freeway and Wade Drive) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway.**

**CITY OF GLENDALE: No impact responses sent.**

### **CITY OF GOODYEAR:**

**07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the Preliminary Plat for the Estrella Industrial Center located on the SEC and SWC of MC 85 and Estrella Parkway we have concluded that the proposed Project (09-50000003) could have an impact to our highway facilities in this area.**

**08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000011 Golf Village). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.**

**08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (09-20000012 Estrella Phase I). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.**

### **MARICOPA COUNTY:**

**07/07/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed the proposed plan (Calderwood Vehicle Storage) and has concluded that the proposed plan could have an impact to the future South Mountain Freeway, SR 202 and/or I-10 Reliever (801).**

**08/10/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z2009067 Rigby Water Company). While ADOT reserves comment on zoning issues, this may have an impact to the SR801/I-10 Reliever.**

**08/11/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (CPA2009060-Z2009047). While ADOT reserves comment on zoning issues, the future development of this land may have an impact to the SR801/I-10 Reliever and the South Mountain Freeway.**

**07/10/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (CPA200913 Rancho Maria Subdivision) and has concluded that the proposed project could be impacted by a future project in this area due to its proximity to US60.**

**09/11/2009 - Pete Eno, ADOT R/W Coordinator, has reviewed the Site Plan (Z2008054 Camelback Cemetery) and has concluded that the proposed project will be impacted by the future Right of Way acquisition for SR 303L.**

**11/05/2009 – Pete Eno, ADOT R/W Coordinator, has reviewed the proposed Project (Sabre Business Park Z20009012) and has concluded that the project will be impacted by the future Right of Way Acquisition for SR 303L.**

**CITY OF MESA:**

**10/28/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (Z09-040, DR09-18 Park and Ride) and has concluded that the proposed plan could have an impact on our highway facilities in this area due to the proximity of the Santan Freeway. ADOT is currently working with the City of Mesa on.**

**10/09/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed Project (PLN2009-000196 Gateway 202 Airpark) and has concluded that the proposed project could have an impact on our highway facilities in this area due to the proximity to the 202L and Williams Gateway 802.**

**CITY OF PEORIA: No impact responses sent.**

**CITY OF PHOENIX: No impact responses sent.**

**CITY OF SURPRISE: No impact responses sent.**

**CITY OF TEMPE: No impact responses sent.**

**CITY OF SCOTTSDALE:**

**10/06/2009 – Reggie Rector, ADOT R/W Coordinator, has reviewed (5-ZN-2009 State Land Parcel) and has concluded that the proposed zoning change will have an impact to our highway facilities in this area.**

**OTHER:**

**08/10/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Gateway 202 Airpark). While ADOT reserves comment on zoning issues, the future development of this land may impact the development of the SR802 / Williams Gateway Freeway.**

**08/20/2009 – Nan Wilcox, ADOT R/W Coordinator, has reviewed (Z09-11 Christian High School). While ADOT reserves comment on zoning issues, the future development of this land may be impacted by the Santan Freeway or impact the Freeway at this location.**

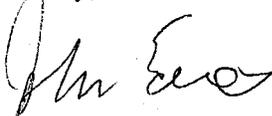
**10/19/2009 - Nan Wilcox, ADOT R/W Coordinator, has reviewed (PA20090961 Rancho Ochoa) and has concluded that the proposed plan could have an impact to our highway facilities in this area. This project has possible conflicts with the intersection of the proposed SR 801, I-10 Reliever, and the 202L, South Mountain Freeway.**

The Arizona Department of Transportation expends several resources to research future developments and plans adjacent to the state highway system, to ensure ADOT's Right of Way is not adversely impacted or jeopardized. Other notices received typically include road access, zoning changes, outdoor advertising, and annexations.

Receipt of early notification in the planning and design process, the "Red Letter" process, helps to reduce costs, saving money for both ADOT and tax payers. The Department appreciates the cooperation of the Maricopa Association of Government's members and looks forward to your continued support as we maintain and strive to improve all lines of communication.

Please feel free to contact my office should you have any questions. I can be reached at (602) 712-7900, or by email at [JEckhardt@azdot.gov](mailto:JEckhardt@azdot.gov).

Sincerely,



John Eckhardt III, Manager  
Right of Way Project Management

cc: John S. Halikowski, Director, ADOT  
Sabra Mousavi, Chief Right of Way Agent

# **ATTACHMENT TWO**

February 16, 2010

TO: Members of the Transportation Review Committee

FROM: Kevin Wallace, Transit Program Manager

SUBJECT: ACCEPTANCE OF THE REGIONAL TRANSIT FRAMEWORK

MAG is responsible for system level transit planning activities that have the potential of impacting the Regional Transportation Plan (RTP). In cooperation with MAG member agencies, Valley Metro Rail (METRO), and the Regional Public Transportation Authority (RTPA), MAG has developed a Regional Transit Framework. The Framework will identify regional transit needs beyond what is currently funded through the Regional Transportation Plan (RTP). The study will also help establish a regional transit vision for 2050, with more detailed project descriptions for year 2030. A copy of the Executive Summary is enclosed, and the full study report is available at [www.bqaz.org](http://www.bqaz.org).

The Framework identifies high leverage transit investments that are more competitive with other travel options. This approach is more "market based" than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as BqAZ. In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

### Public and Agency Involvement

The Framework was discussed at over 50 public and agency coordination meetings. The study process included seven focus group meetings to gauge people's perceptions and attitudes toward transit. Two focus group meetings were held with transit riders, two with transit non-riders, and three with representatives of the disability community. Participants identified barriers to using transit, including substantial wait times, inadequate hours and frequency of operation, and inadequate route coverage. Current riders want more routes, greater frequency, and longer service hours.

### Peer Regions Review

To understand how transit services in the MAG region compare to other transit systems, six peer regions were reviewed, including Atlanta, Dallas, Denver, Salt Lake City, San Diego, and Seattle. The peer regions process included a review of population and development patterns, transit services operated, and overall investments in transit. Representatives of five of the peer regions provided a combined briefing to the

MAG Transportation Policy Committee, Valley Metro/RPTA Board, and Valley Metro Rail Board on November 19, 2008. The peer review panel provided several observations, including the following: 1) the reliability and level of service trumps geographic coverage for attracting riders; 2) the region should focus on transit market demand, as serving areas with high demand potential is important for attracting choice riders; 3) the region should commit to strengthening the relationship of land use to transit ridership and pursue local/regional policies that support transit; and 4) the current transit system is a collection of transit routes and services, and future efforts should focus on developing a regional transit system.

### **Evaluation of Needs**

To provide a balanced approach for measuring the relative potential for alternative transit investments, the study process established specific transit performance standards and indicators. The performance standards and indicators were used to identify potential transit markets and to analyze alternative transit services. The evaluation of needs also involved an analysis of existing and future (2030) transit services and deficiencies. This analysis revealed that the transit system does not currently provide a comprehensive and cohesive system that allows transit riders to efficiently travel from one part of the region to another. Further, the analysis indicated that the RTP will expand fixed route service to cover a wider area, but planned service span and headway improvements are minimal.

### **Development and Analysis of Study Alternatives**

Three transit modeling scenarios were developed to meet the goals of the Regional Transit Framework. Transit service and capital investments included in each scenario were derived from an understanding of related studies, existing and future transit services, projected travel demand characteristics, land use and growth patterns, and regional connectivity. A brief summary of each scenario is provided below.

#### **Basic Mobility**

The first scenario includes minimal service expansion with the same types and levels of service provided today and currently programmed in the Regional Transportation Plan (RTP). The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030. In 2008 dollars, the Basic Mobility Scenario would require an additional \$2.05 billion over the assumed \$14 billion RTP Base Scenario.

#### **Enhanced Mobility**

The second scenario assumes that the region funds transit service at a level comparable to the average of the peer regions evaluated through this study. Additional service would be provided for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial Bus Rapid Transit (BRT) service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. In 2008 dollars, the Enhanced Mobility Scenario would require an additional \$11.05 billion over the assumed \$14 billion RTP Base Scenario.

#### **Transit Choice**

The third assumes that the region fund transit service at a level comparable to the Seattle region, which had the highest per capita investment level among the peer regions evaluated for this study. The Transit Choice Scenario accomplishes all of the elements in the Enhanced Mobility Scenario, but it also includes

additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region. In 2008 dollars, the Transit Choice Scenario would require an additional \$21.5 billion over the assumed \$14 billion RTP Base Scenario.

### Requested Actions

1. Accept the findings of the Regional Transit Framework Study as the public transportation framework for the MAG region.
2. Accept the enclosed Illustrative Corridors Map for inclusion as unfunded regional transit illustrative corridors in the Regional Transportation Plan.
3. Recommend future planning actions identified in the study for consideration through the MAG Unified Planning Work Program process:
  - Establish a Regional Transit Foundation: Conduct a study to establish a regional transit vision and priorities for planning, programming and operating regional transit services and infrastructure investments. This effort would serve as the basis for transforming the current regional transit system from a collection of services and programs to a market based, regional transit system that more efficiently addresses the needs of the region.
  - Regional Transit Implementation Plan: Develop a detailed regional transit service implementation plan, based on a transit mobility scenario identified in this report or a combination of the mobility scenarios.
  - Regional Transit Revenue Opportunities: Conduct a comprehensive analysis of potential revenue sources.
  - Multimodal Transit Connections Study: Identify potential service and infrastructure needs necessary to support intercity transit service connections.
  - Regional Park-and-Ride Opportunities Study: Identify potential site locations for future park-and-ride facilities identified in the Regional Transit Framework. The study would also assist in refining capital and operations costs.
  - Regional Operations and Maintenance Facilities Study: Assess existing and future needs and opportunities for regional operations and maintenance facilities. The study would include facilities to support all modes of public transit in the region and would identify potential opportunities for combining modes at facilities to take advantage of economies of scale.
  - Corridor Studies: Conduct detailed corridor studies for high-capacity transit alternatives identified in the Framework or in other studies. The studies would identify local feasibility of corridor investments.
  - Alternative Land Use Scenarios/Transit Oriented Development: Conduct a study to evaluate the impacts of alternative land use scenarios along designated regional transit corridors.

If you have any questions or comments please contact me at by telephone at (602) 254-6300 or by email at [kwallace@mag.maricopa.gov](mailto:kwallace@mag.maricopa.gov).

# 2010 Update Regional Transportation Plan

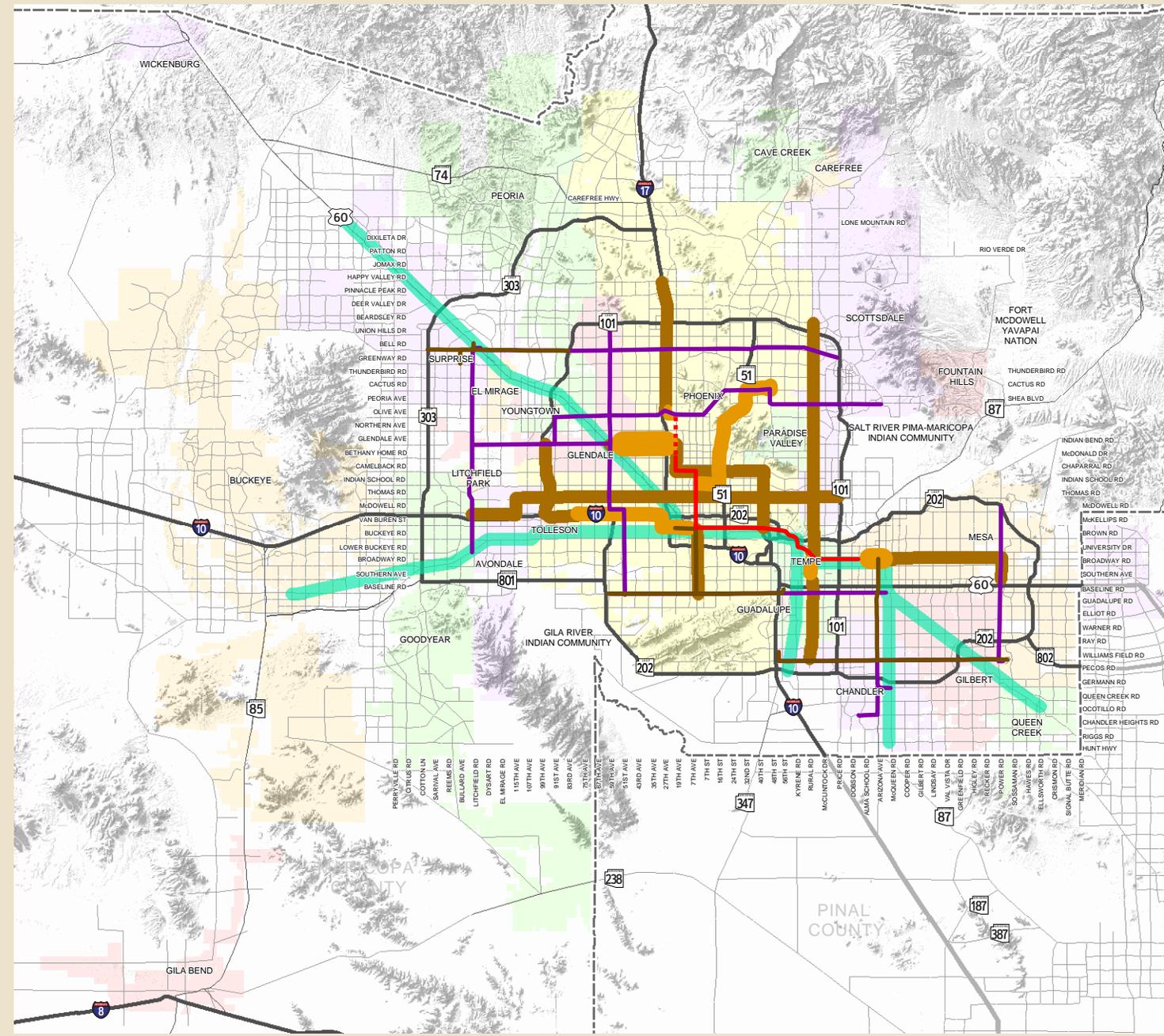
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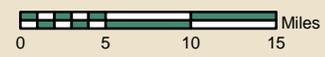
## Illustrative Transit Corridors

- Initial 20-mile Light Rail Segment
- - - Northwest Extension (Scheduled to open 2012)
- Adopted High Capacity Transit Corridors
- Illustrative High Capacity Transit (All-day Service)
- Illustrative High Capacity Transit (Peak Service)
- Adopted Arterial Bus Rapid Transit
- Illustrative Arterial Bus Rapid Transit
- Freeways
- Highways
- Other Roads
- County Boundary

*Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).*



While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

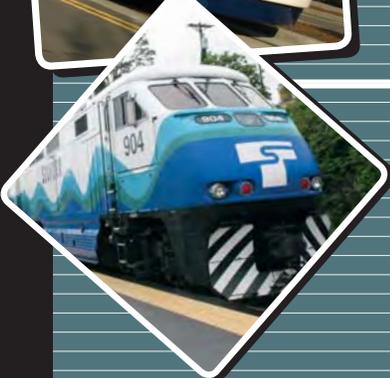


*Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.*

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**DRAFT**

# MAG Regional Transit Framework Executive Summary



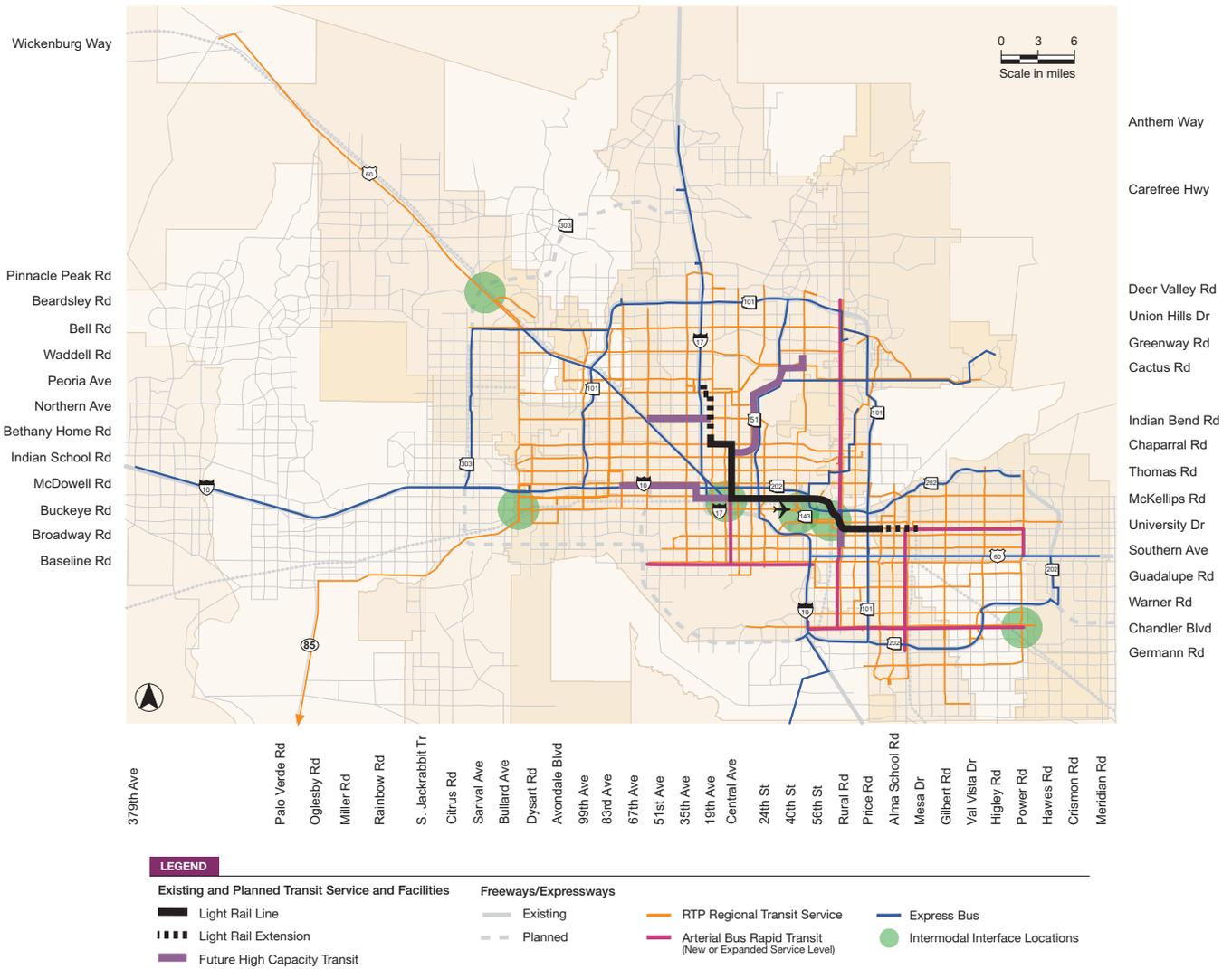
# Project Background and Process

Nearly 700,000 new residents were added to Maricopa County between 2000 and 2006. The U.S. Census Bureau estimates the county's population to be approximately 3.8 million people today, but regional forecasts indicate that Maricopa County may be home to 6.1 million by 2030. Significant development is predicted on the edge of the existing urban area and beyond, where few or no transit services are currently planned. Despite a Regional Transportation Plan (RTP) – with transit funded by the same half-cent sales tax that pays for freeway expansion – and financial support from local communities, additional public transit funding will be required to keep up with growth. An approach embracing all modes of transportation, including

public transit, is essential to address the region's growing transportation demand.

The MAG Regional Transit Framework identified and prioritized needs for regional transit improvements to supplement the existing RTP through 2030, with consideration for longer range transportation needs through 2050. The analysis of land use, socioeconomic (population and employment) conditions, existing and planned transit service, and infrastructure, along with input from transit riders and nonriders, enabled MAG to identify transit needs, deficiencies, opportunities, and constraints. Three scenarios for transit services and facilities were then developed to address future travel needs.

## MAG 2030 Planned Regional Transit System



## Review of Peer Regions

To understand how the transit system in the MAG region compares to others, six similar (peer) regions were reviewed. Peer regions were selected based on their location, size, transit system characteristics, land use patterns, and other factors. The six peer regions were: Atlanta, Dallas, Denver, Salt Lake City, San Diego and Seattle.

### Population and Population Density

REGION	2006 UZA Population	2000 UZA Land Area	Population per Square Mile
Atlanta	4,051,000	1,963	2,064
Dallas	4,809,000	1,529	3,146
Denver	2,316,000	585	3,959
Salt Lake City	945,000	231	4,094
San Diego	2,722,000	782	3,479
Seattle	2,875,000	954	3,015
Average <sup>1</sup>	2,531,143	1,007	2,932
MAG Region	3,228,000	779	4,040

Source: National Transit Database  
<sup>1</sup> Average does not include MAG Region

### Population and Population Density

Total population and its density affect the performance of and need for public transportation. In comparing the urbanized area (UZA) of the peers, the MAG region ranks third (of seven) in population and second in population density.

### Peer Region Transit Services

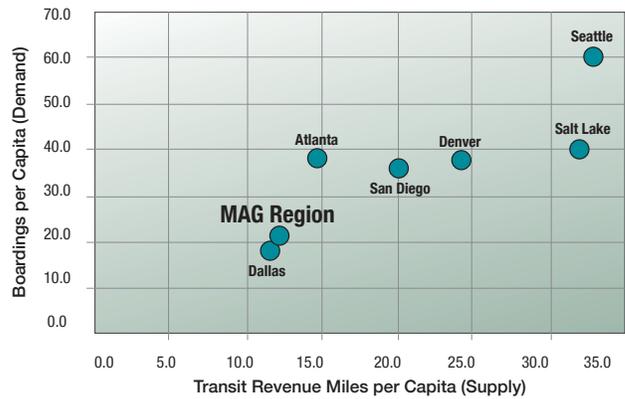
All of the peer regions, including the MAG region, operate bus and vanpool service. Each operates light rail or (in Atlanta) heavy rail service. The primary difference between light and heavy rail is the number of people that they can carry, both are designed to operate frequent, all-day service. In addition to these modes, commuter rail is a service designed to have a limited number of stops over long distances, and to connect suburbs with busy activity centers during peak periods. Atlanta, Denver and the MAG region currently lack commuter rail service.

### Transit Supply and Demand

Knowing how many people use transit, and how much transit service is available, is important for understanding the differences between regional transit systems. Transit supply is a measure of the number of miles operated by all transit modes (buses, trains, etc.) in a region. Transit use, or demand, is a measure of the number of passengers boarding transit in a region. In general, data from the peer regions indicates that as transit revenue

miles (supply) per capita increase, passenger boardings per capita (demand) also increase. This pattern does not directly account for other variables such as land use and development patterns, traffic congestion, vehicle ownership rates, and parking costs.

### 2006 Transit Boardings & Miles of Service

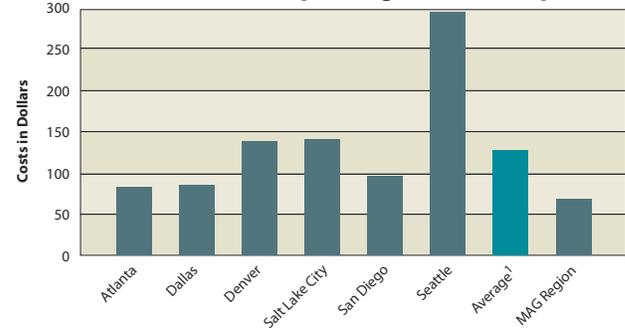


Source: National Transit Database

### Investment in Transit

Regional investments in transit service vary greatly. On average, the peer regions invest approximately \$130 per person per year. The MAG region invests just over \$71 per year.

### 2006 Transit Operating Costs Per Capita



## Public Involvement

MAG and its partners, Valley Metro Rail (METRO) and Valley Metro, conducted a comprehensive public outreach process geared towards both transit riders and non-riders. Its goal was to reach a broad range of citizens to obtain feedback on Maricopa County's current transit system, and on the types of regional transit service that the community would like to see. The process involved a series of focus groups and a telephone survey of Maricopa County residents who were not regular public transit riders. Public feedback helped to identify future transit needs and played a key role in defining regional transit deficiencies for the RTFS.

## Regional Transit Problem Definition

The RTFS was intended to identify improvements designed to attract new transit riders and improve transit service for existing customers. To accomplish this, it was necessary to understand the factors that affect the decision to use transit, as well as the relationships among transit, land use, local plans and policies, and other transportation planning efforts. Through research and stakeholder input (such as the focus groups and telephone survey), the MAG study team identified the following regional transit deficiencies:

- Transit demand exceeding capacity (in areas and corridors with high demand for service), causing overcrowding
- Insufficient service expansion (as funded and programmed in the twenty-year RTP)
- Capital deficiencies (i.e., insufficient infrastructure, facilities and vehicles)
- Unmet needs for convenient services
- Unserved sparsely developed areas (with a need for rural or inter-community service)
- Unserved growth areas
- Route patterns not well suited to support broadly dispersed employment, which makes conventional transit service less efficient and more costly to provide
- Congested roadways (slowing transit service, making it less efficient and less appealing)
- Insufficient support for economic competitiveness (which is becoming more dependent on good public transit)
- Lack of funding for new transit investments

In general, deficiencies of the public transportation system in Maricopa County fall within three overlapping categories: service area coverage, passenger convenience, and funding.

### Service Area Coverage

Most long-term population growth is projected to occur in areas outside the Loop 101 and 202 freeways—areas that currently have little or no transit service. While the RTP provides for some expansion to these areas, geographic coverage will still be limited, as will hours and frequency of service. Addressing future transit needs on the periphery of the metropolitan area will require consideration of both residential and employment concentrations.

### Passenger Convenience

Regional focus groups and the survey revealed many forms of inconvenience that discourage transit ridership among those who have other travel options, including long waits at transfer points, safety and security concerns (e.g., lighting, safe crosswalks, visibility), lack of amenities at many transit stops, absence of real-time arrival information, overcrowding, roadway congestion, and inadequate park-and-ride capacity. The RTP addresses only some of these issues at a limited number of locations.

### Funding and Seamless Service

Not only is transit funding in Maricopa County modest compared with many peer regions, it also comes from a mix of regional and local sources. As a result, the level of service will continue to vary from one community to another, even when the RTP improvements have been fully implemented. A truly seamless and consistent regional system would require funding beyond the level provided through the RTP.

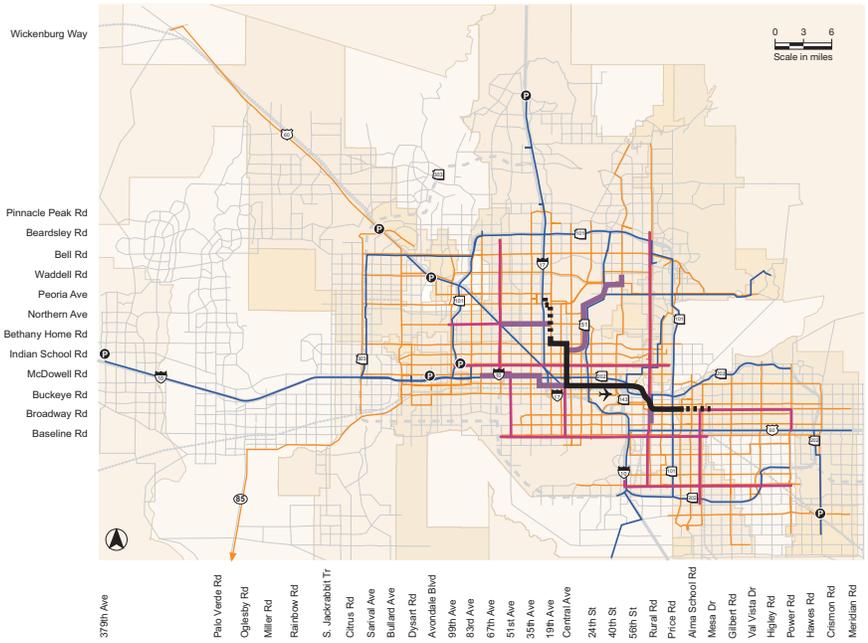
The analysis of transit deficiencies led the MAG study team to identify four categories of regional transit needs around which the recommended scenarios were developed: (1) new and expanded transit services, (2) new service corridors, (3) higher-speed travel opportunities, and (4) new revenue sources.

## Year 2030 Transit Scenarios

Three regional transit scenarios were developed for 2030 to provide options for improving transit service in the MAG region. The scenarios build on the transit enhancements identified in the MAG RTP (funded through proposition 400 and local sources) and are based on a defined level of financial investment. New enhancements beyond those already defined in the RTP include improvements to existing transit service, expansion of transit service to new areas, and the inclusion of new transit service options (e.g., express bus, arterial bus rapid transit, high-capacity transit).

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**Scenario I - Basic Mobility**



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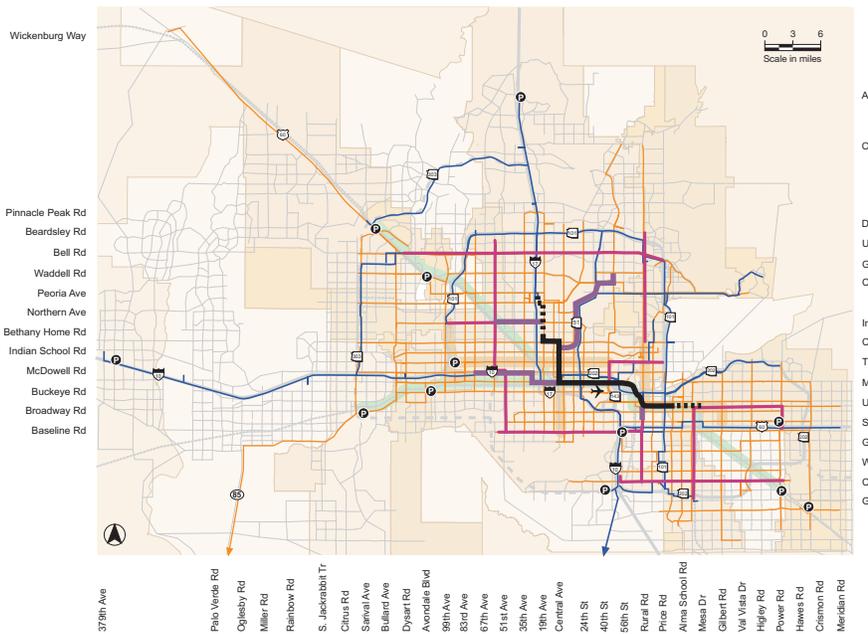
**Existing and Planned Transit Service and Facilities**

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
- Regional Supergrid and Connector Bus
- Arterial Bus Rapid Transit
- Emerging Transit Corridors Beyond 2030
- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

**Scenario II - Enhanced Mobility**



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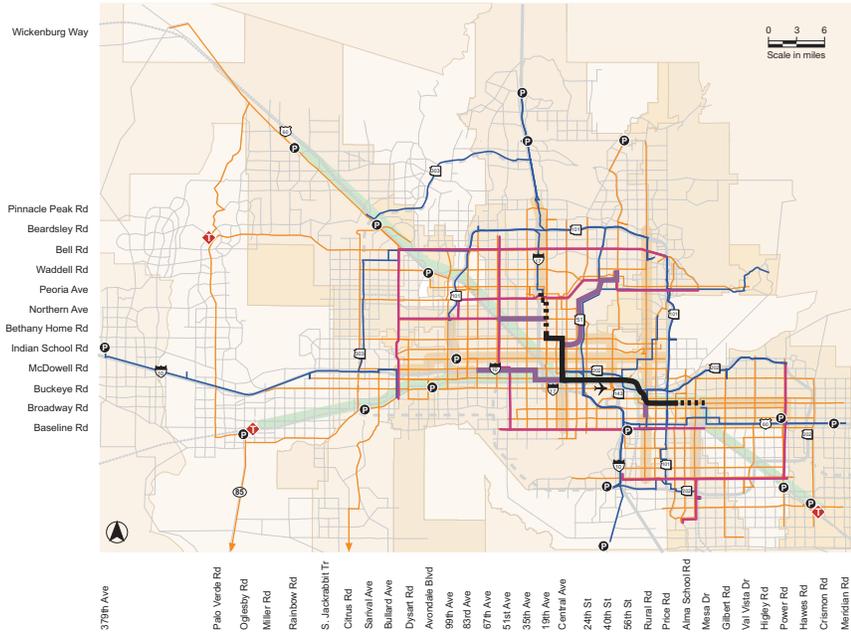
**Existing and Planned Transit Service and Facilities**

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- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

Scenario III - Transit Choice



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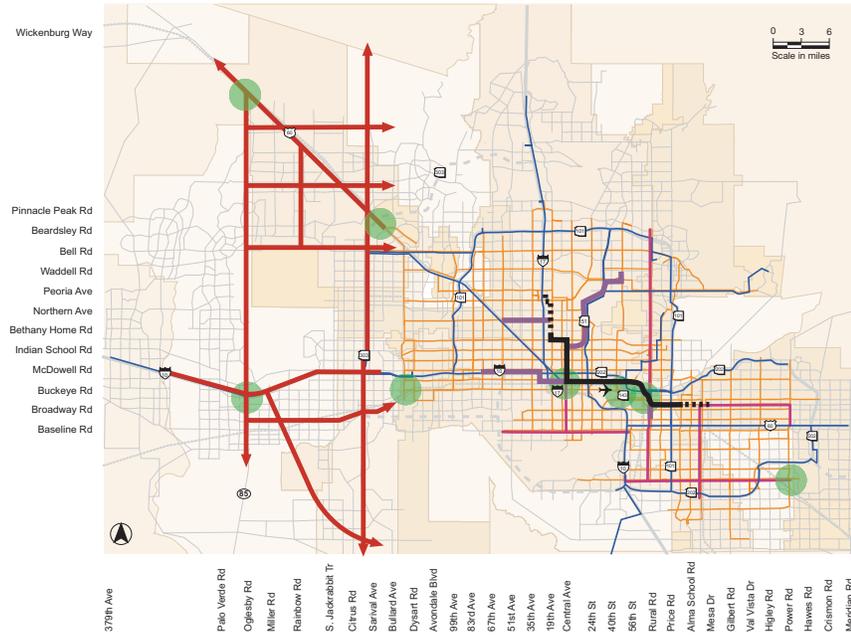
**Existing and Planned Transit Service and Facilities**

- Light Rail Line
- Light Rail Extension
- Future High Capacity Transit
- Express Bus
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- Emerging Transit Corridors Beyond 2030
- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

Beyond 2030



**LEGEND**

- Park-and-Ride Facility
- Transit Center
- Intermodal Interface Locations

**Freeways/Expressways**

- Existing
- Planned

MAG REGIONAL TRANSIT FRAMEWORK

Scenario	Investment Level	Philosophy	Characteristics
<b>I: Basic Mobility</b>	Lowest (extend existing sources)	Continuation of RTP <ul style="list-style-type: none"> <li>Minimal service expansion with same types of services and programs as currently programmed in the RTP</li> </ul>	<ul style="list-style-type: none"> <li>Expands service to new areas</li> <li>Improves service levels within a limited number of high demand transit corridors</li> <li>Many deficiencies not addressed</li> </ul>
<b>II: Enhanced Mobility</b>	Moderate (comparable to peer regions level)	Concentrated Expansion <ul style="list-style-type: none"> <li>Moderate service expansion</li> <li>Moderate increase in service area</li> <li>Improved frequencies to meet standard service levels</li> <li>Higher speed options (express bus, arterial BRT &amp; HCT)</li> <li>Activity centers outside urbanized area primarily connected through frequent, limited stop express services</li> </ul>	<ul style="list-style-type: none"> <li>Expands regional transit service levels</li> <li>Improves transit travel speeds in highest priority corridors</li> <li>Deficient service levels improved</li> </ul>
<b>III: Transit Choice</b>	Higher (comparable to Seattle level)	Growth Expansion <ul style="list-style-type: none"> <li>Most aggressive service expansion</li> <li>Comparatively greatest increase in service area</li> <li>Improved frequencies to meet standard service levels</li> <li>More high-speed options in urban/non-urban area</li> <li>Activity centers outside urbanized area connected through frequent, limited stop express services and Supergrid bus</li> </ul>	<ul style="list-style-type: none"> <li>Expands regional transit service levels</li> <li>Provides a more comprehensive regional transit system</li> <li>Improves transit travel speeds in many more corridors</li> <li>Nearly all deficiencies are addressed</li> </ul>

Investment Options	Scenario I	Scenario II	Scenario III
Local Transit Service Improvements	---	●	●
Basic Expansion of ADA Paratransit Service	●	●	●
Regional Paratransit Service	---	●	●
Regional Connector – New Routes	---	---	●
Supergrid - Route Extensions	●	●	●
Supergrid - Increased Frequency	---	●	●
Express – New Routes & Increased Frequency	●	●	●
Express – Two-way All-day Service	●	●	●
Arterial BRT – New Routes	●	●	●
Arterial BRT – Increased Frequency	●	●	●
HCT Peak Period – New Routes	---	●	●
HCT All Day – Route Extensions	---	●	●



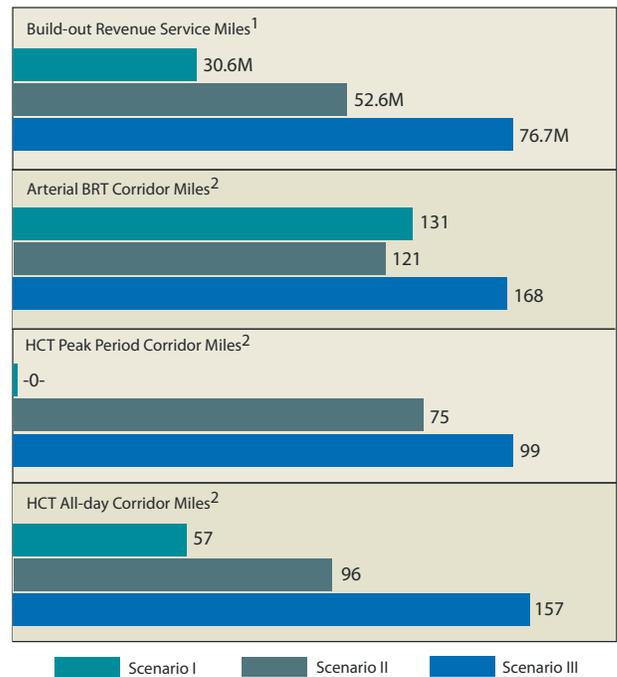
Descriptions of each transit mode in the transit service scenarios are provided below. Photos of similar services are displayed in the column to the left.

- A** ADA Paratransit (dial-a-ride) – Curb-to-curb shared ride service for eligible persons with disabilities who are unable to travel alone by bus.
- B** Regional Connectors—Intercity buses connecting outlying communities with activity centers.
- C** Supergrid—Bus service on major arterial streets serving major activity centers with consistent levels of service operating across jurisdictional boundaries.
- D** Express Bus—Services using the regional freeway system and HOV lanes to connect park-and-ride lots with major employment centers.
- E** Arterial Bus Rapid Transit (BRT)—Arterial bus service that operates faster than supergrid routes, by making a limited number of stops and taking advantage of features such as traffic signal priority.
- F** High-Capacity Transit All-Day—Frequent, all-day rail or bus service that typically operates in a dedicated guideway and stops for passengers only at designated stations.
- G** High-Capacity Transit Peak-Period—Long-distance rail (i.e., commuter rail) or bus service operating in a dedicated guideway, making infrequent stops, and operating primarily during the morning and afternoon peak periods.

The transit service scenarios provide the community with three separate visions for the future. The first scenario (Basic Mobility) includes minimal service expansion with the same types and levels of service provided today and currently programmed in the RTP. The purpose of this scenario is to illustrate what could be accomplished in the region if all current transit revenue sources are extended through 2030.

The second scenario (Enhanced Mobility) assumes that the region funds transit service at a level comparable to the peer regions average, providing for improved bus service frequencies, expanded express bus service with some routes operating all day, expanded arterial BRT service, the construction and operation of new high-capacity transit corridors, and a seamless regional ADA paratransit program. This scenario provides a greater emphasis on concentrating transit services in areas with the greatest population and employment densities. Low-density areas are connected to activity centers and other regional transit services through direct express routes and other services.

### Comparison of Scenarios



1 Includes all regional transit modes (local services not included)  
 2 Includes all corridor miles operated including original RTP funded corridors

Scenario III accomplishes all of the elements in Scenario II, but includes additional high-capacity transit corridors and a larger network of supergrid bus routes to serve more areas of the region with high-quality transit service. This scenario assumes that the regional transit program would be funded at a level comparable to the Seattle region. The Seattle region invests approximately four times more in transit than the Phoenix region (adjusted for population).

## Funding

The Regional Transit Framework scenarios were developed based on the region’s needs and deficiencies, as well as other considerations including regional connectivity and integration with other transportation modes. Expenditures or costs were another factor in determining the transit services and capital investments identified for each scenario.

Expenditures represent estimated costs associated with implementing, developing or purchasing the transit elements defined in each scenario (see below). Since the framework establishes a guide for future regional planning, not a financially constrained implementation plan, potential revenue sources are not specified.

## Transit and Sustainable Development

Maricopa County’s investment today in transit is an important element in shaping the region’s future travel behavior. Focus groups, telephone survey respondents, the general public and peer regions expressed support for transit investment to provide a convenient system that supports economic development and provides mobility choices. To attain these goals in other regions, transit districts are working with municipal agencies to develop a foundation for successful transit investments through better land use integration. They recognize that the relationship between regional land use development and transit service is a key to building and sustaining ridership. Transit authorities have promoted zoning regulations that implement desired land use patterns around transit stations, and are working with their communities

to enhance transit connections through bus, bike and pedestrian facilities. These agencies have also considered parking strategies and their effect on transit use.

### Transit-Supportive Land Use

Transit use is strongly dependent on development density and land use. Typically, concentrated, mixed-use development produces higher residential and employment densities, which boost transit ridership. In particular, downtown employment centers, especially ones with limited or costly parking, generate a strong transit ridership base.

Transit Oriented Development (TOD) is defined as compact mixed-use (e.g., residential, office, retail, entertainment) development, located within an easy walk of a transit station or stop. By focusing compact development around transit stations, transit-supportive developments capitalize on public investments. The typical components of transit-supportive development near a station include moderate to high-density development, a mix of land use types, parking behind buildings or on the street, plazas or public spaces, and public art.

### Activity Centers

Activity centers can produce significant transit ridership. An activity center can be a recreational or sports facility, a major shopping destination, or an entertainment venue. Structured parking is often built next to the site along with other uses. At some locations, parking is shared between uses to allow more intense land use. The combination of limited parking and activity center demand can mean higher transit ridership to these locations.

### Parking and Transit

In addition to station proximity and transit service quality, parking policies influence ridership. An ample and easily accessible supply of parking, such as that found in many suburban office parks, encourages auto use and reduces attractiveness to transit riders. Conversely, the concentrated uses and limited and costly parking supply found in many major downtowns leads to higher ridership. The decreased amount of land dedicated to parking not only generates transit ridership, but supports the development of denser land uses.

### Comparison of Estimated Expenditures by Scenario (in 2008\$)

Scenario	Local/Other	Regional	Total	Program Years
RTP Base	\$6.85 billion <sup>1</sup>	\$7.15 billion <sup>2</sup>	\$14.00 billion	2008 – 2028
Scenario I	\$0	\$2.05 billion	\$2.05 billion	2027 – 2030
Scenario II	\$2.90 billion	\$8.15 billion	\$11.05 billion	2015 – 2030
Scenario III	\$3.80 billion	\$17.70 billion	\$21.50 billion	2015 – 2030

<sup>1</sup> RTP local/other supported by fares, local sales tax, general funds, etc. (local taxes/gen fund = 69.3% of local/other category)

<sup>2</sup> RTP regional supported by regional sales tax and federal funds (Prop 400 sales tax = 59.5% of regional category)

Source: MAG Study Team, 2009

## Relationship to Statewide Transportation Planning Framework Study

The MAG RTF identifies future transit needs for the entire county. The same concerns for meeting future travel demand are shared by communities across the state. To address the issue statewide, other framework studies have been completed throughout Arizona. The MAG RTF will join these studies as input into a statewide multi-modal transportation planning framework. This coordinated planning framework process is known as Building a Quality Arizona (bqAZ).

## Regional Transit Program for the Future

Developed through a demand-based approach, the regional transit framework scenarios provide a blueprint for a better coordinated and integrated regional transit system. Implementation of the concepts in these scenarios would transform the current regional transit system to one that more effectively and efficiently addresses travel needs throughout the region. To advance the transit service scenarios beyond a mere blueprint, the region must reach consensus on the future transit vision, identify resources and develop a detailed implementation strategy.

### FOR MORE INFORMATION

Visit [bqaz.org](http://bqaz.org) and select "MAG Regional Transit Framework Study," or contact Kevin Wallace of Maricopa Association of Governments, phone: 602-254-6300  
e-mail: [kwallace@mag.maricopa.gov](mailto:kwallace@mag.maricopa.gov)



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