

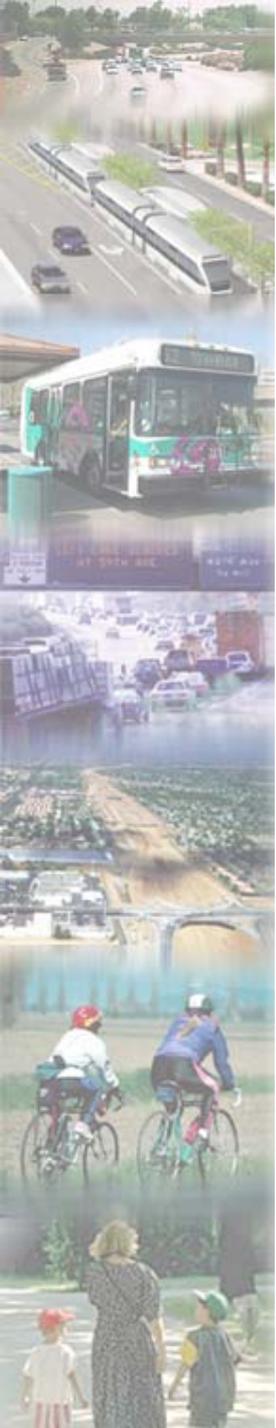
Regional Transportation Plan



Let's Keep Moving!

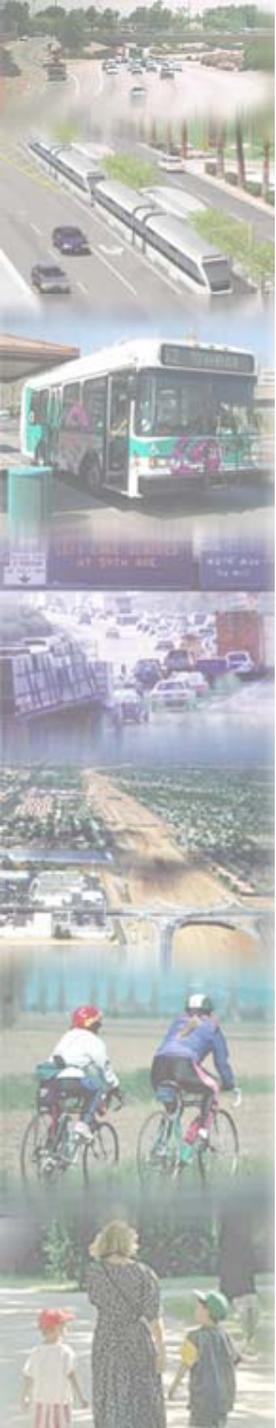
Significance of Plan

- Most comprehensive transportation planning effort in 40 years.
- Blueprint for transportation investments for next 20 years.
 - Guided by performance goals.
 - The Plan is the policy framework that identifies transportation priorities.
- Will serve as foundation for half-cent sales tax extension.
 - Current tax expires December 31, 2005.
- Developed by Transportation Policy Committee – a new way of doing business for MAG.



Who is the Transportation Policy Committee?

- Created in May 2002 by Regional Council
- 23 Members
 - MAG member agencies
 - Business community
 - Representatives from transit, freight, Citizens Transportation Oversight Committee, and ADOT



Keys to Success

Bringing all the pieces together...

Business Community

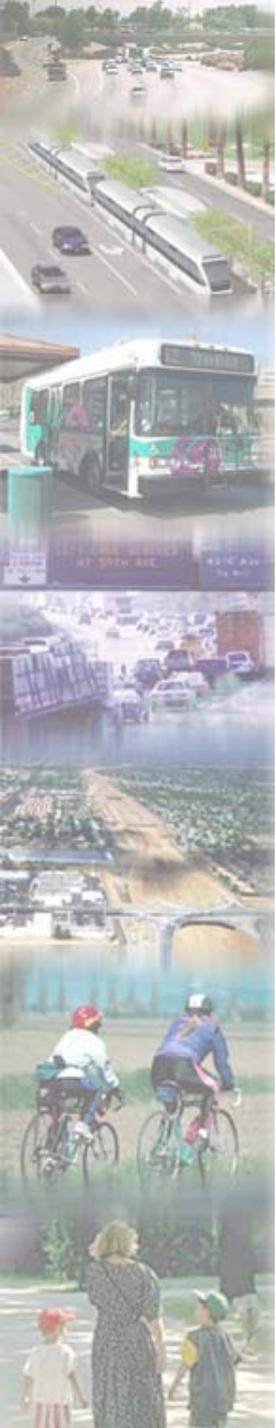
Local Governments



Valley Citizens

State Legislature

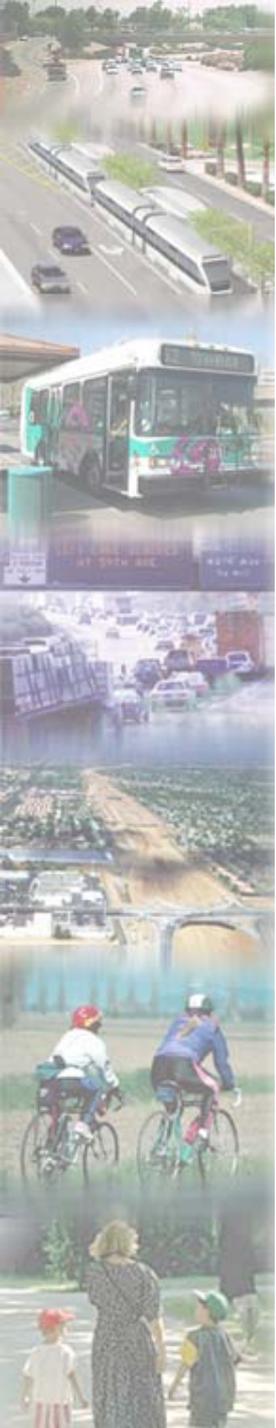
to build a plan that fits the needs of our region.



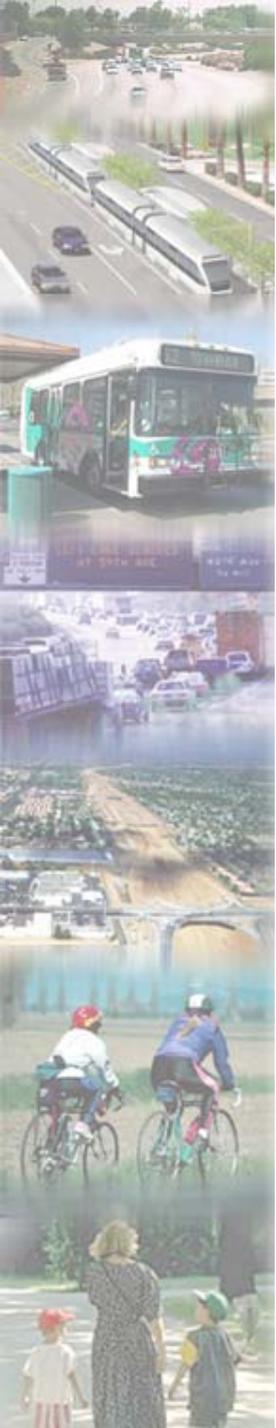
Input Opportunities

- More than 150 public input opportunities involving thousands of citizens, plus nearly 180 stakeholder opportunities.

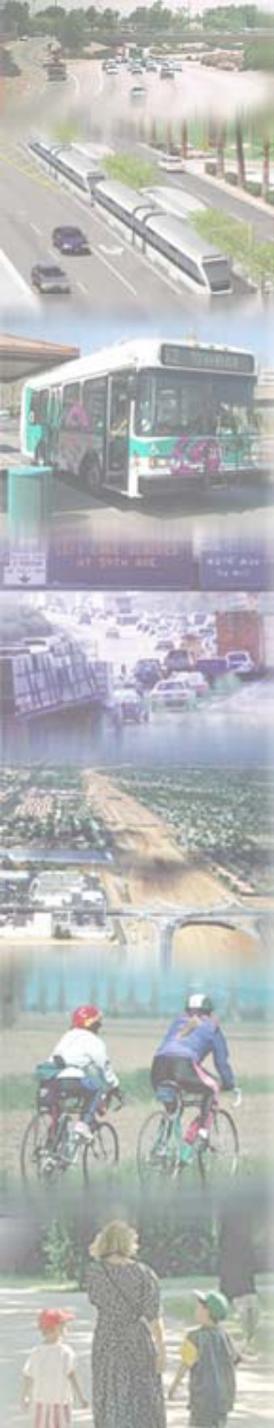
Regional Transportation Plan Public Workshops



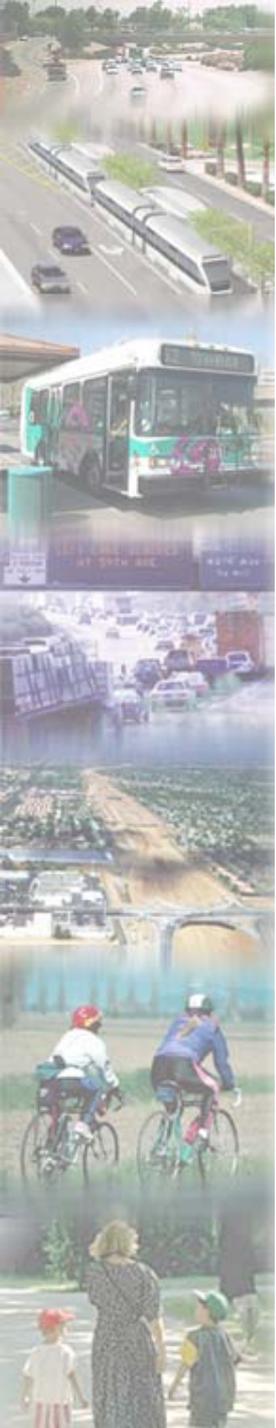
Regional Transportation Plan Public Hearings



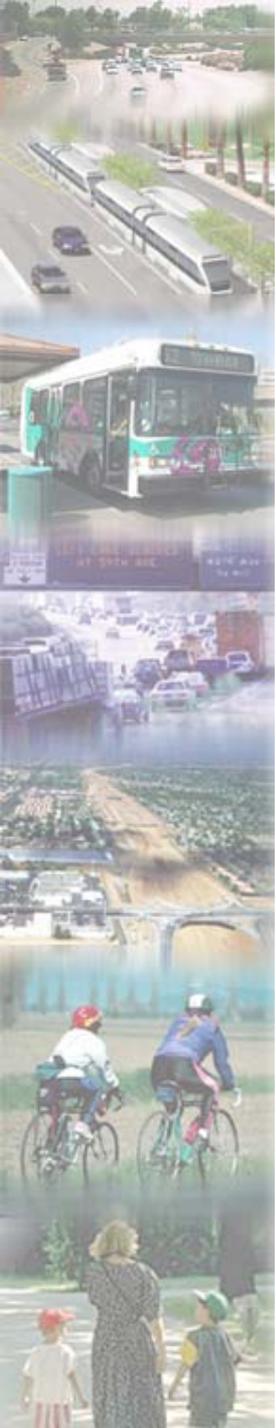
Public Involvement and Community Events



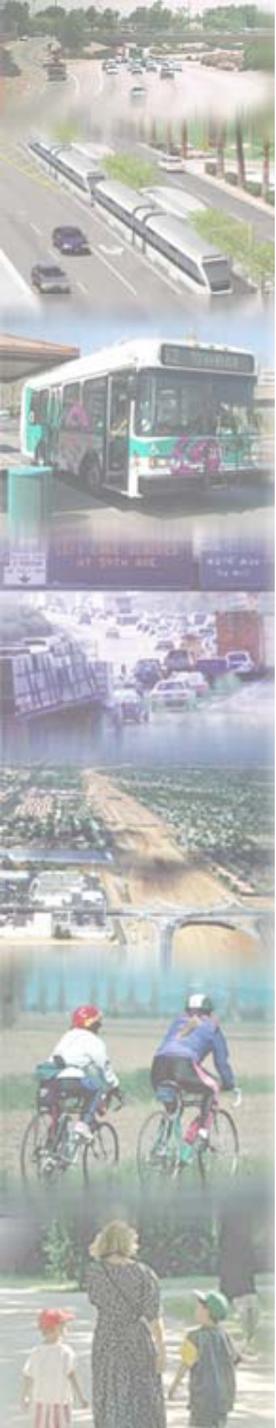
MAG at the Mall Events



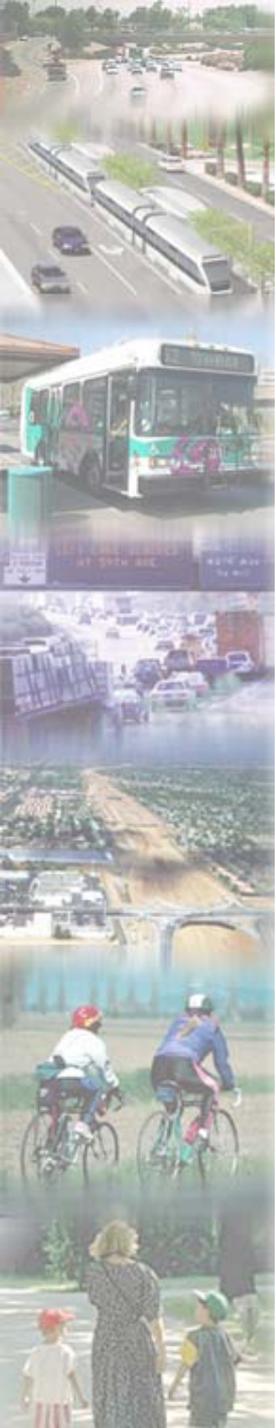
Transportation Town Hall



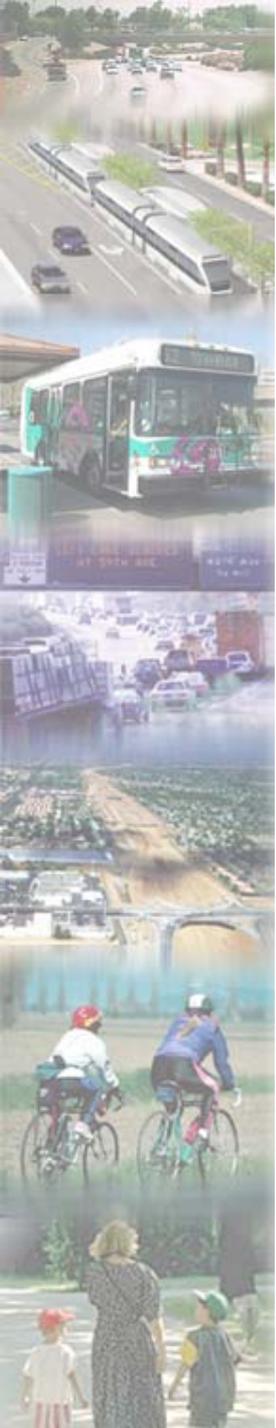
Freeway Openings

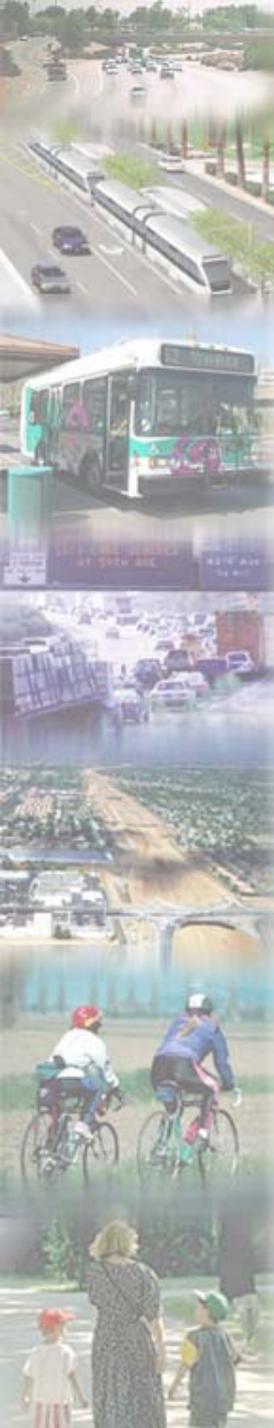


Sunday on Central



Title VI Communities





Community Groups

- American Council of Consulting Engineers
- Association of Equipment Distributors of America
- Business Coalition/Maricopa 2020
- Business Coalition Leadership Council
- Chandler Chamber of Commerce Policy Committee
- Citizens Transportation Oversight Committee
- East Valley Partnership
- Glendale Citizens Transportation Oversight Committee
- Maricopa County Board of Supervisors
- Phoenix Chamber of Commerce
- Phoenix Citizens Transit Commission
- Phoenix Transit Commission
- Tempe Chamber
- Valley Citizens League
- Valley Forward
- Valley Partnership

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Let's Keep Moving!

MARICOPA ASSOCIATION of GOVERNMENTS

[Transportation Policy Committee](#) | [MAG Regional Transportation Plan](#) | [Let's Keep Moving Public Meetings](#)

[The Problem](#)

[The Plan](#)

[The People](#)

[The Poll](#)

[The Process](#)

[Participate](#)

[Did You Know?](#)

[Take the Survey](#)

[News Updates](#)

Let's Keep Moving!

Transportation Committee Approves Major Transportation Plan

Unanimous Vote Called "Historic."

- [Read the complete news release.](#)
- [The Regional Transportation Plan Final Draft Summary is available for download.](#)

Other recent releases:

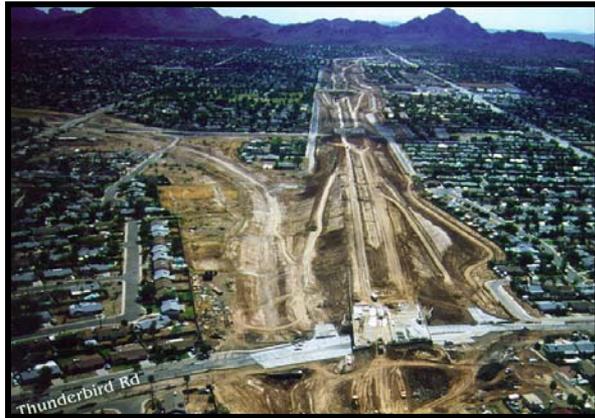
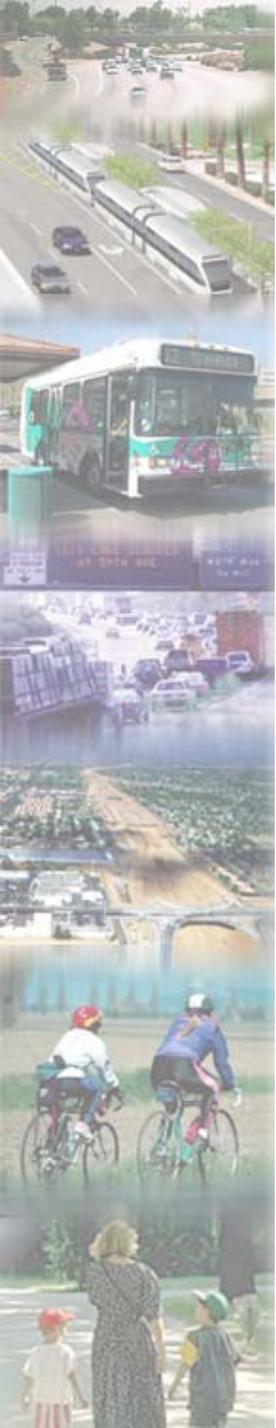
- [MAG Hosts Public Meetings on Transportation](#)
- [Download the Public Meetings Flier](#)
- [Download the Regional Transportation Plan Final Draft Stage August 2003](#)
- [Download the Draft RTP Summary Sheet](#)
- [Download the Public Meeting Powerpoint Presentation](#)

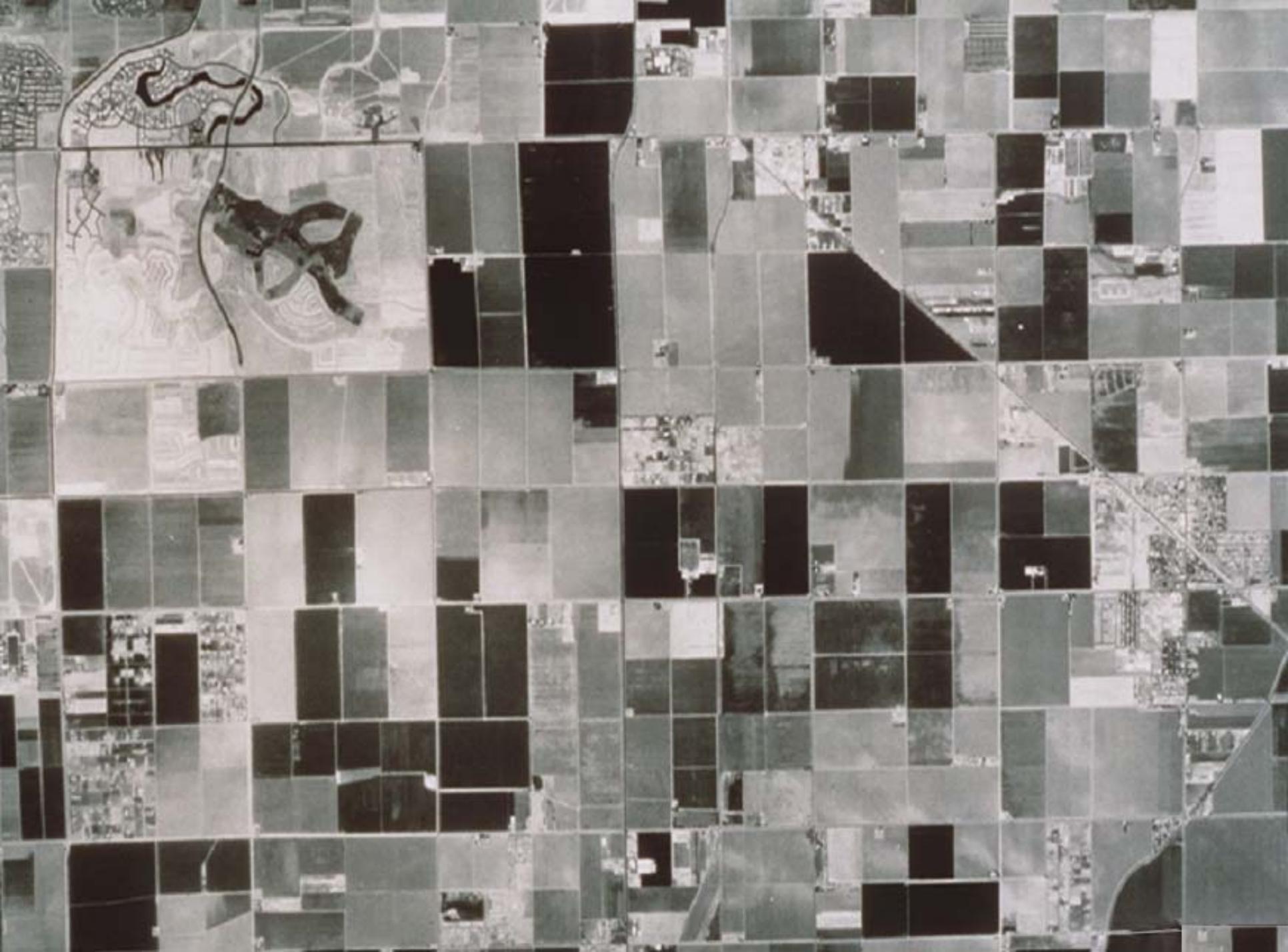
Let's Keep Moving!

www.letskeepmoving.com

(1 item remaining) Downloading picture http://www.letskeepmoving.com/construction1.jpg... Unknown Zone

What are the Transportation Challenges?



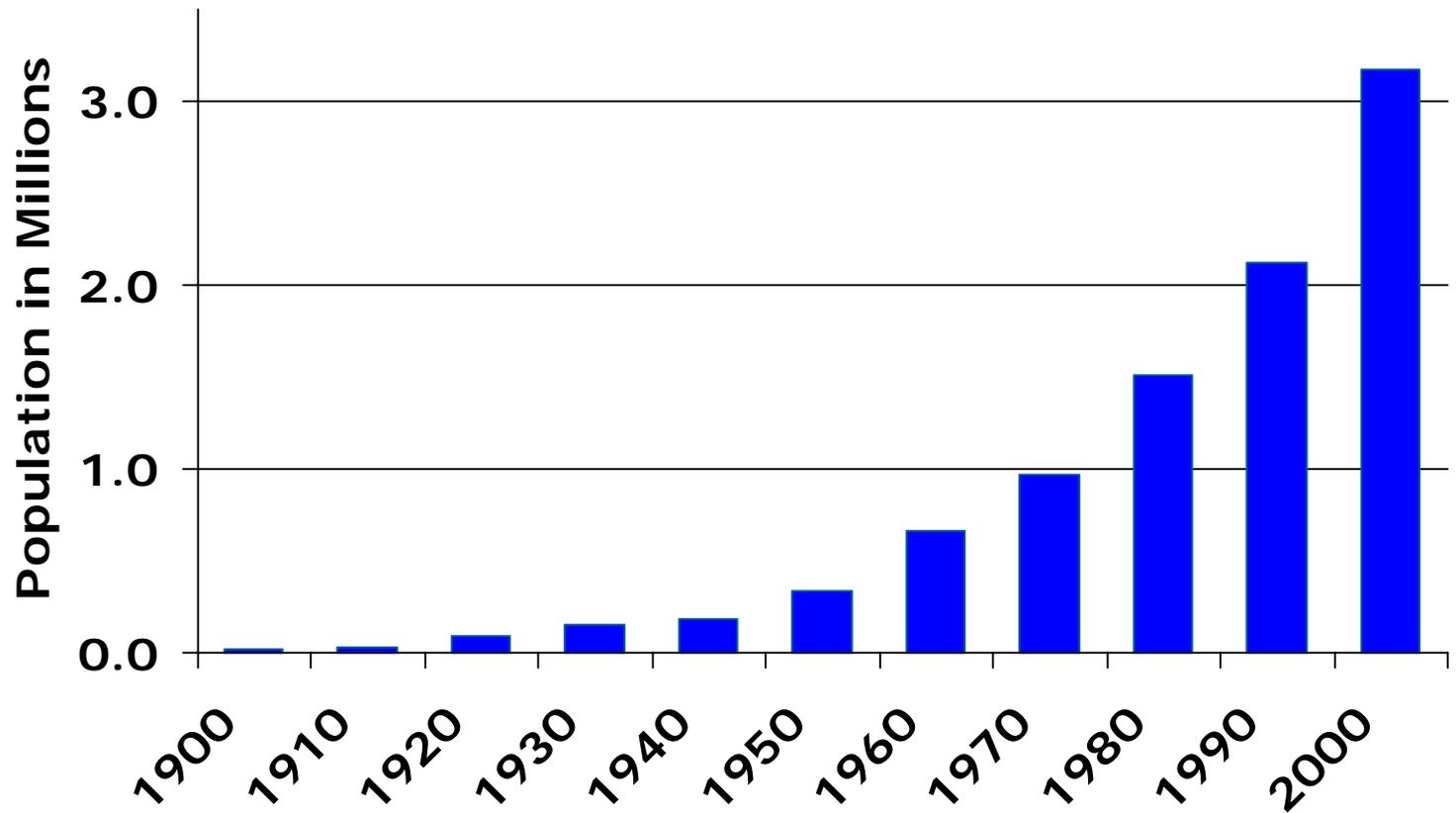






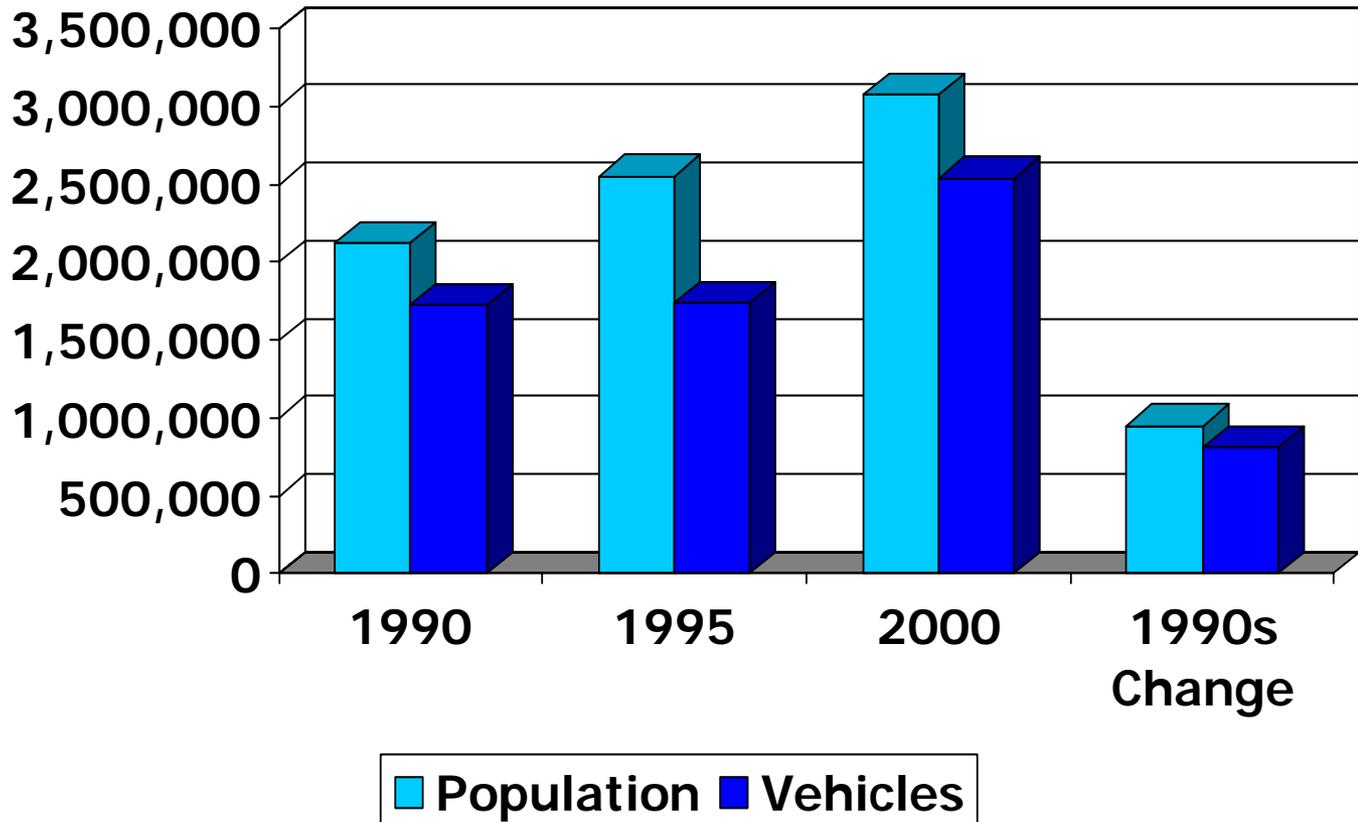


Maricopa County's population grew by about 45% each decade since 1960.



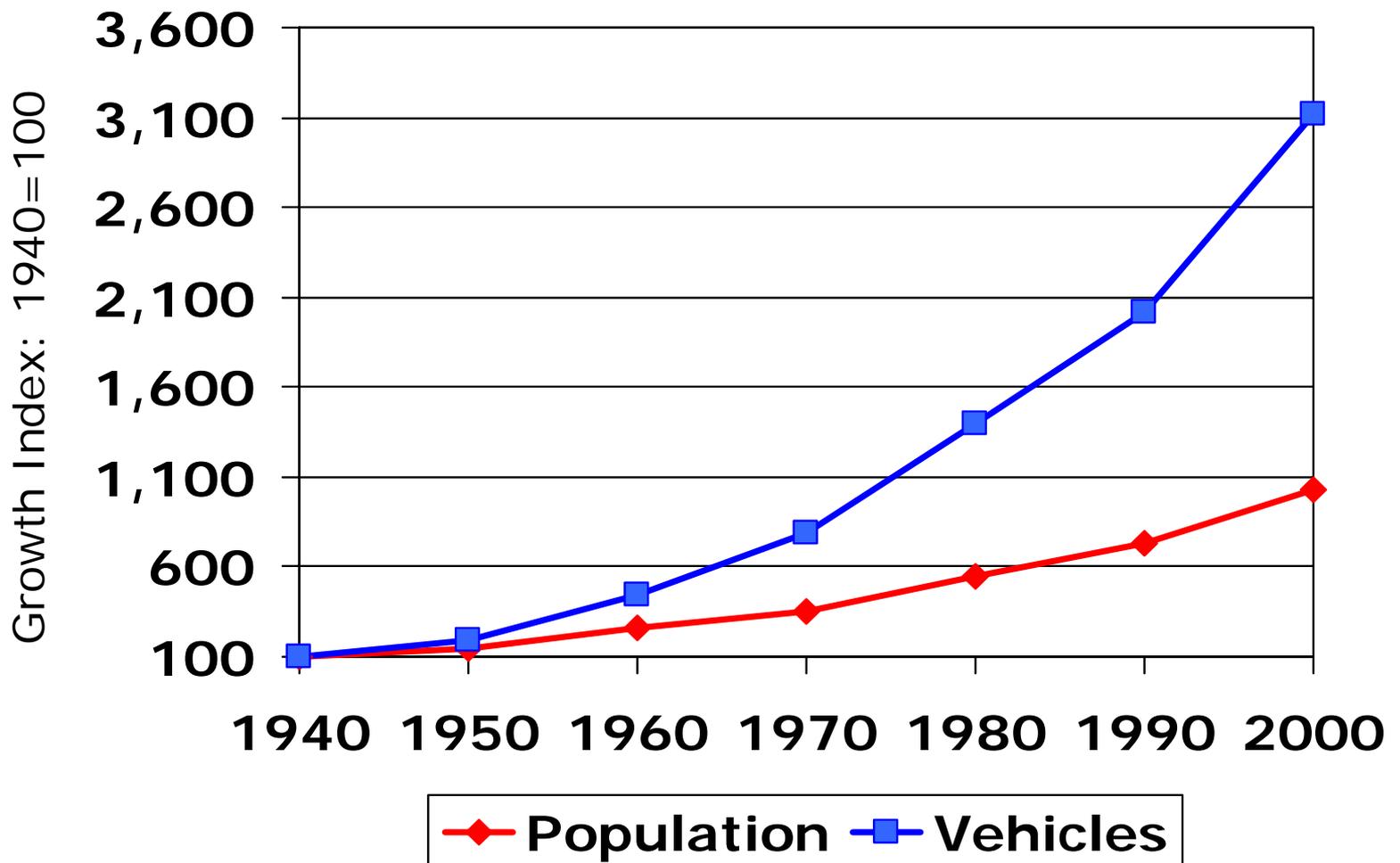
Population & Vehicle Growth: 1990 to 2000

Population Change 950,000
Registered Vehicles Change..... 810,000

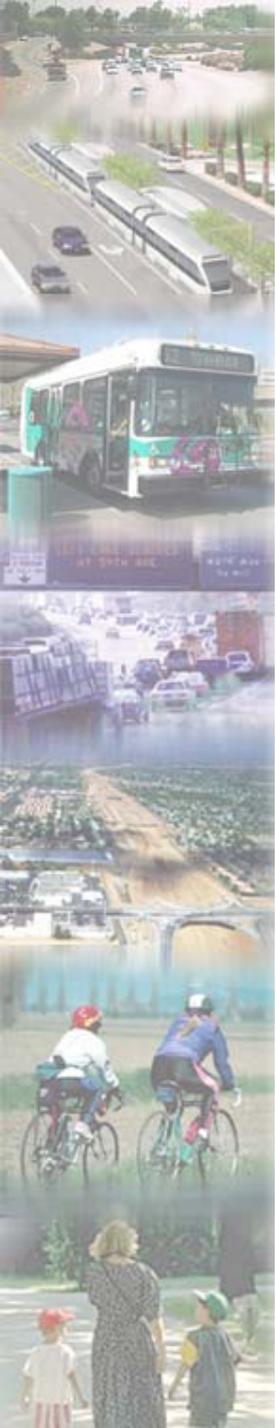
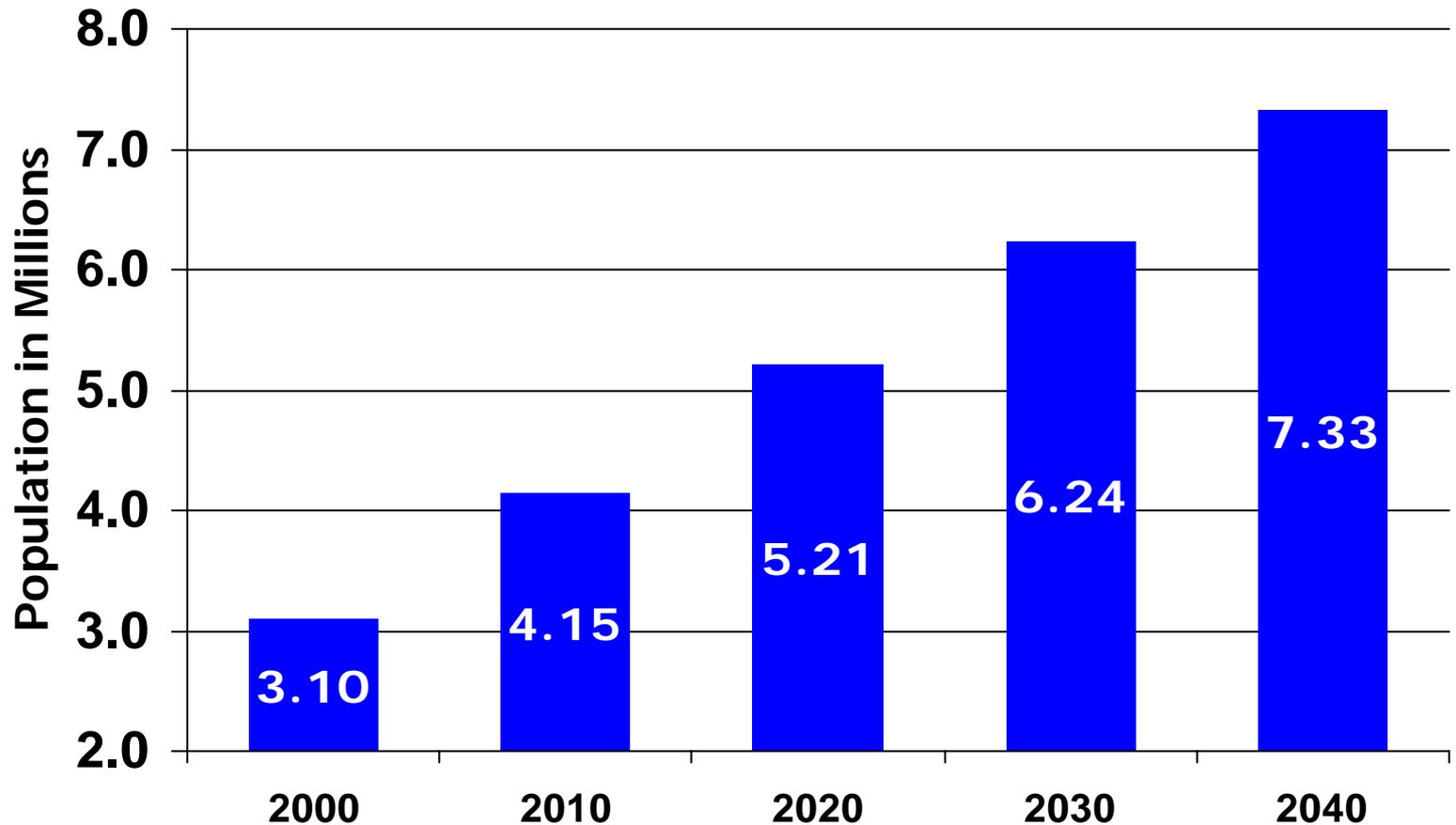


The Challenge for Transportation Planning

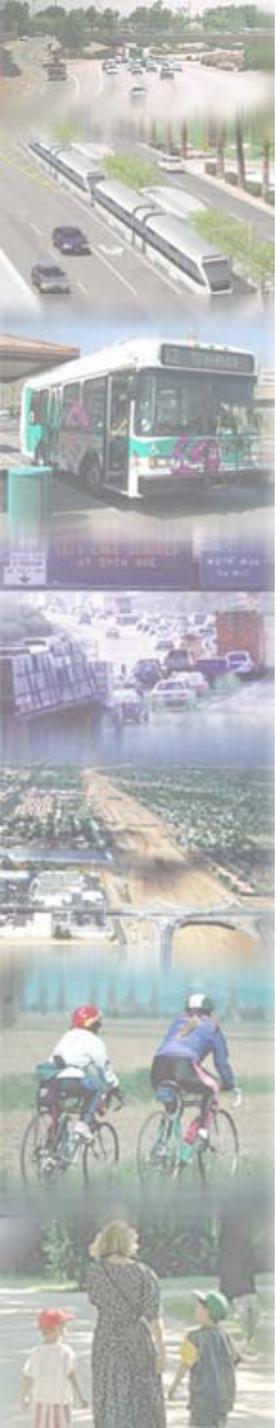
Travel is increasing faster than population



The region will continue to grow.



Where will future population growth occur?



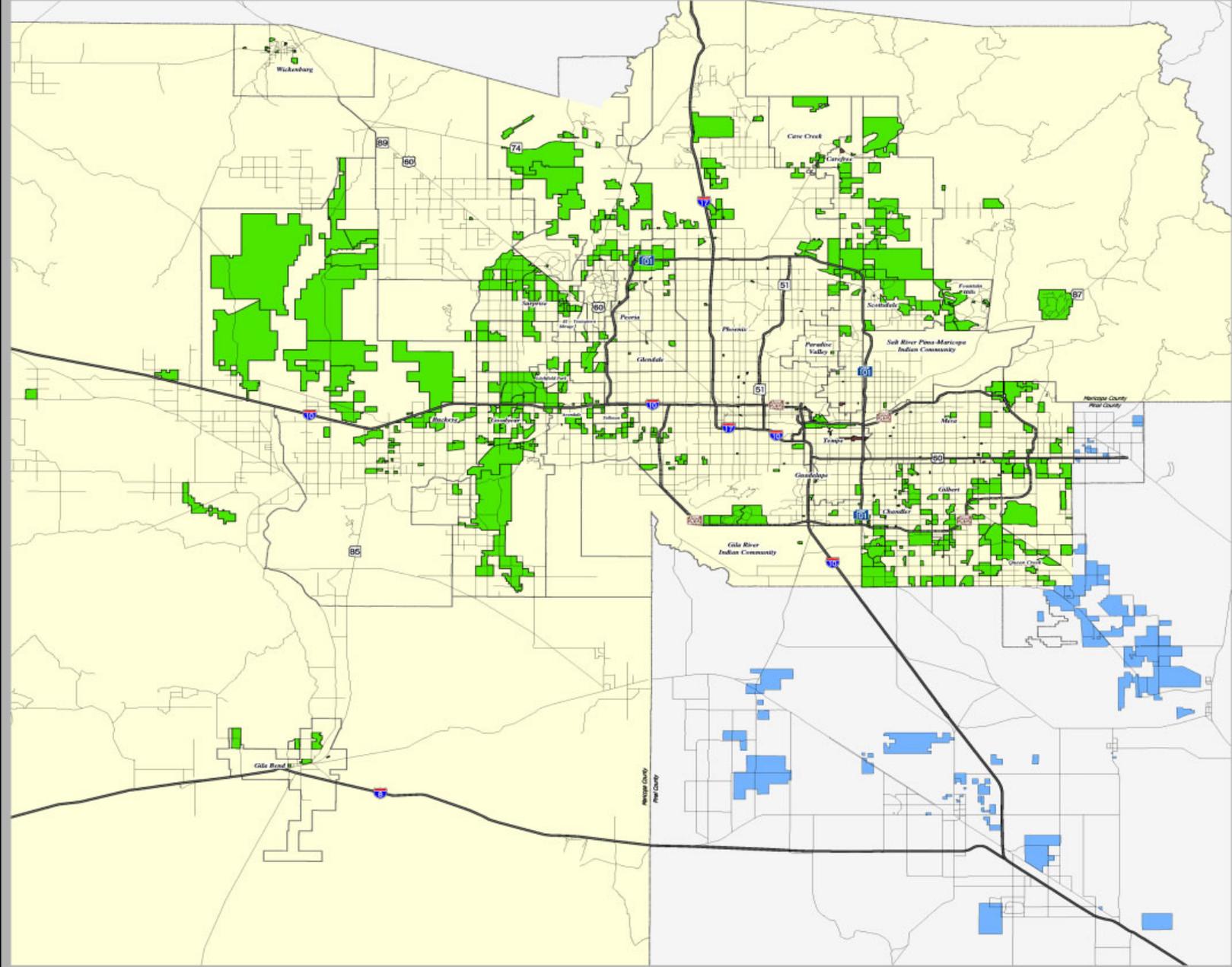
PLANNED DEVELOPMENT AREAS

Maricopa and Pinal Counties, Arizona

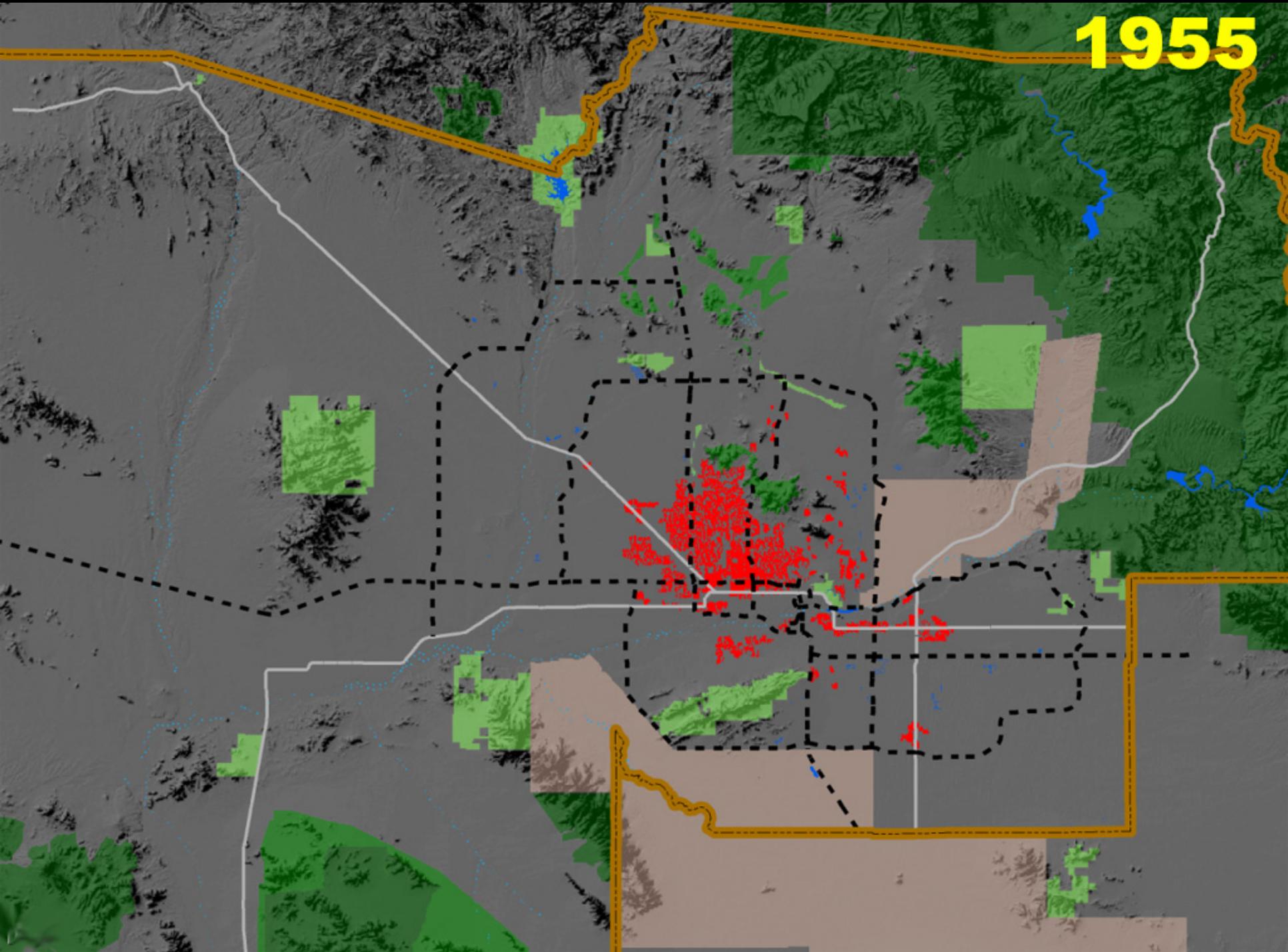
-  Development Area
-  Redevelopment Area
-  Pinal County Development Area



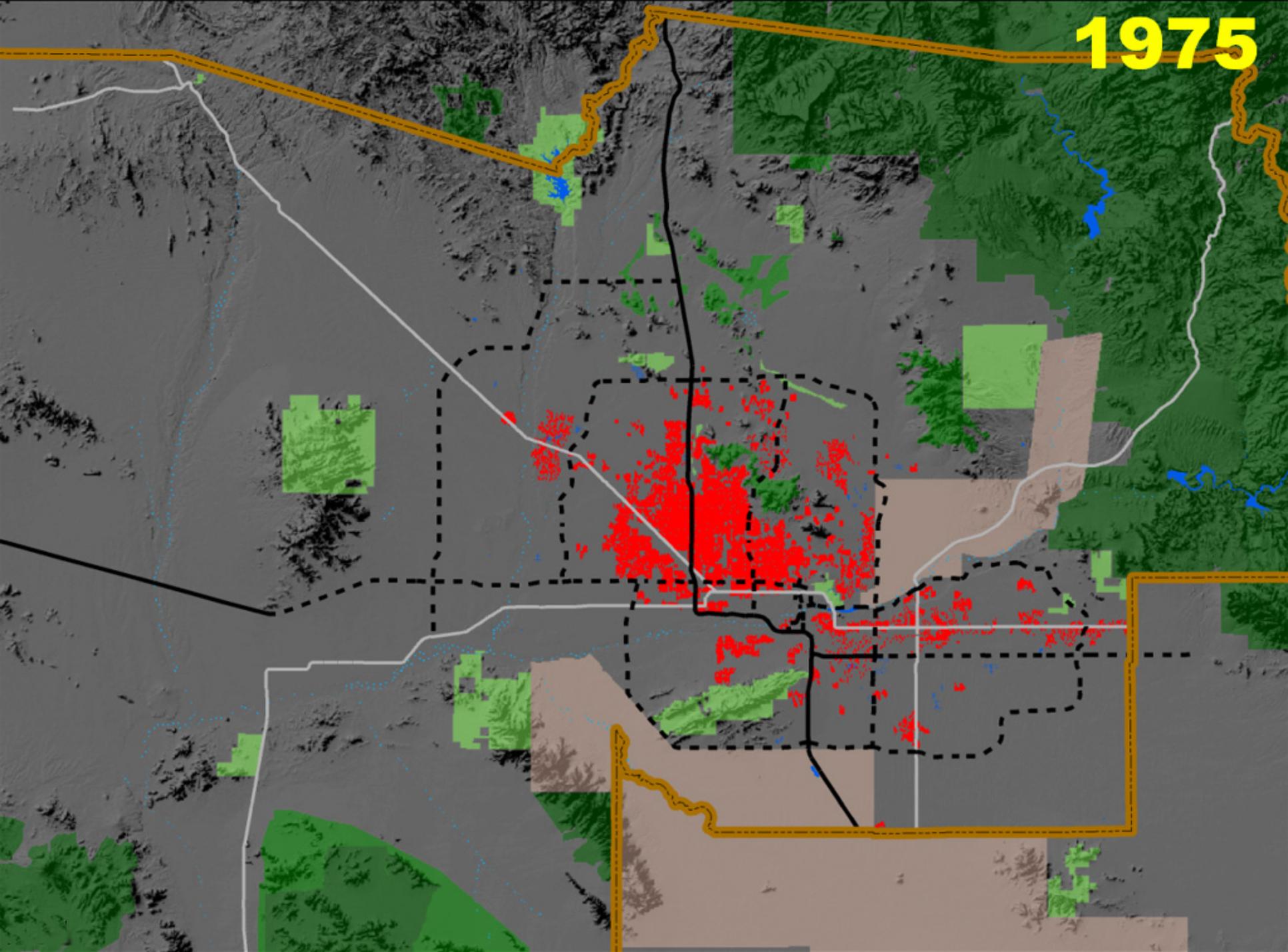
Area of Detail



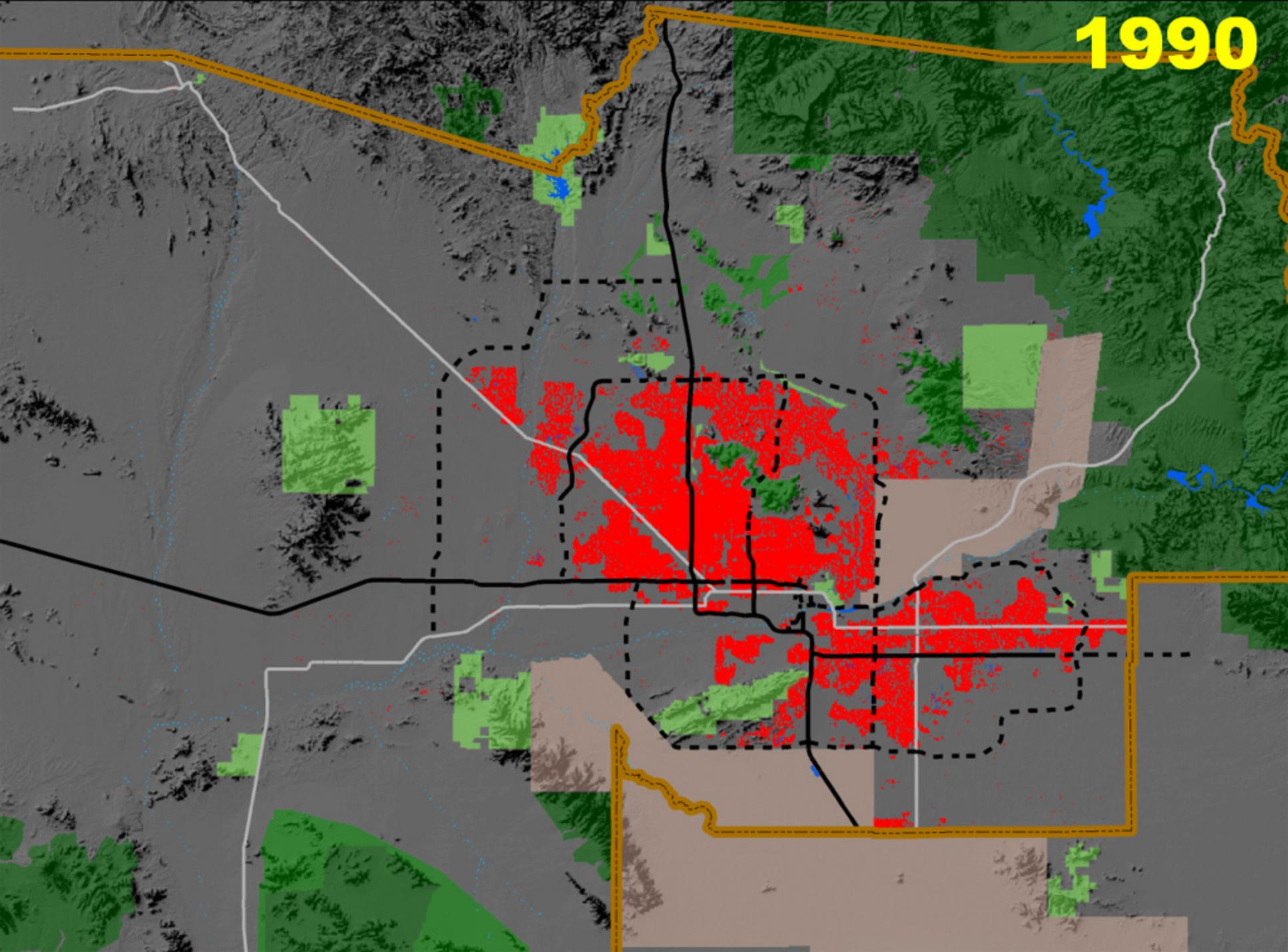
1955



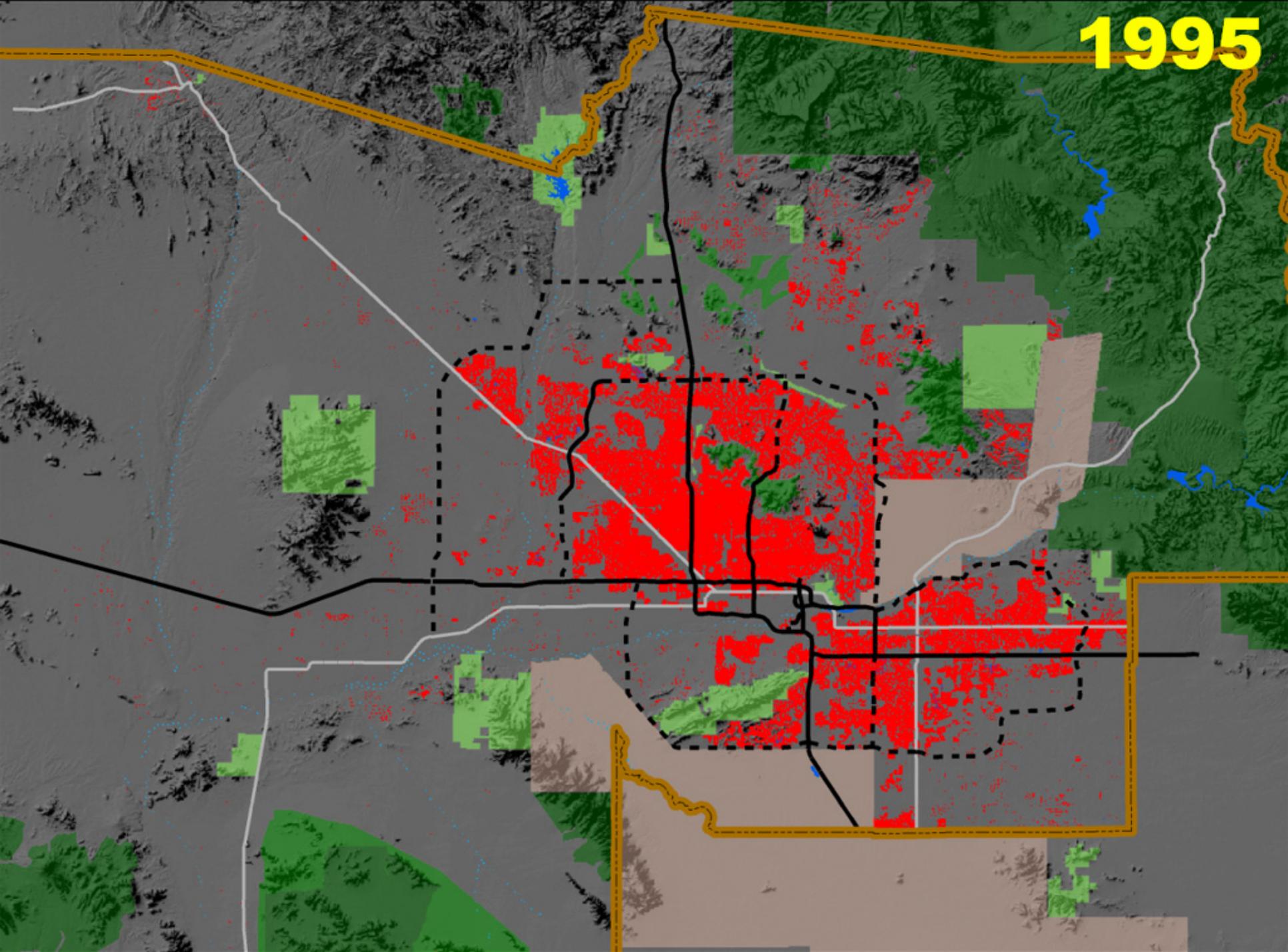
1975



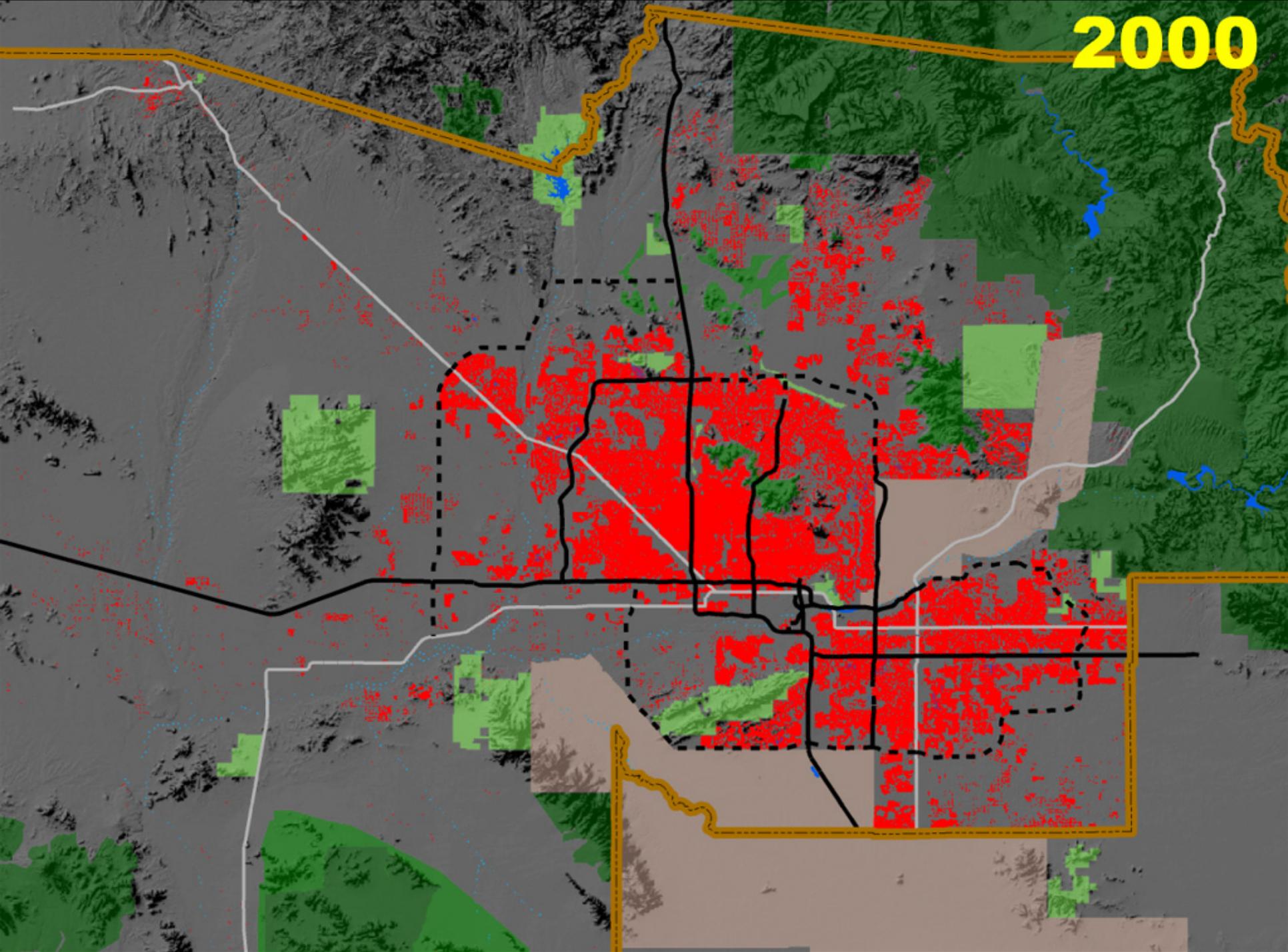
1990



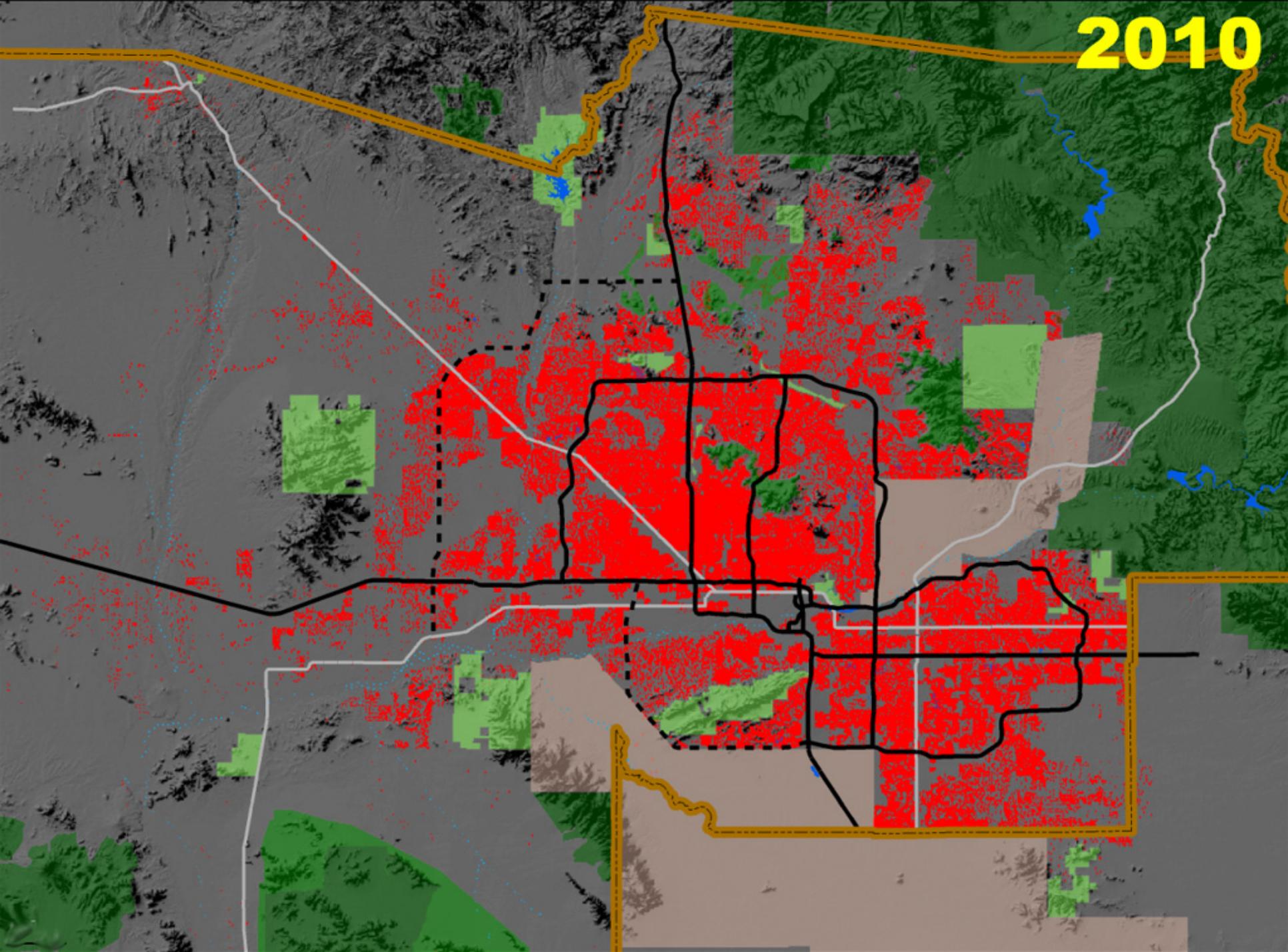
1995



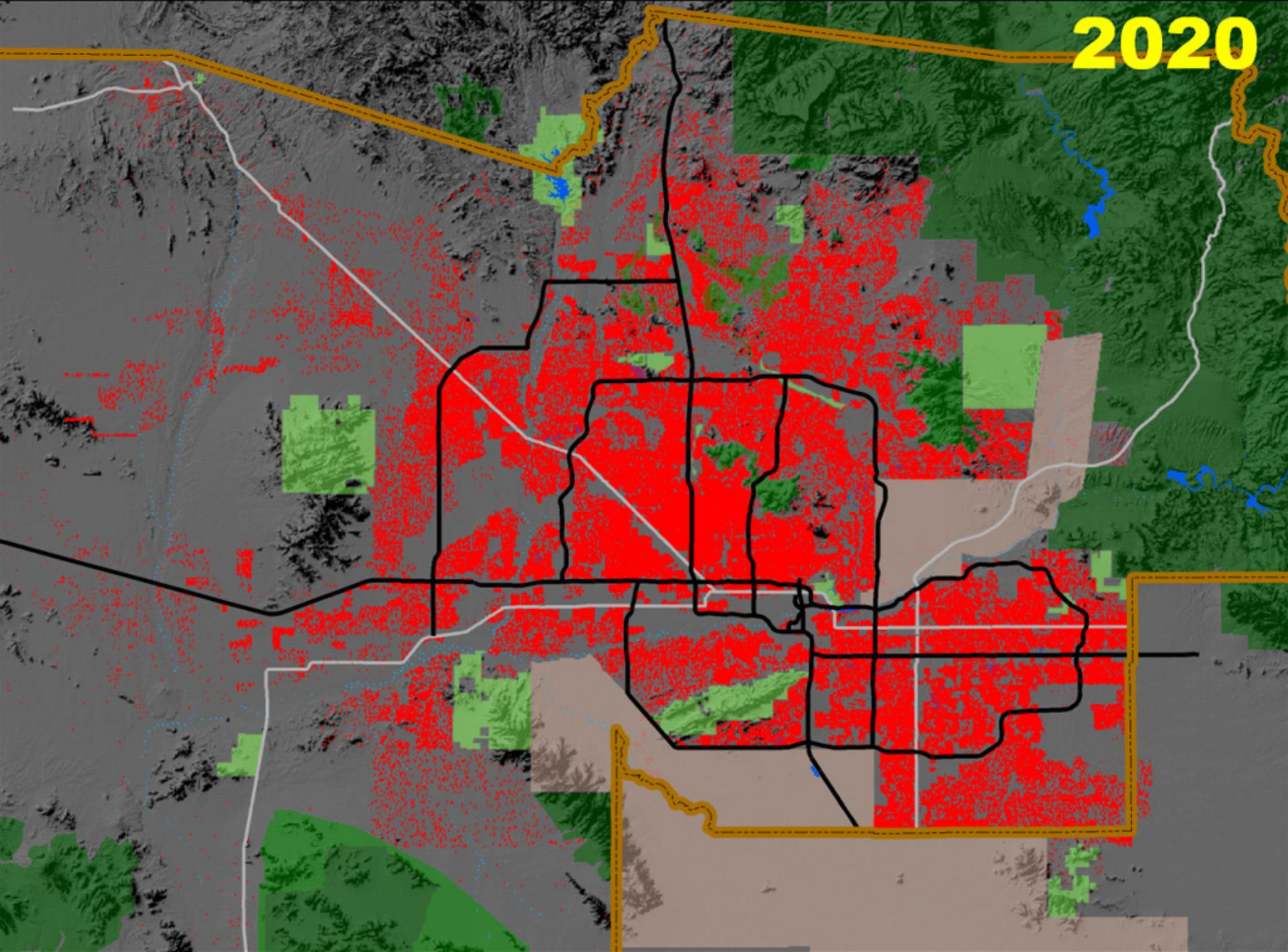
2000



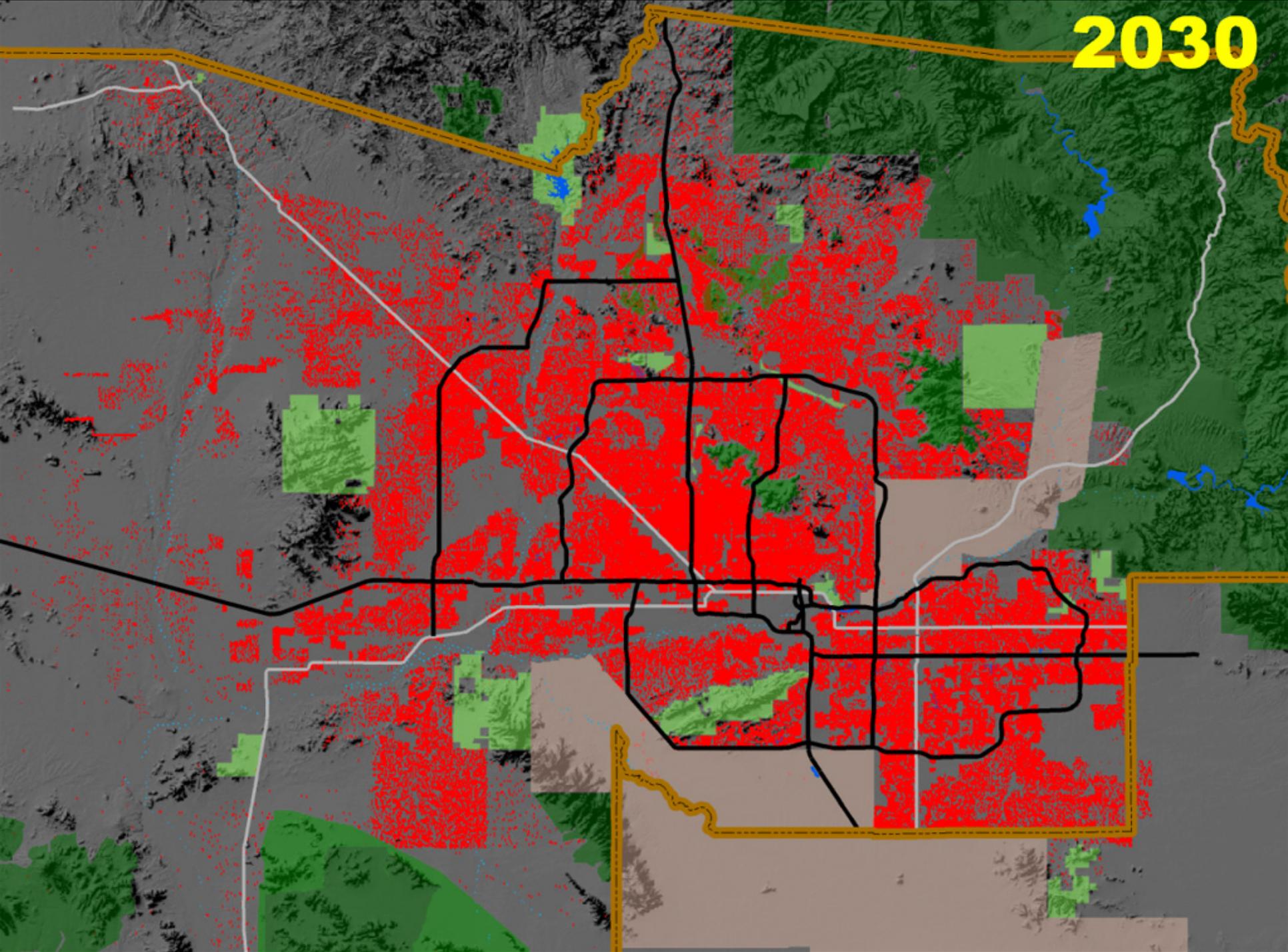
2010



2020

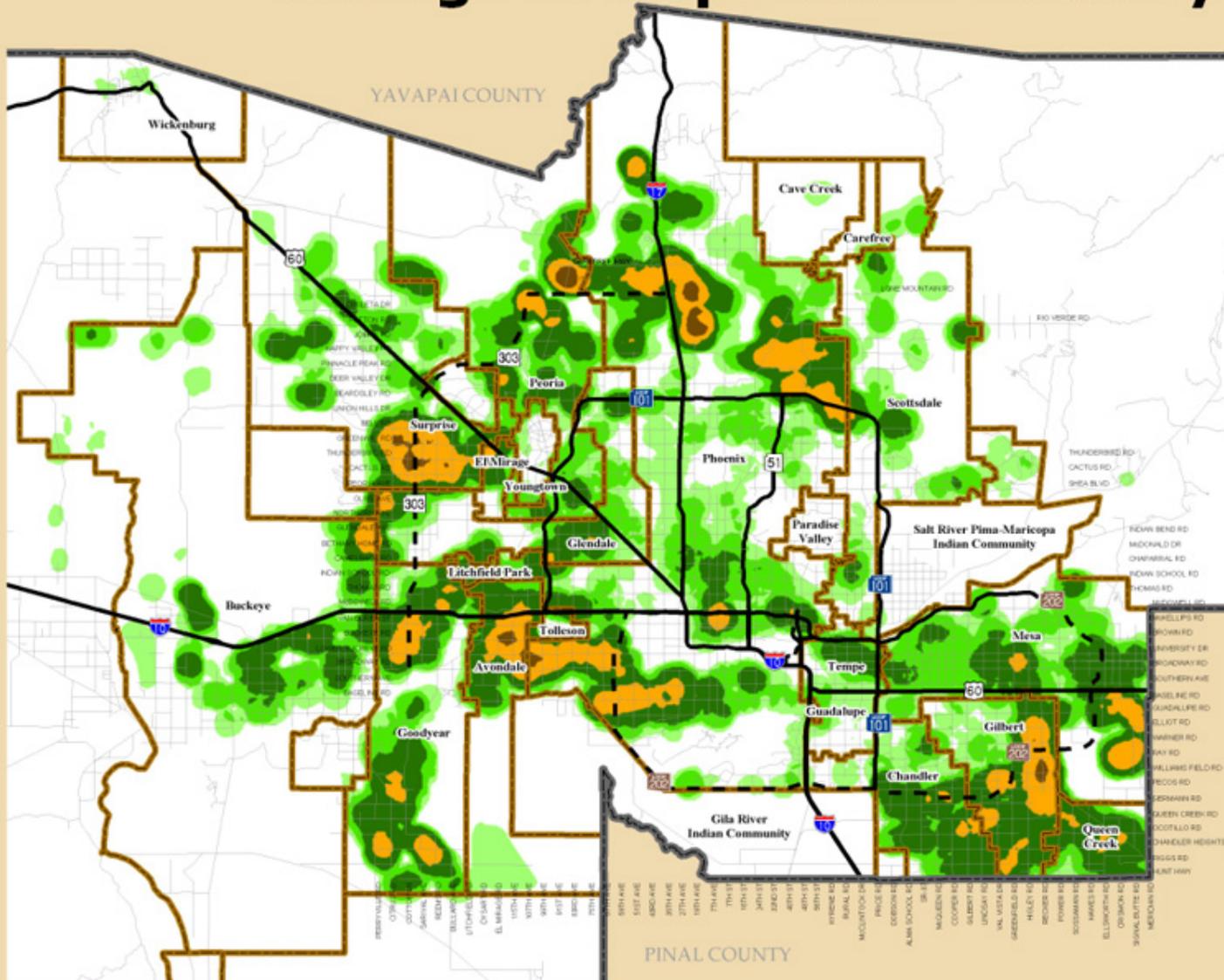


2030



Change in Population Density

2000-2025 Change in Population Concentration for Interim Socioeconomic Projections*



Persons per Square Mile
(Maricopa County Average = 128)

- 0 - 250
- 250 - 500
- 500 - 1,000
- 1,000 - 2,500
- 2,500 - 5,000
- More than 5,000
- County Boundary
- MPA Boundaries
- Existing Freeways/Expressways
- Planned Freeways/Expressways
- Major Roads



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.

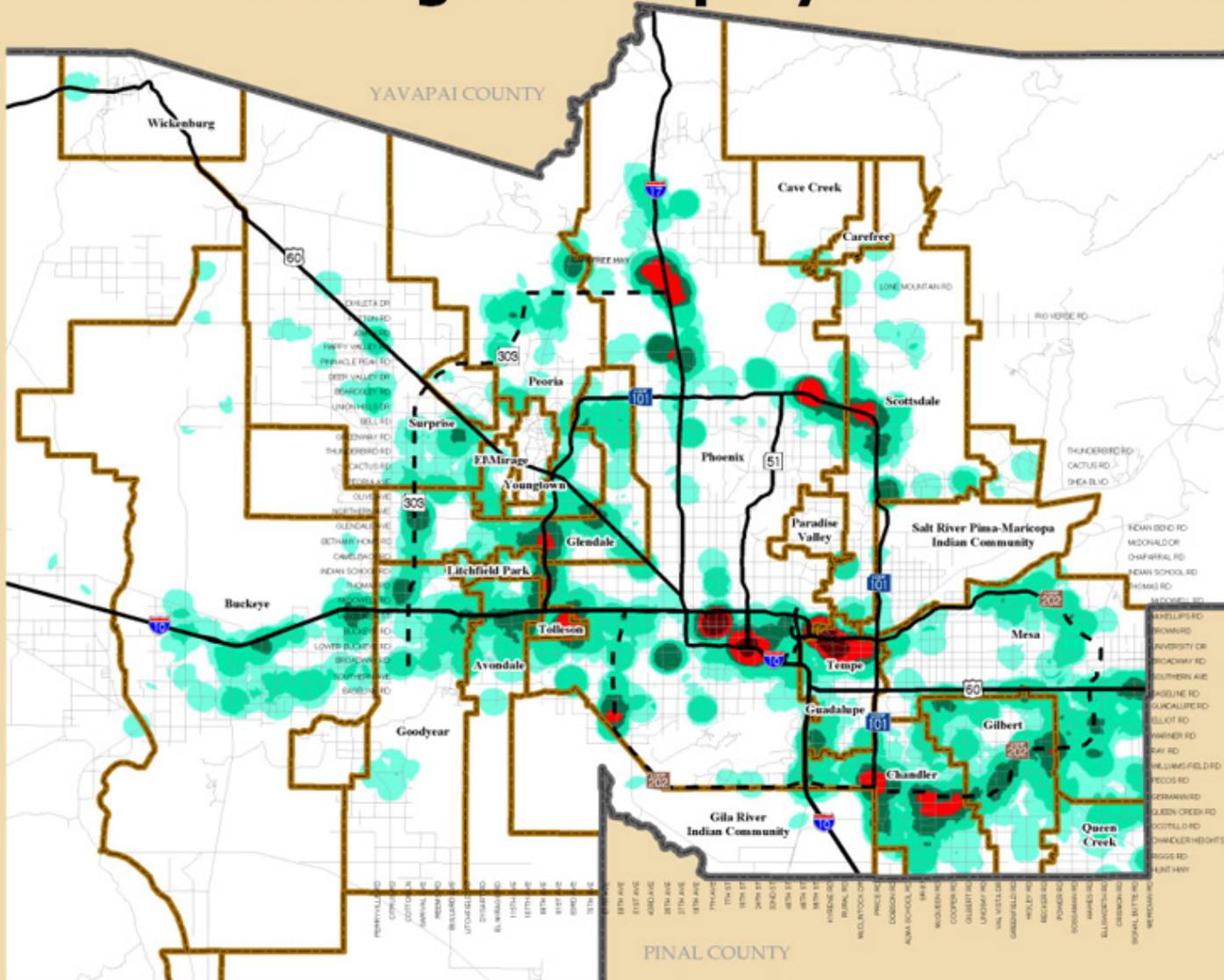


*Based on Interim projections by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for 2010, 2020, 2025 and 2030 accepted by MAG Regional Council on June 25, 2003.

Change in Employment Density

2000-2025 Change in Employment Concentration for Interim Socioeconomic Projections*

Employees per Square Mile
(Maricopa County Average = 64)



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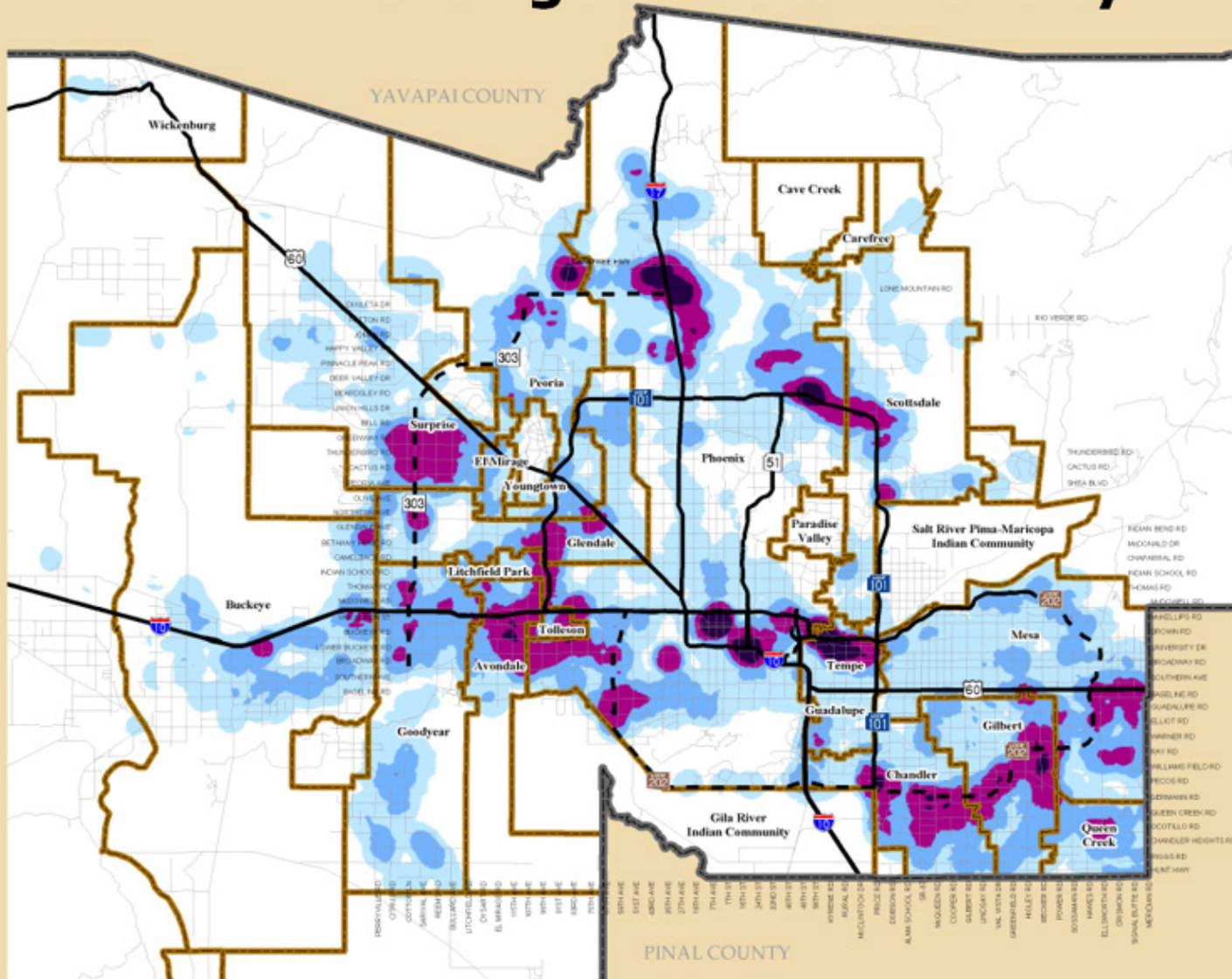
*Based on Interim projections by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for 2010, 2020, 2025 and 2030 accepted by MAG Regional Council on June 25, 2003.



Change in Total Density

2000-2025 Change in Urban Concentration⁺ for Interim Socioeconomic Projections*

Urban Concentration per Sq. Mile
(Maricopa County Average = 257)



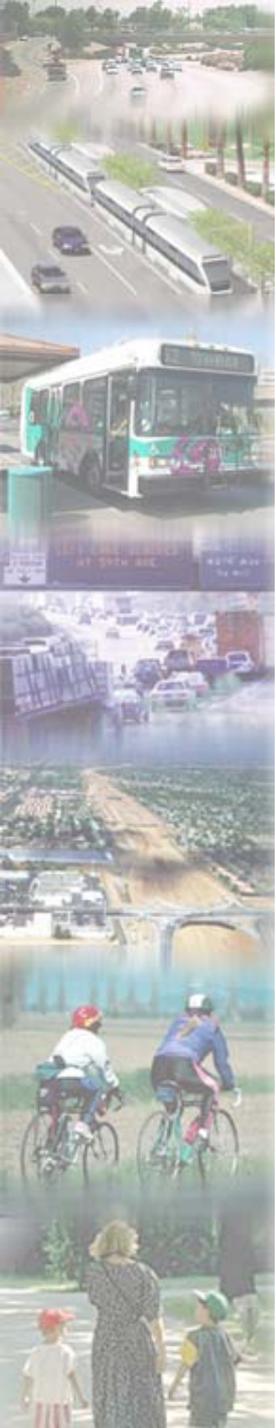
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*Based on interim projections by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ) for 2010, 2020, 2025 and 2030 accepted by MAG Regional Council on June 25, 2003.

⁺Urban Concentration displays a combination of both population and employment concentrations. It shows the concentration of all development.

What happens if we don't do something?



Base Network

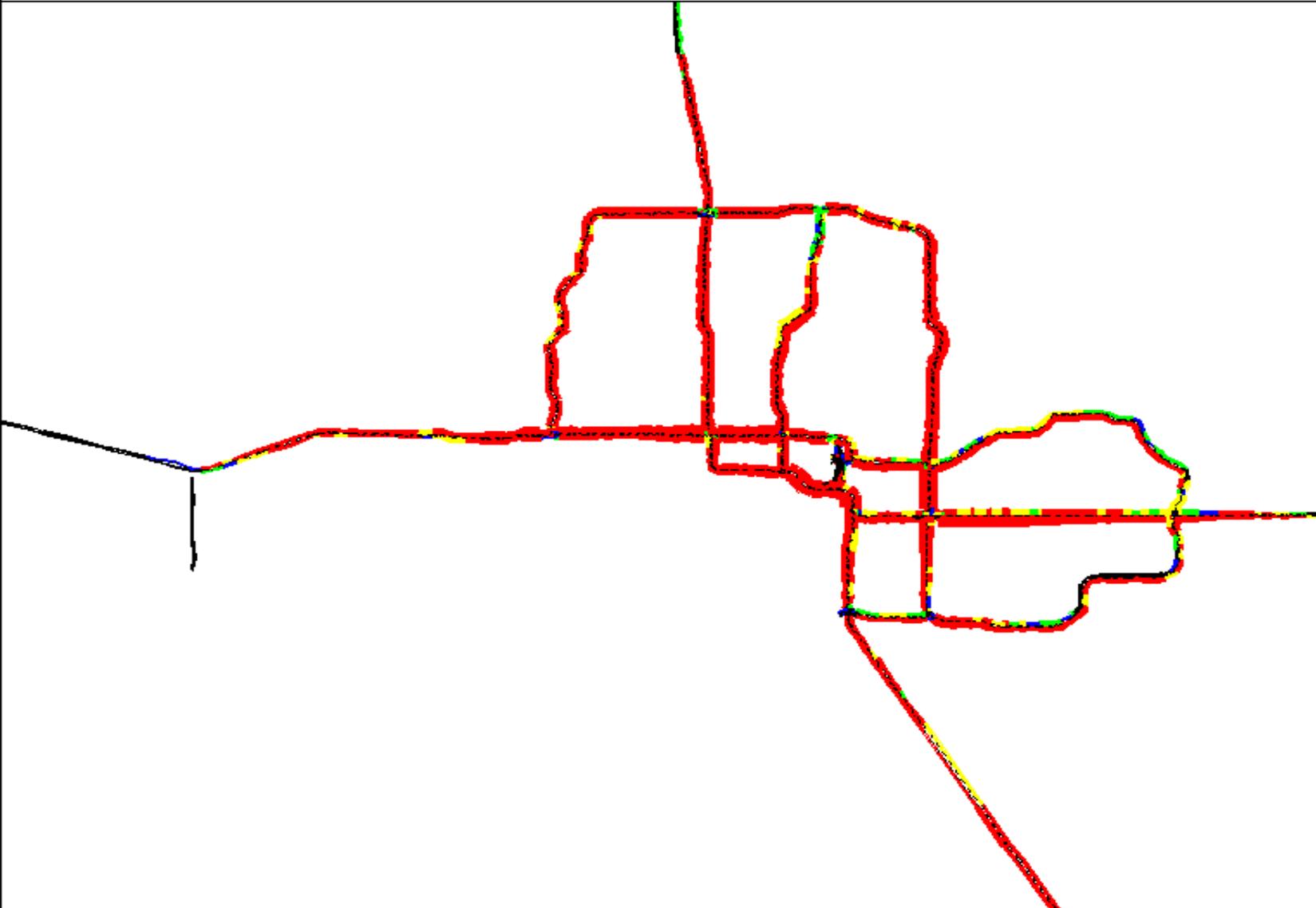
Freeway PM Peak Level of Service (2025)

emme/2

LINKS:
vdf=11,51,10
COL-IND:@vcidx
THRESHOLD:
LOWER: -*****
UPPER: 999999

LEVEL OF SERVICE

A █
B █
C █
D █
F-F █



WINDOW:
425062/ 733558
836883/1042423

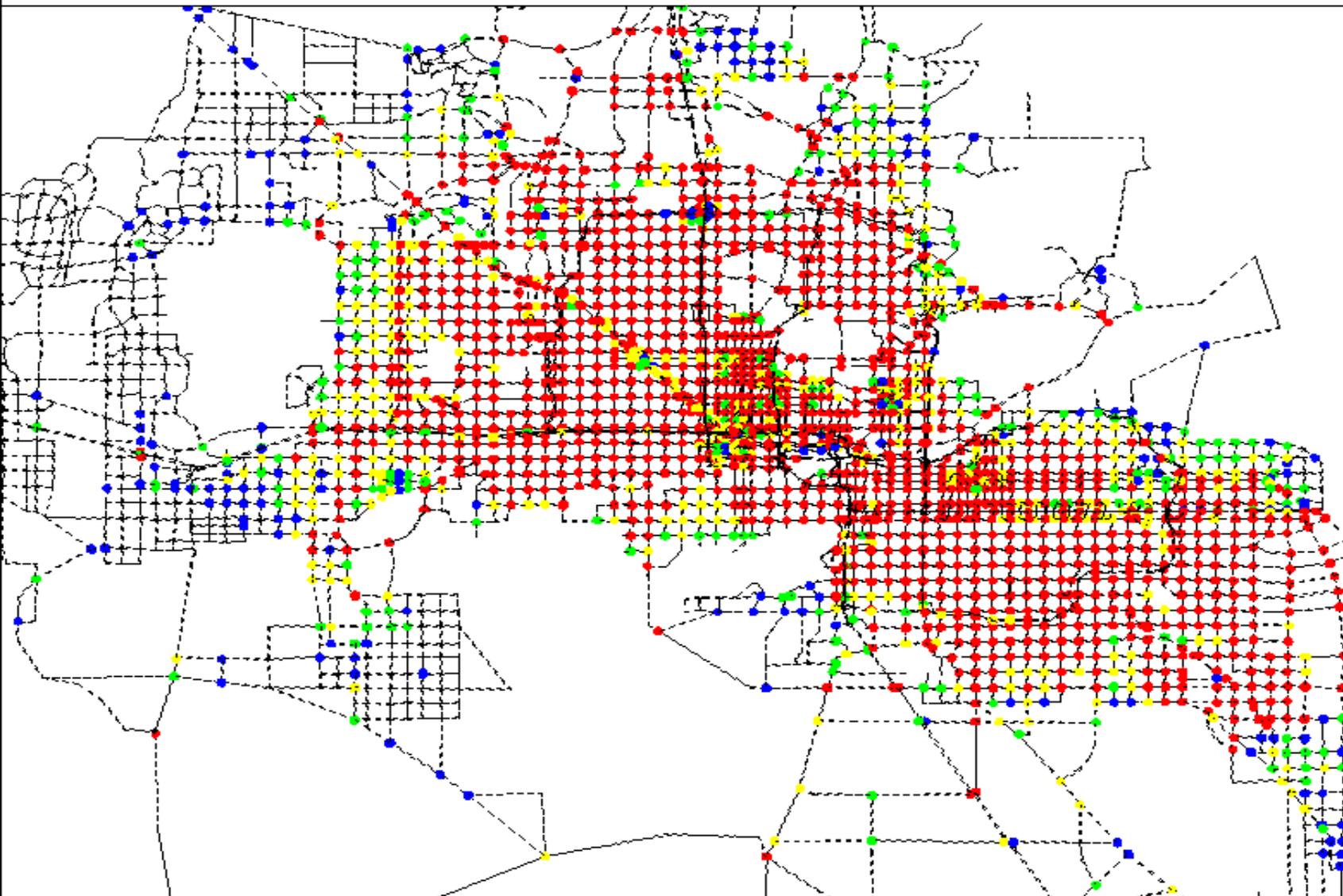
EMME/2 PROJECT: BASE
SCENARIO 6: PM Hwy Assignment (validation)
ATTRIBUTE @vol: vol (in thousands)

03-05-12 15:09
MODULE: 2.13
MAG.....jb

Base Network

Intersection PM Peak Level of Service (2025)

emme/2

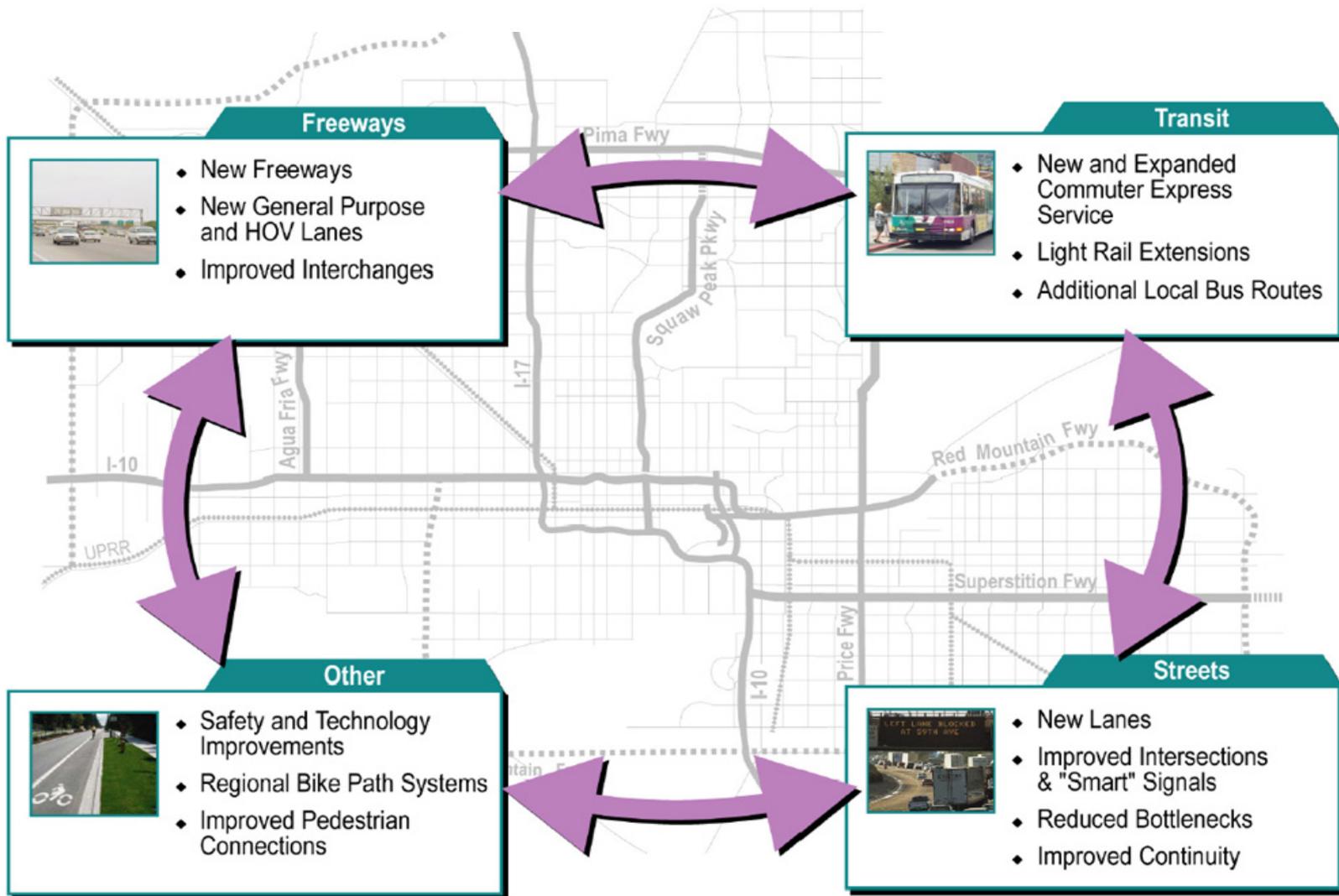
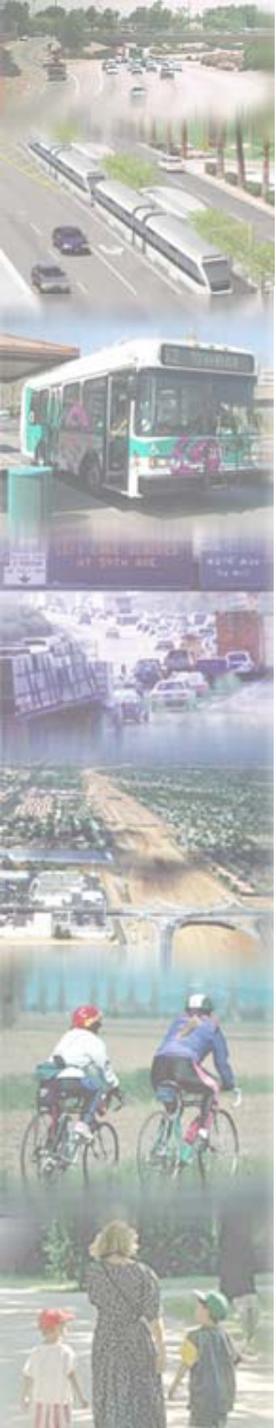


LINKS:
mod=a
s!vdF=15,55,10
COL-IND:V12
THRESHOLD:
LOWER: -*****
UPPER: 999999

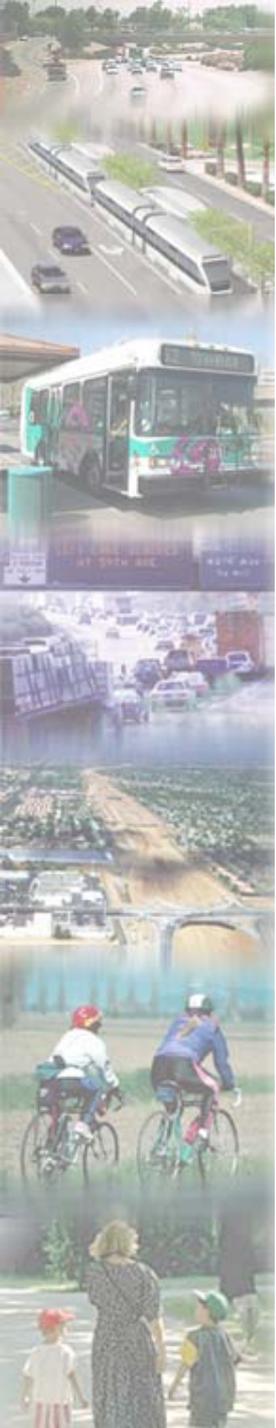
LEVEL OF SERVICE
A (blank)
B •
C •
D •
SC&IPE: • .3

WINDOW:
425062/ 733558
836883/1042423

Growth & increased travel will require all modes



What do residents want?



Transportation Surveys



Let's Keep Moving!

Transportation Policy Committee

- Mayor Neil Gilmore
Simpson, Chair
- Mayor Elaine Strangas
Gardner, Vice Chair
- Debra Alvarez
Bank of America Arizona
- F. Buden Arnett
Citizens Transportation
District Committee
- Mayor Steven Berwan
Gilbert
- Dave Berry
Smith Transportation
- Jul S. Billings
FNI Construction
- Councilmember Peggy Gilson
Phoenix
- Councilmember Pat Dennis
Avondale
- Mayor Ben Drake
Avondale
- Mayor Brad Dunn
Chandler
- Randy Gurt
Arizona Department of
Transportation
- Mayor Kara Haecker
Mesa
- Leslie Kane
CMB Associates
- Vice Mayor Seth Kantor
Scottsdale
- Mayor Mary Maxwell
Scottsdale
- Mayor Lou McDermott
Wickenburg
- Diane Saborer
Phoenix Association of Realtors
- Vice Mayor Daniel Schwelker
Paradise Valley
- Martin Shultz
Pinnacle West Services Corp.
- Supervisor Don Stuphy
Maricopa County
- Mayor J. Woodie Thomas
Litchfield Park



Tell Us What You Think

1. What is the single most important thing that can be done to improve the Valley's transportation system?

2. If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas?

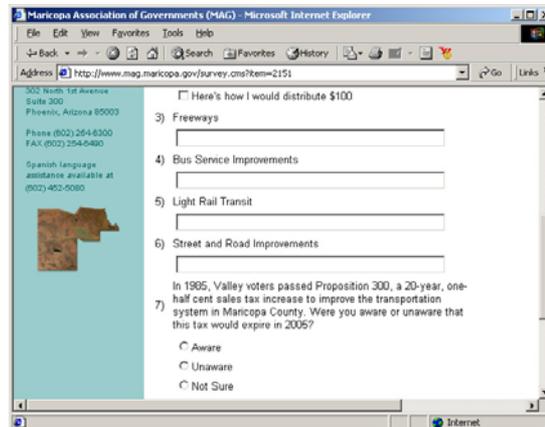
Freeways	\$ _____
Bus Service Improvements	\$ _____
Light Rail Transit	\$ _____
Street and Road Improvements	\$ _____
TOTAL	\$100.00

3. In 1985, Valley voters passed Proposition 300, a 20-year, one-half cent sales tax increase to improve the transportation system in Maricopa County. Were you aware or unaware that this tax would expire in 2005? Circle one.

Aware Unaware Not Sure

4. From what you have read, seen or heard, would you say the funds provided from Proposition 300 have had a major impact, a minor impact or no impact on improving the transportation system in Maricopa County? Circle one.

Major Minor No Impact Not Sure



Let's Keep Moving!



Public Input Form

Please assist us in identifying your level of agreement with the proposed MMJ Regional Transportation Plan by answering the following statements.

1. Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

Strongly Agree Agree Disagree Strongly Disagree
2. Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?

Yes No
3. Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for following transportation areas?

Bus Improvements Strongly Agree Agree Disagree Strongly Disagree

Freeway Improvements Strongly Agree Agree Disagree Strongly Disagree

Light Rail Improvements Strongly Agree Agree Disagree Strongly Disagree

Street Improvements Strongly Agree Agree Disagree Strongly Disagree
4. Overall, do you agree that the elements proposed in the MMJ Draft Regional Transportation Plan sufficiently address future transportation needs?

Strongly Agree Agree Disagree Strongly Disagree
5. If not, why? _____

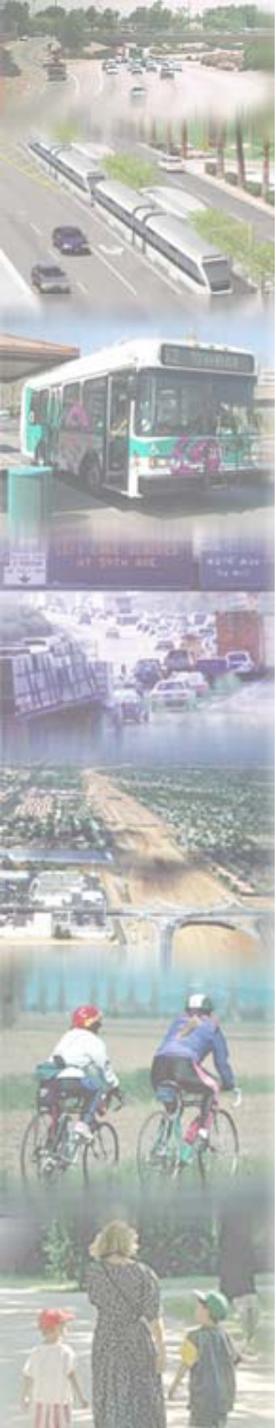
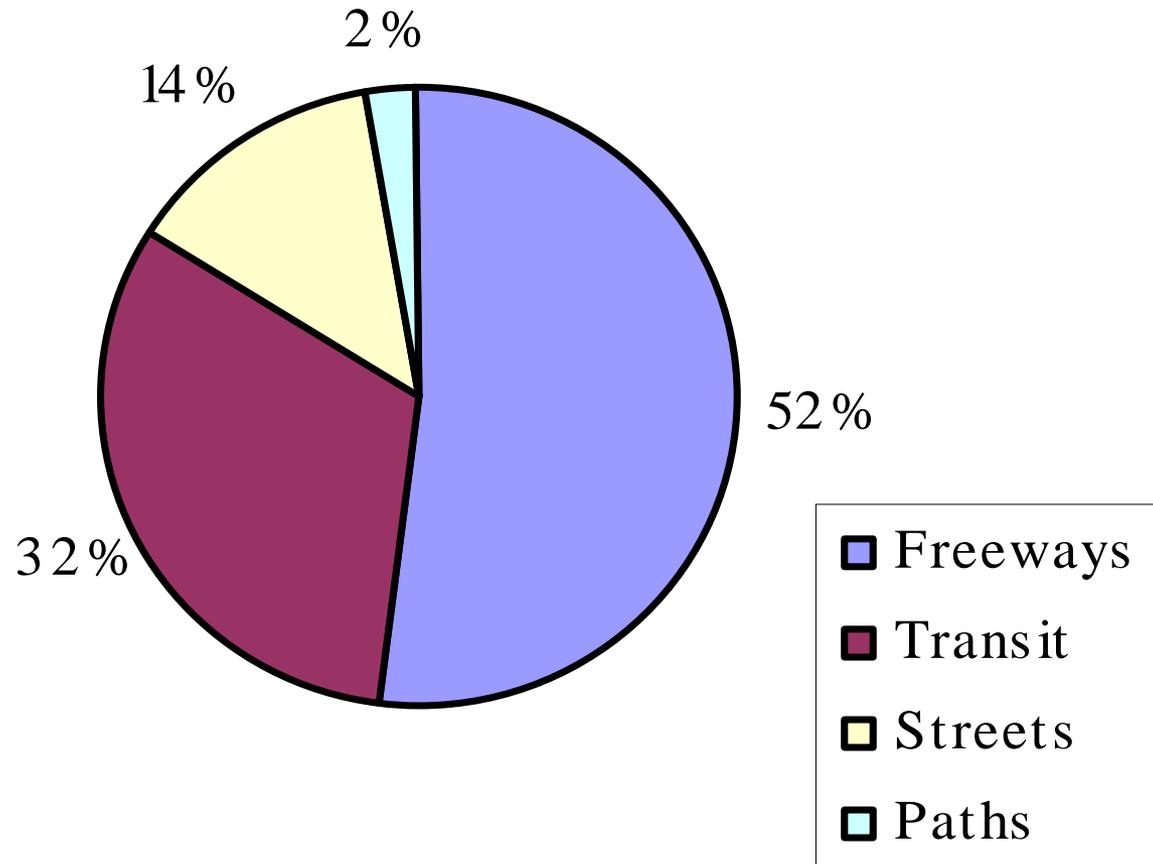
6. What, if anything, would you change about the plan? _____

Thank you for taking the time to provide us with your input. Please return the survey to staff prior to leaving the meeting. Please complete the information below if you would like to receive the Transportation Policy Committee electronic updates. (Optional)

Name: _____ E-Mail Address: _____
 Phone: _____

Maricopa Association of Governments, 3347 North 1st Ave., Phoenix, AZ 85018 (602) 454-6300

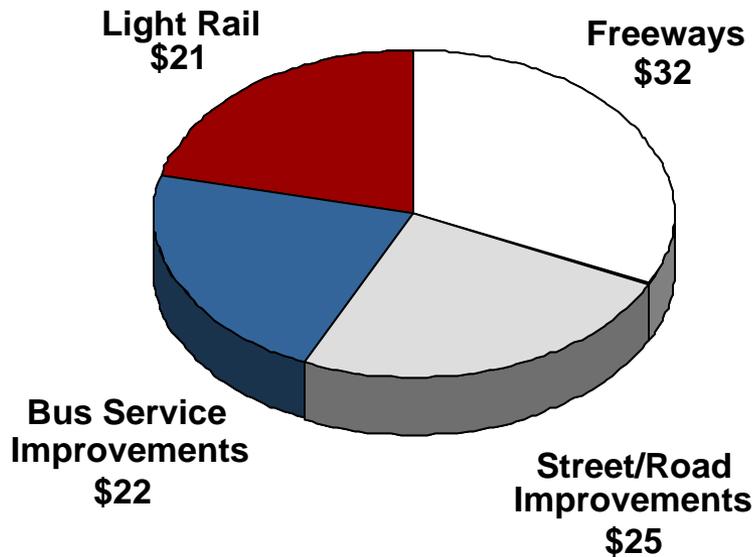
Summary of Public Workshop Priorities



Comparison of Poll & Survey

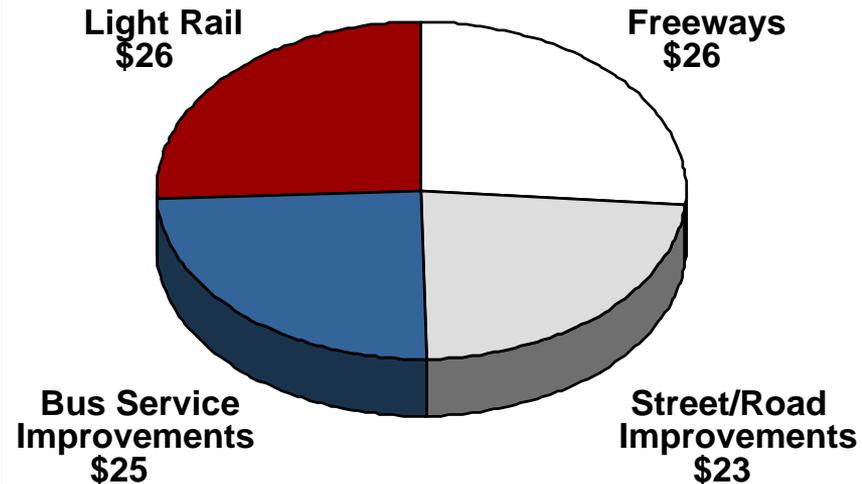
Behavior Research Center Poll December 2002

(How Voters Would Distribute \$100)
N = 1,009

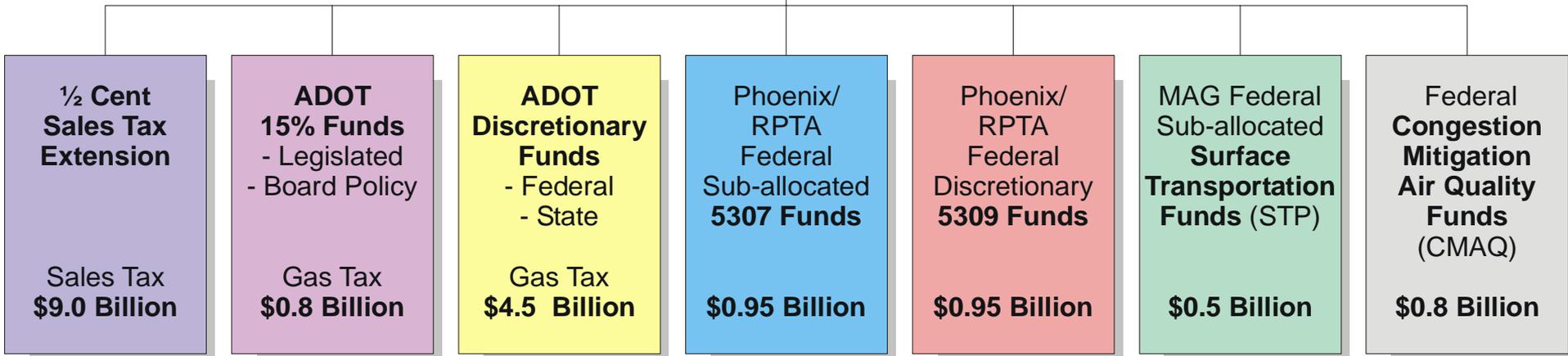


Public Involvement Events Combined Surveys

(How Voters Would Distribute \$100)
N = 985



Major Regional Revenue Sources (2006-2025)*



- ◆ Highways
- ◆ Arterial Streets
- ◆ Transit

- ⊕ Controlled Access State Highways

- ⊕ State Highway Improvements

- ⊕ Bus - Capital

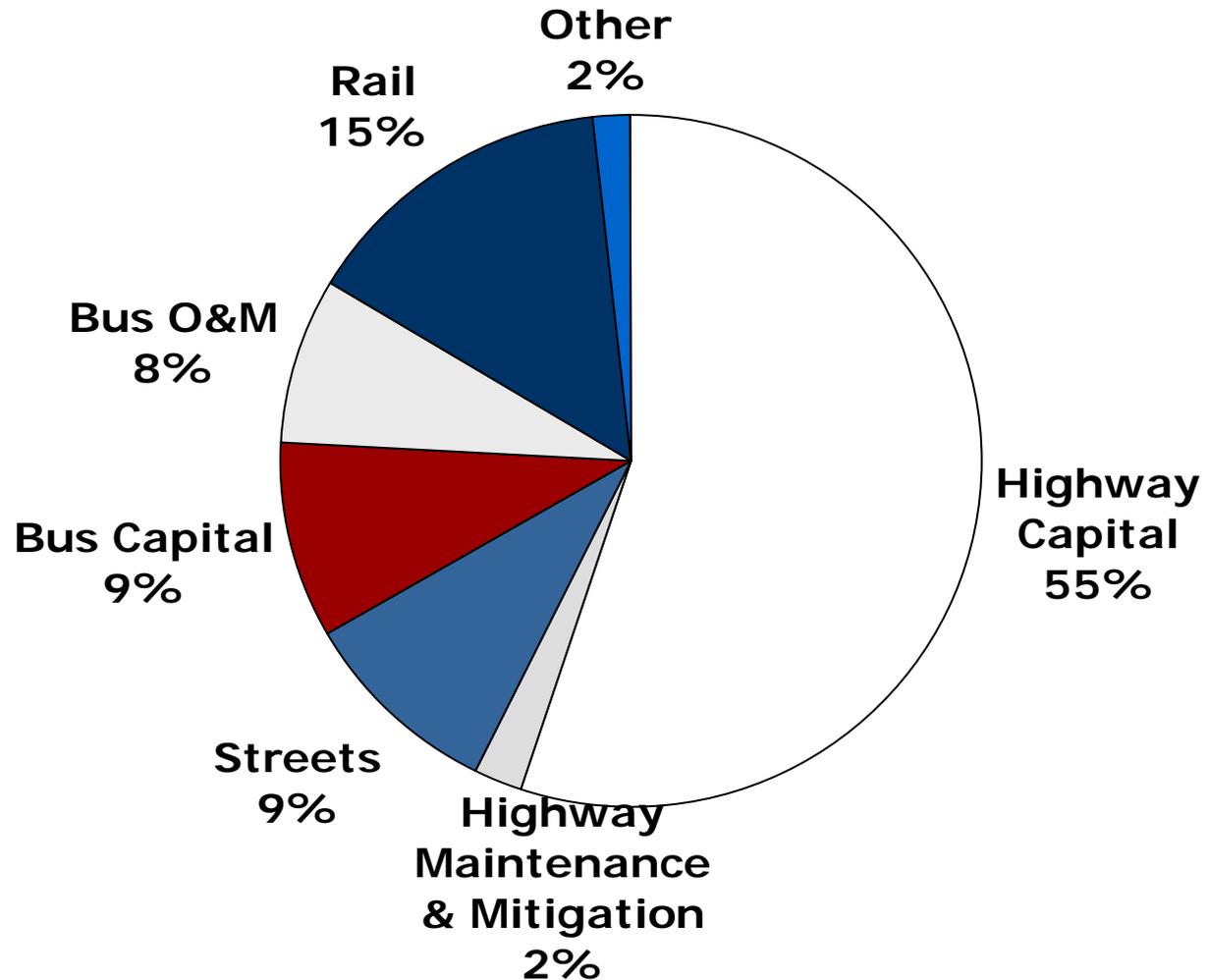
- ◆ Light Rail - Capital
- ◆ Bus - Capital

- ◆ Streets and Highways
- ◆ Transit - Capital

- ◆ Air Quality and Congestion Relief Projects
- ◆ Transit - Capital

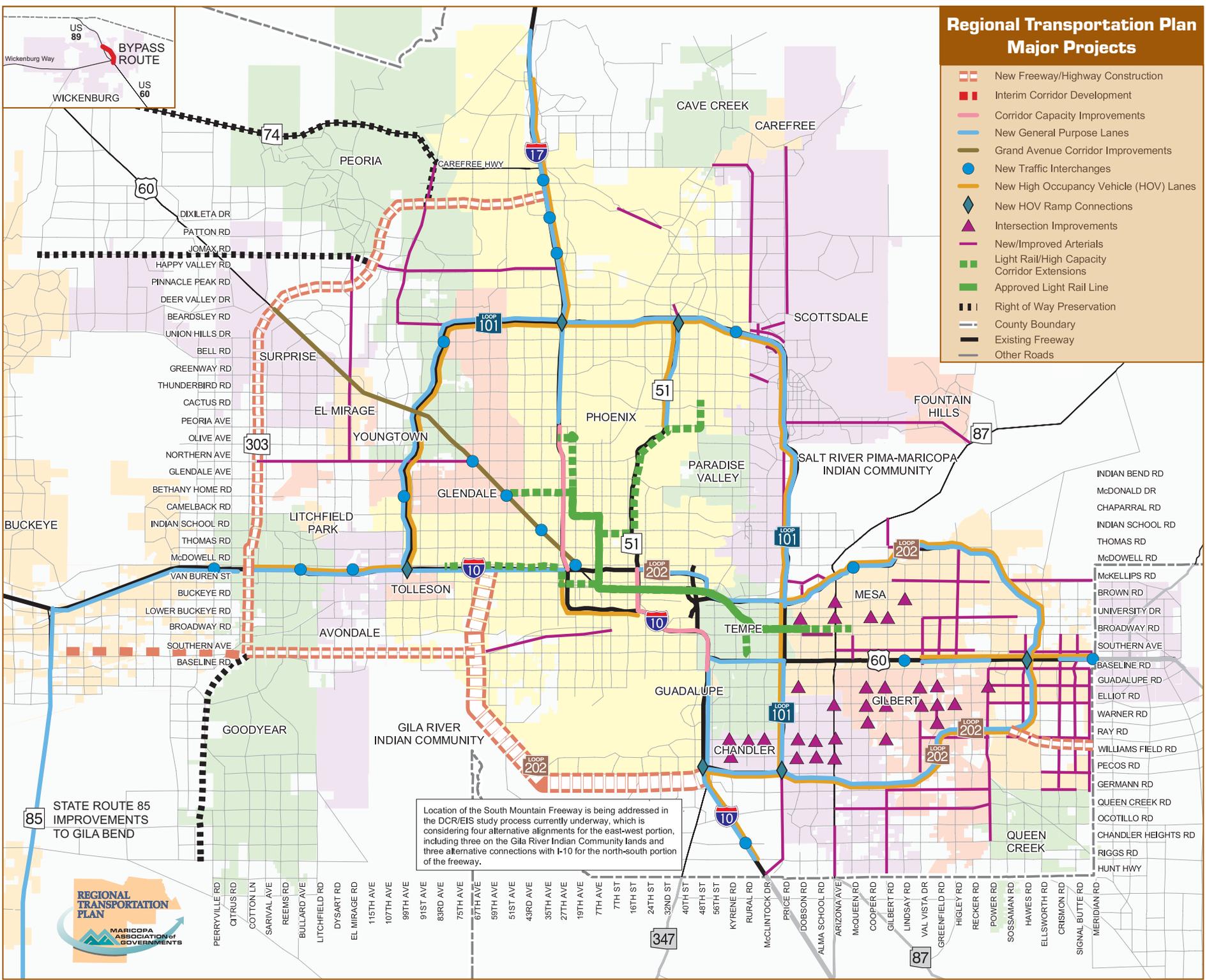
\$ 17.5 billion Total Available
 Less: \$ 1.8 billion for interest and ADOT commitments
 \$ 15.7 billion Net Available

Total Plan Spending by Mode



Regional Transportation Plan Major Projects

-  New Freeway/Highway Construction
-  Interim Corridor Development
-  Corridor Capacity Improvements
-  New General Purpose Lanes
-  Grand Avenue Corridor Improvements
-  New Traffic Interchanges
-  New High Occupancy Vehicle (HOV) Lanes
-  New HOV Ramp Connections
-  Intersection Improvements
-  New/Improved Arterials
-  Light Rail/High Capacity Corridor Extensions
-  Approved Light Rail Line
-  Right of Way Preservation
-  County Boundary
-  Existing Freeway
-  Other Roads



Location of the South Mountain Freeway is being addressed in the DCR/EIS study process currently underway, which is considering four alternative alignments for the east-west portion, including three on the Gila River Indian Community lands and three alternative connections with I-10 for the north-south portion of the freeway.

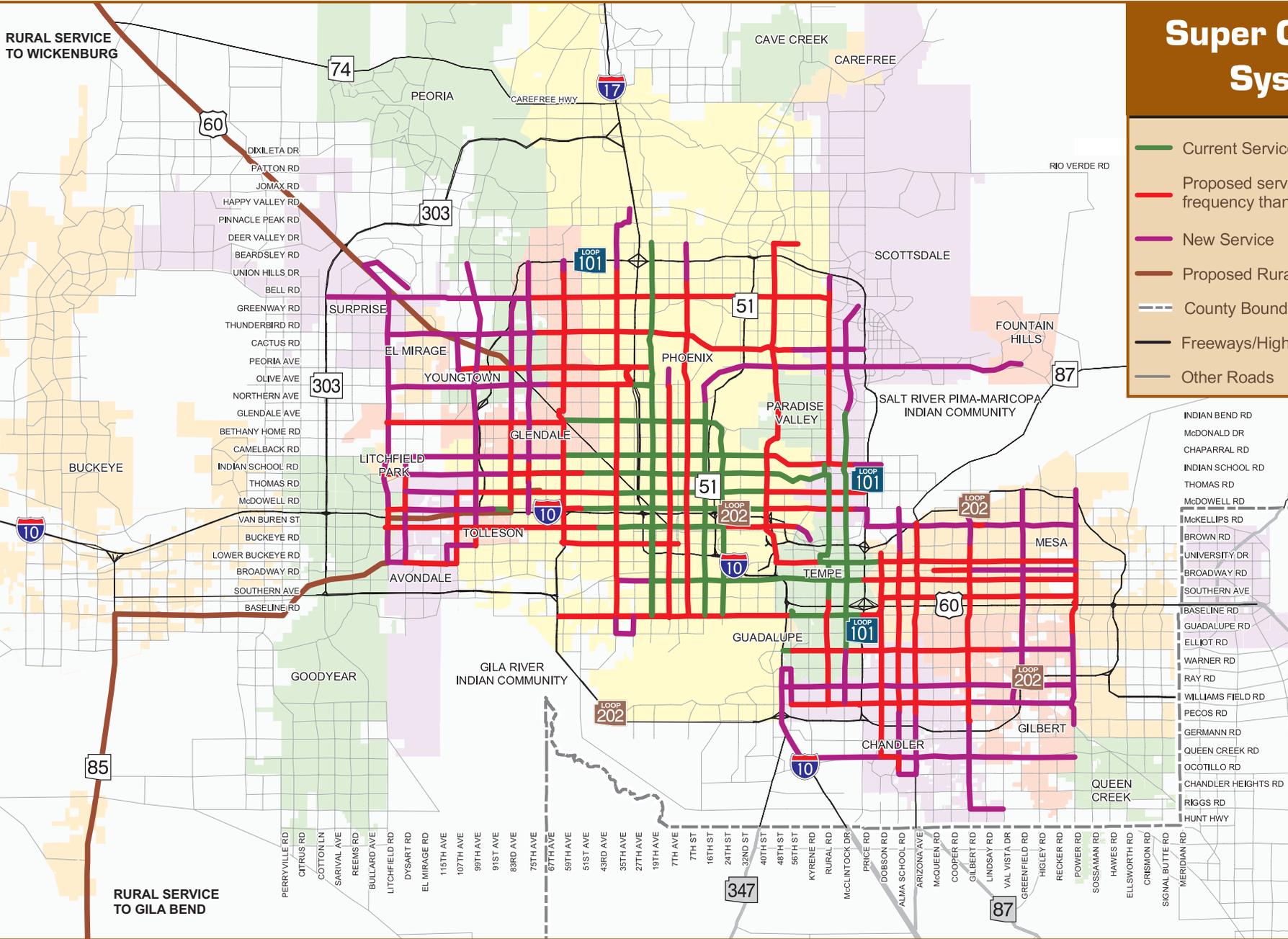
STATE ROUTE 85 IMPROVEMENTS TO GILA BEND



RURAL SERVICE TO WICKENBURG

Super Grid Bus System

- Current Service
- Proposed service has greater peak frequency than current service
- New Service
- Proposed Rural Routes
- County Boundary
- Freeways/Highways
- Other Roads

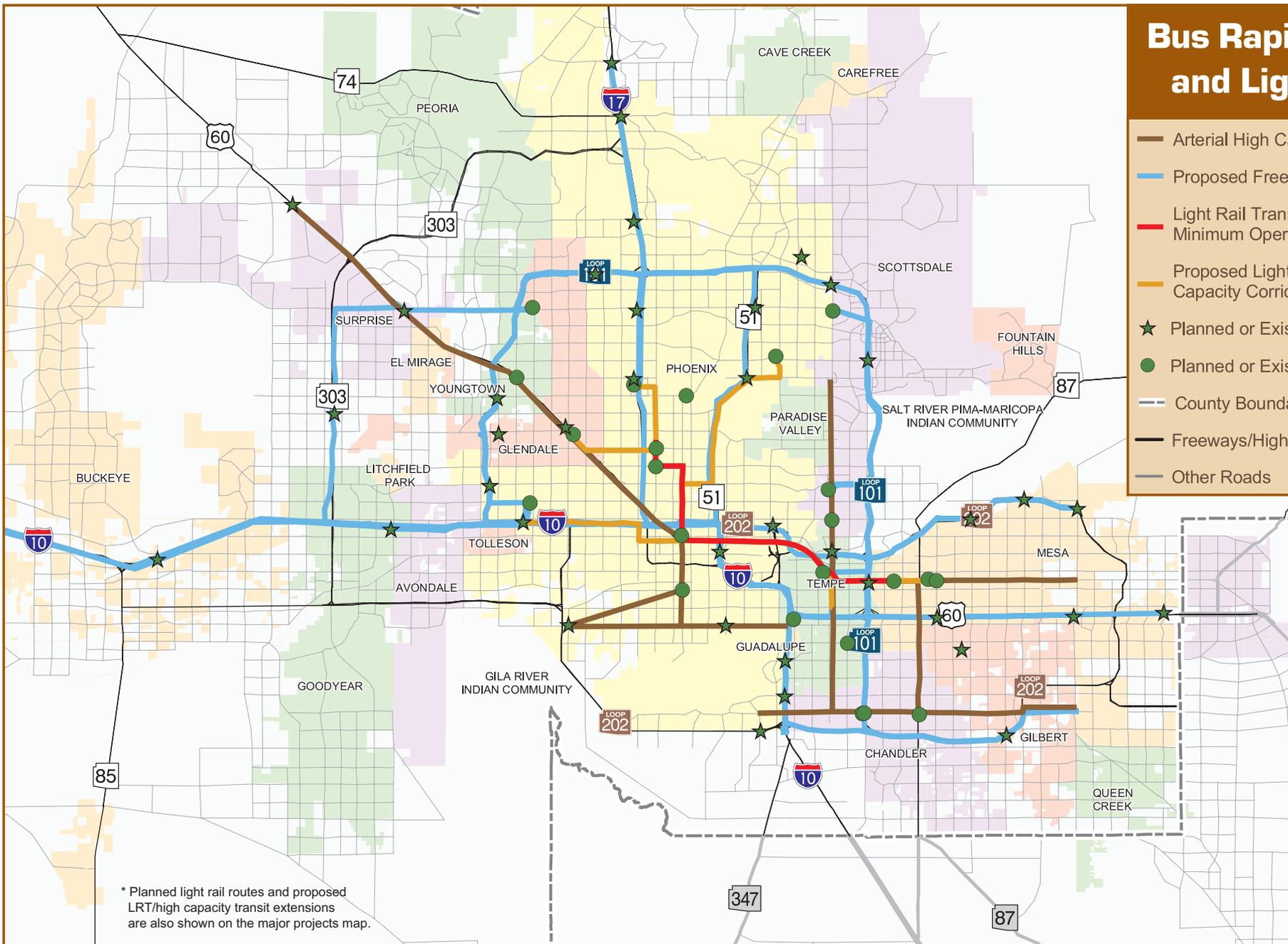


- INDIAN BEND RD
- McDONALD DR
- CHAPARRAL RD
- INDIAN SCHOOL RD
- THOMAS RD
- McDOWELL RD
- McKELLIPS RD
- BROWN RD
- UNIVERSITY DR
- BROADWAY RD
- SOUTHERN AVE
- BASELINE RD
- GUADALUPE RD
- ELLIOT RD
- WARNER RD
- RAY RD
- WILLIAMS FIELD RD
- PECOS RD
- GERMANN RD
- QUEEN CREEK RD
- OCOTILLO RD
- CHANDLER HEIGHTS RD
- RIGGS RD
- HUNT HWY

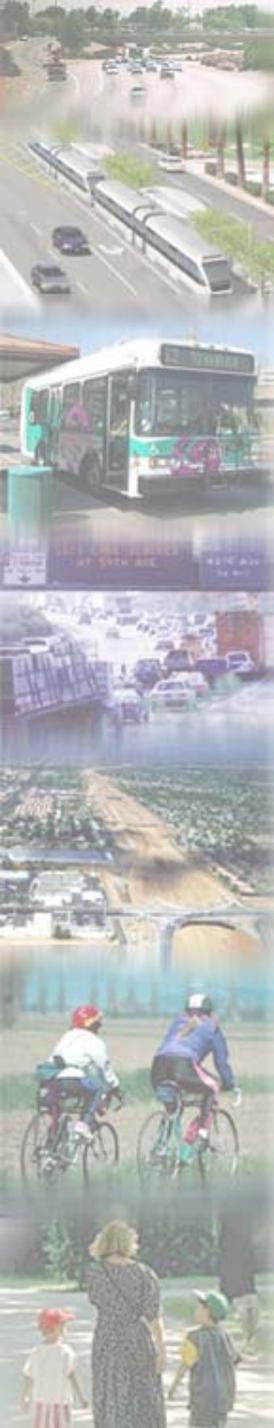
RURAL SERVICE TO GILA BEND

Bus Rapid Transit and Light Rail *

-  Arterial High Capacity BRT
-  Proposed Freeway BRT Routes
-  Light Rail Transit - Approved Minimum Operating Segment
-  Proposed Light Rail/High Capacity Corridor Extensions
-  Planned or Existing Park-and-Rides
-  Planned or Existing Transit Centers
-  County Boundary
-  Freeways/Highways
-  Other Roads

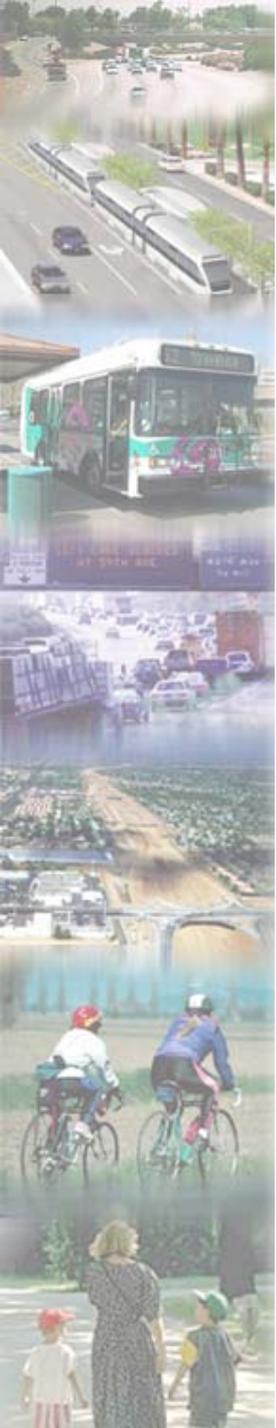


* Planned light rail routes and proposed LRT/high capacity transit extensions are also shown on the major projects map.



Economic Benefits

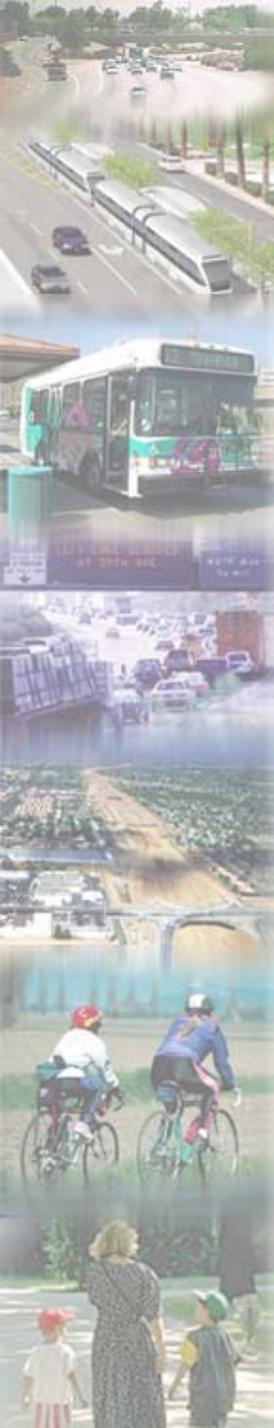
- **A strong economy is dependent on a good transportation system.**
 - Congestion costs time and money.
 - Transportation = jobs.
 - Cities with a substantial commitment to sustainable transportation do better economically.
 - The Plan represents four times the original investment in the Central Arizona Project.
 - Generates 10,600 jobs annually.
 - Industry output will increase \$1.3 billion per year (\$27.6 billion over life of Plan).



Accountability & Oversight

- Firewalls established.
- Life Cycle Program implemented for freeways, transit & streets.
- Material cost change and enhancement policies continue.
- Highway acceleration policy expanded for use by street projects.
- Independent audit every five years.
- Major changes require a strict amendment process.
- Citizens Transportation Oversight Committee will monitor the Plan.

Unanimous Approval



**MAG
Regional
Council**

**Transportation
Policy
Committee**

**REGIONAL
TRANSPORTATION
PLAN**



**State
Transportation
Board**

**Regional Public
Transportation
Authority**

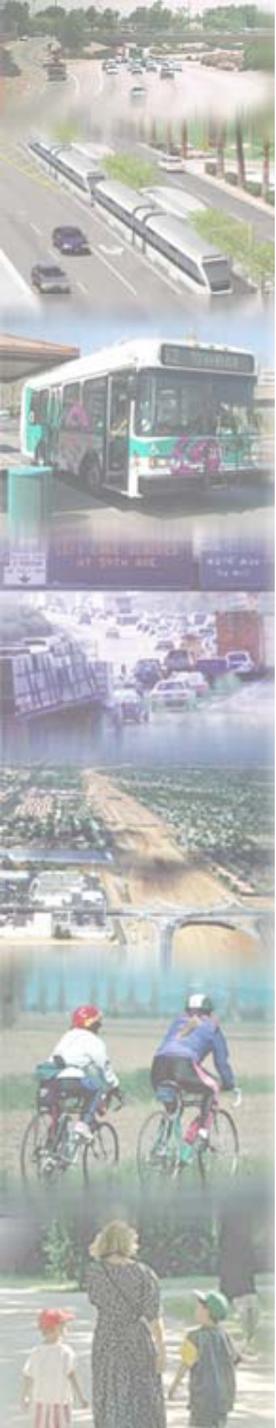
Election Authorization

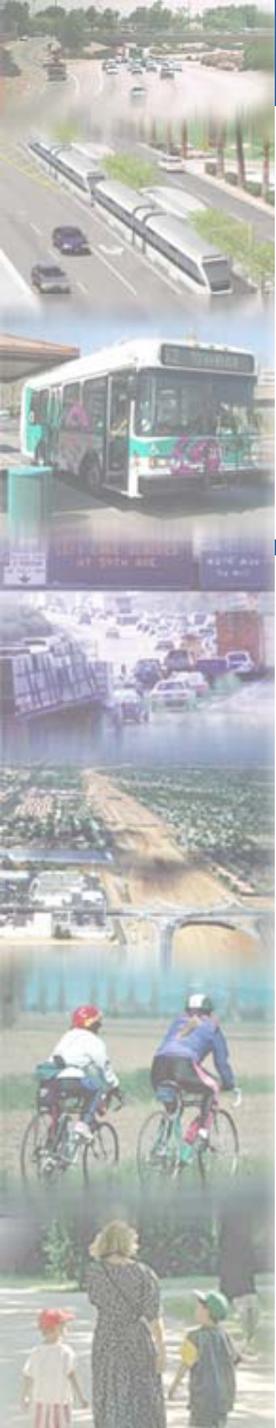
**Governor
Signed
February 5,
2004**

**REGIONAL
TRANSPORTATION
PLAN**

**Senate
Passed 25-3**

**House of
Representatives
Passed 50-8**





Regional Transportation Plan



www.LetsKeepMoving.com

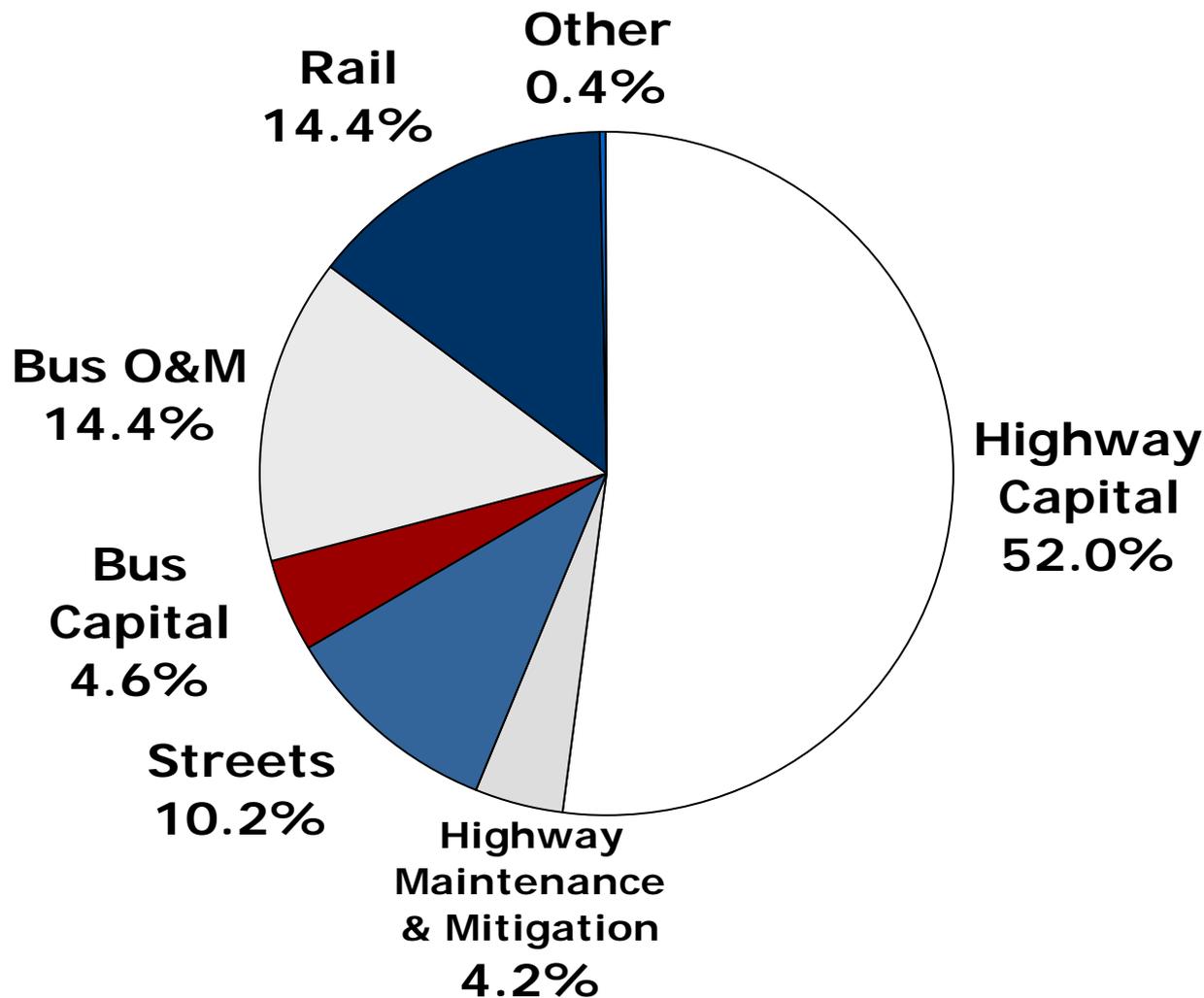
Or contact: Kelly Taft

MAG Communications Manager

(602) 254-6300

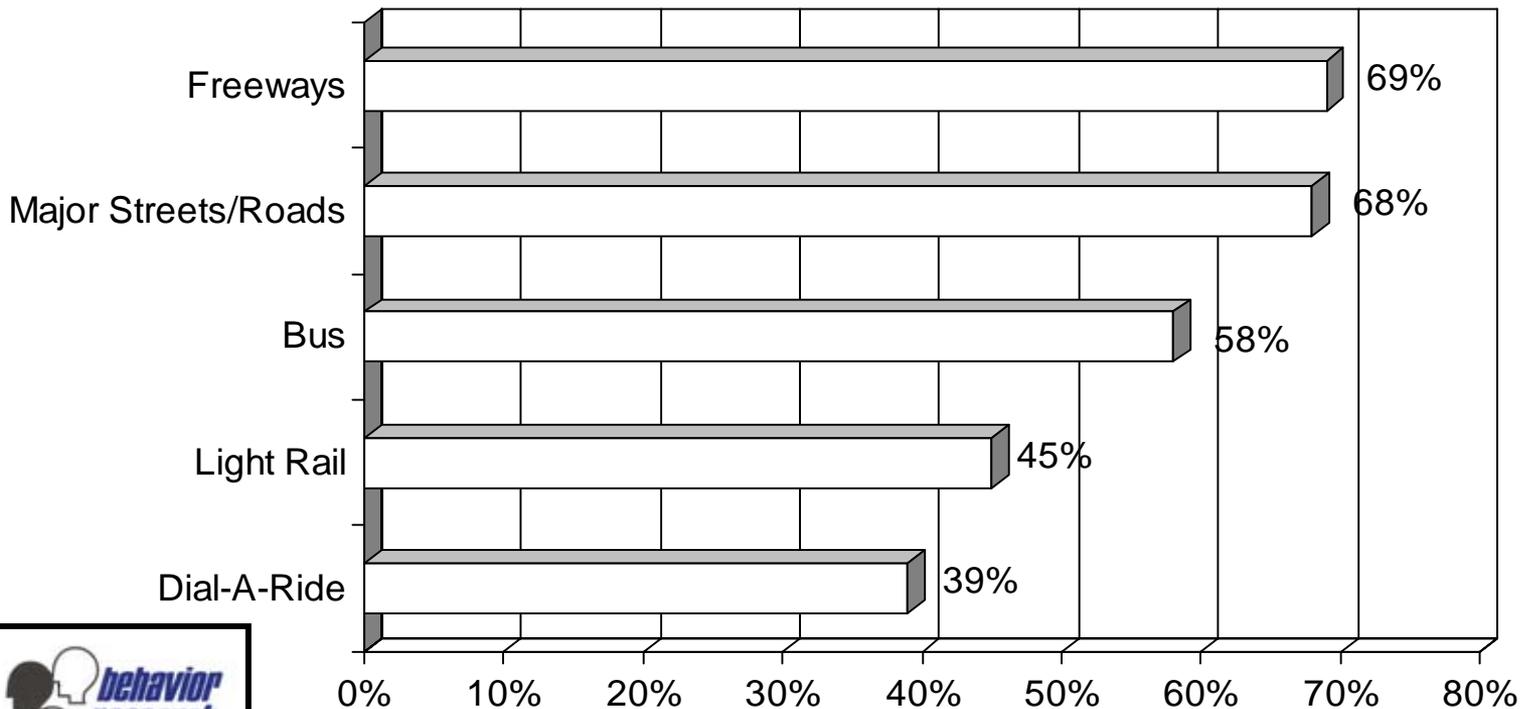


Spending by Mode for Sales Tax Funds Only



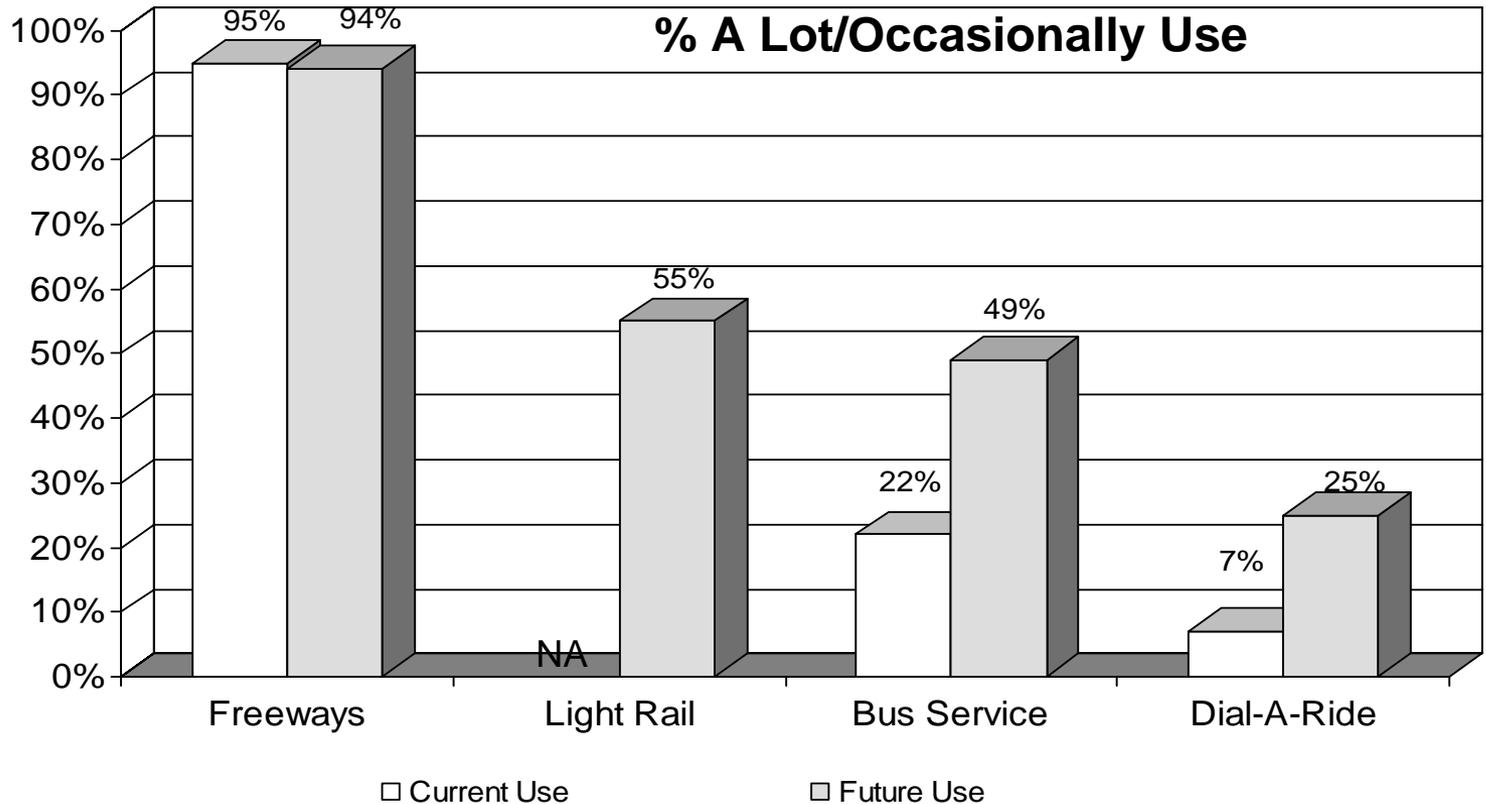
Overall Transportation Spending Priorities

% Very High/High

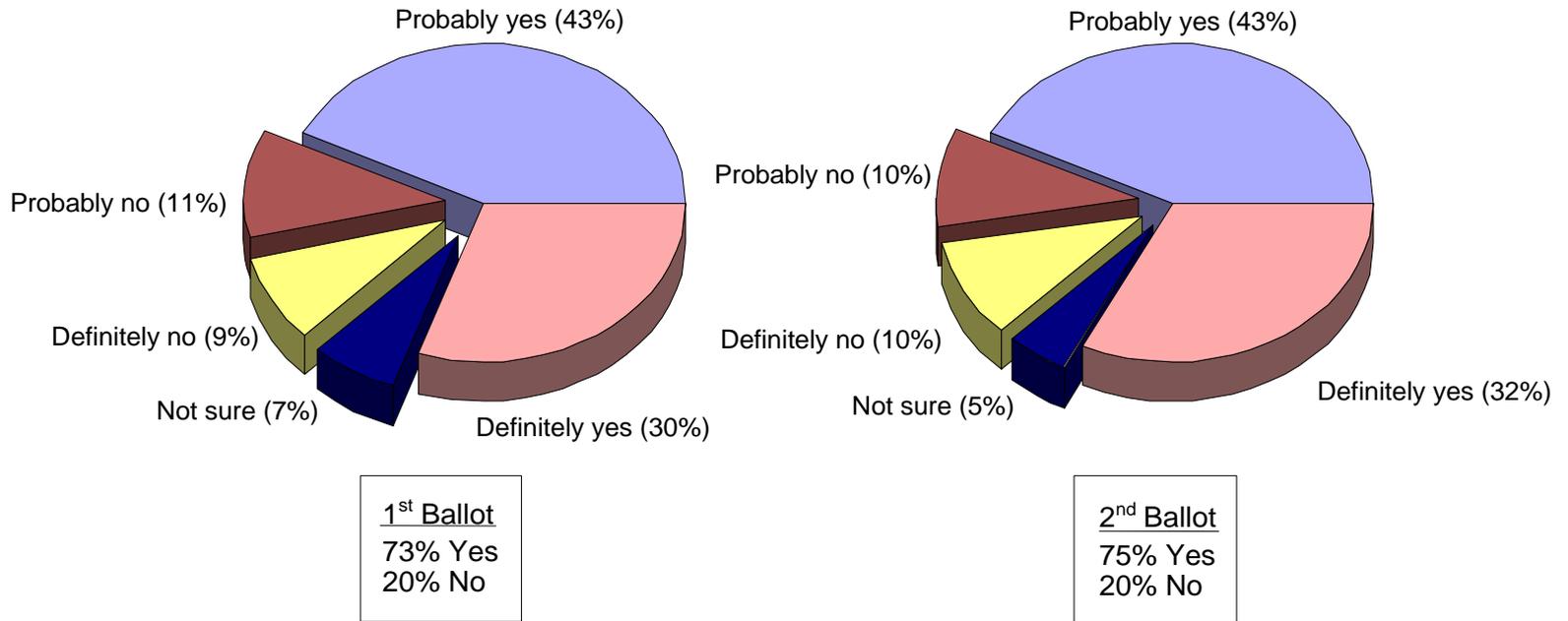


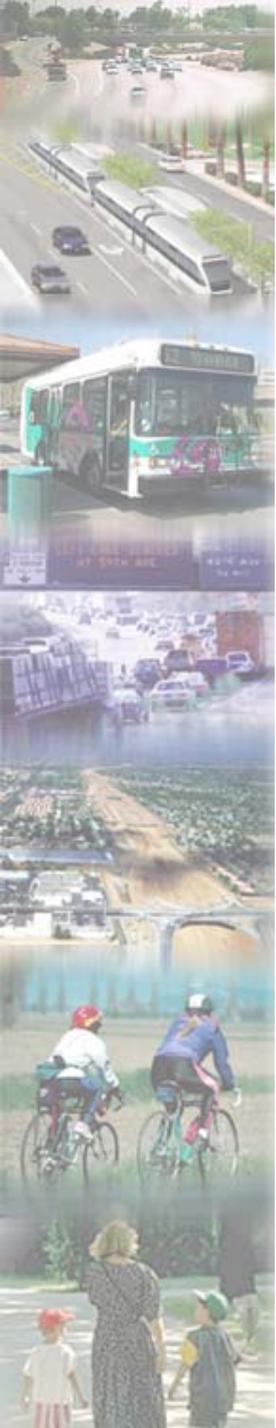
Current/Future Use by Self or Family

“Looking to the future, I would like you to imagine a transportation system here in the Valley that included more and better freeways, expanded bus and Dial-A-Ride service and light rail transit service. In this environment, do you think you and your family would use each of the following modes of local travel a lot, occasionally, rarely, or never?”



Test Votes on One-half Cent Sales Tax Extension





Phasing Factors

- **Traffic Demand and Congestion**
- **System Continuity**
- **Revenue Availability**
- **Bonding Capacity and Strategies**
- **Project Cost**
- **Project Development Process**
- **Project Readiness**
- **Concurrent Progress on Multiple Projects**

Fig 8-4

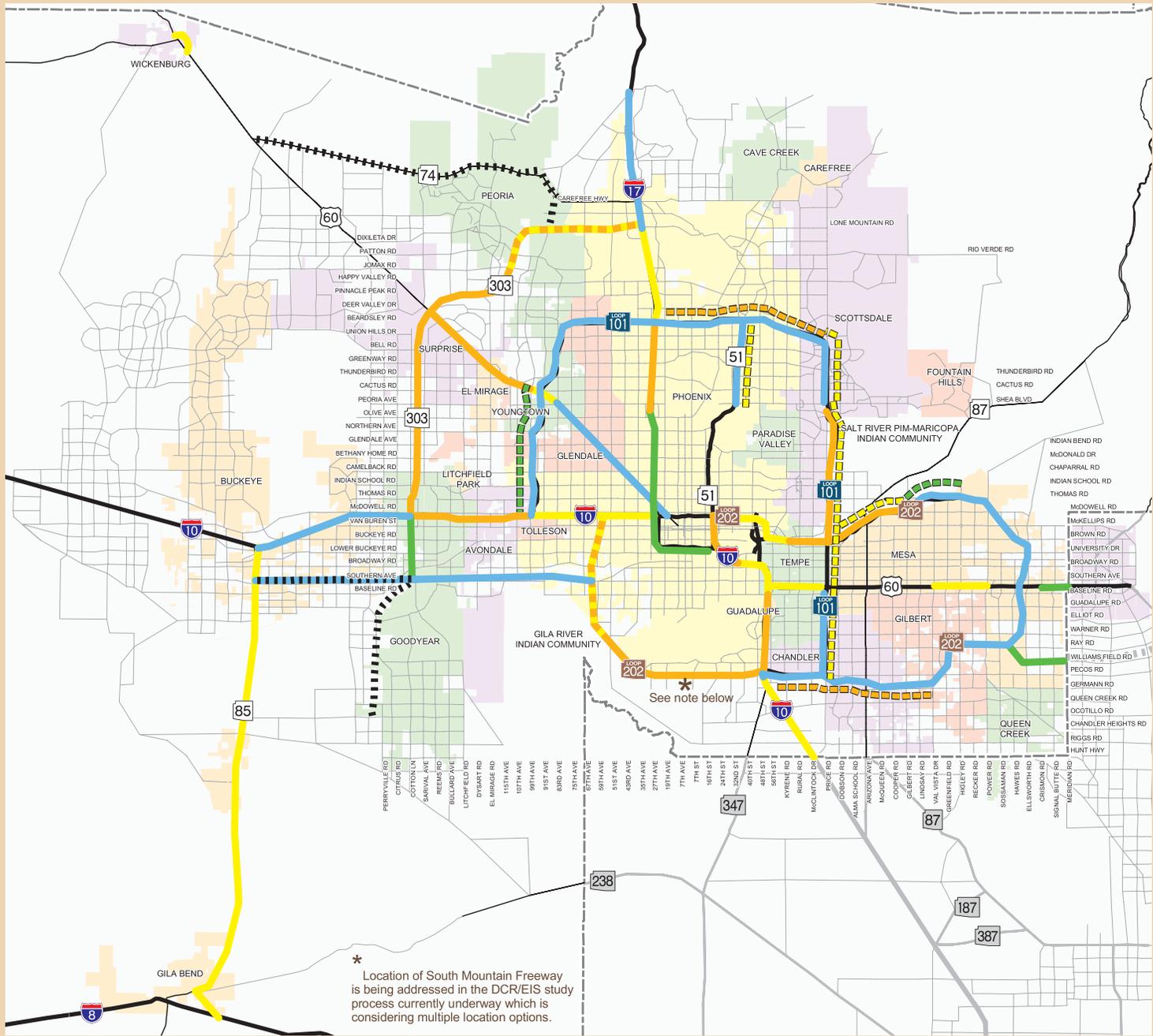


Plan Phasing Freeways/Highways

- █ Phase 1 (FY 2005 - FY 2010)
- █ Phase 2 (FY 2011 - FY 2015)
- █ Phase 3 (FY 2016 - FY 2020)
- █ Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation Phase 1 - 4
- Future Corridor
- County Boundary
- Freeways
- Highways
- Other Roads

Dashed lines represent HOV lane phasing where different from General Purpose lane phasing

Alignments for new freeway and highway facilities will be determined following the completion of appropriate design and environmental studies.



* Location of South Mountain Freeway is being addressed in the DCR/EIS study process currently underway which is considering multiple location options.

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Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG). Potential new facilities shown in Pinal County are from the Southeast Maricopa/Northern Pinal County Area Transportation Study jointly sponsored by MAG, CAAG, and ADOT.

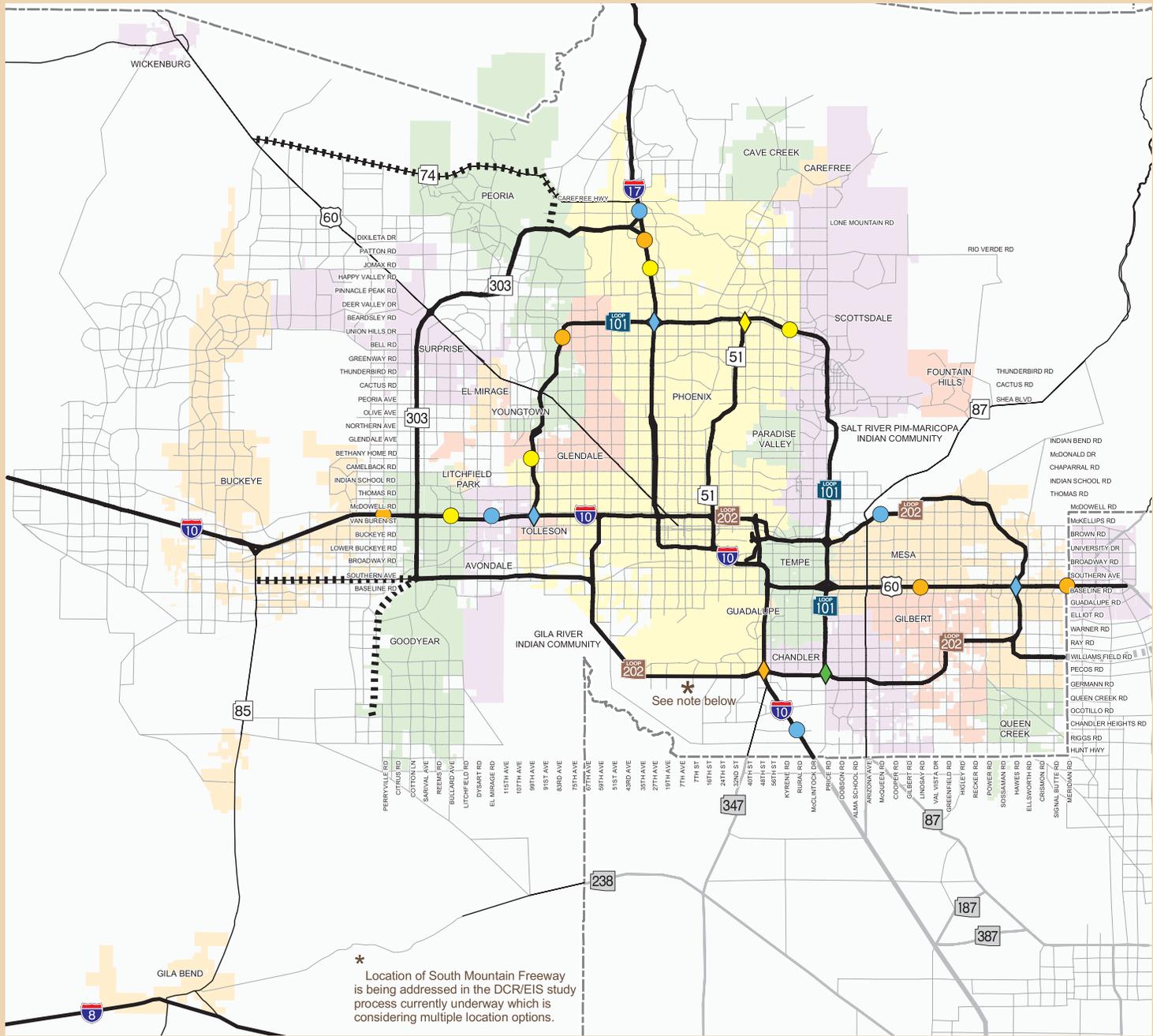
Fig. 8-5



Plan Phasing New Interchanges and HOV Ramp Connections

- New Traffic Interchange
- ◆ New System HOV Ramp Connections
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Right of Way Preservation
- Future Corridor
- County Boundary
- Freeways
- Highways
- Other Roads

Alignments for new freeway and highway facilities will be determined following the completion of appropriate design and environmental studies.



* Location of South Mountain Freeway is being addressed in the DCR/EIS study process currently underway which is considering multiple location options.

See note below *

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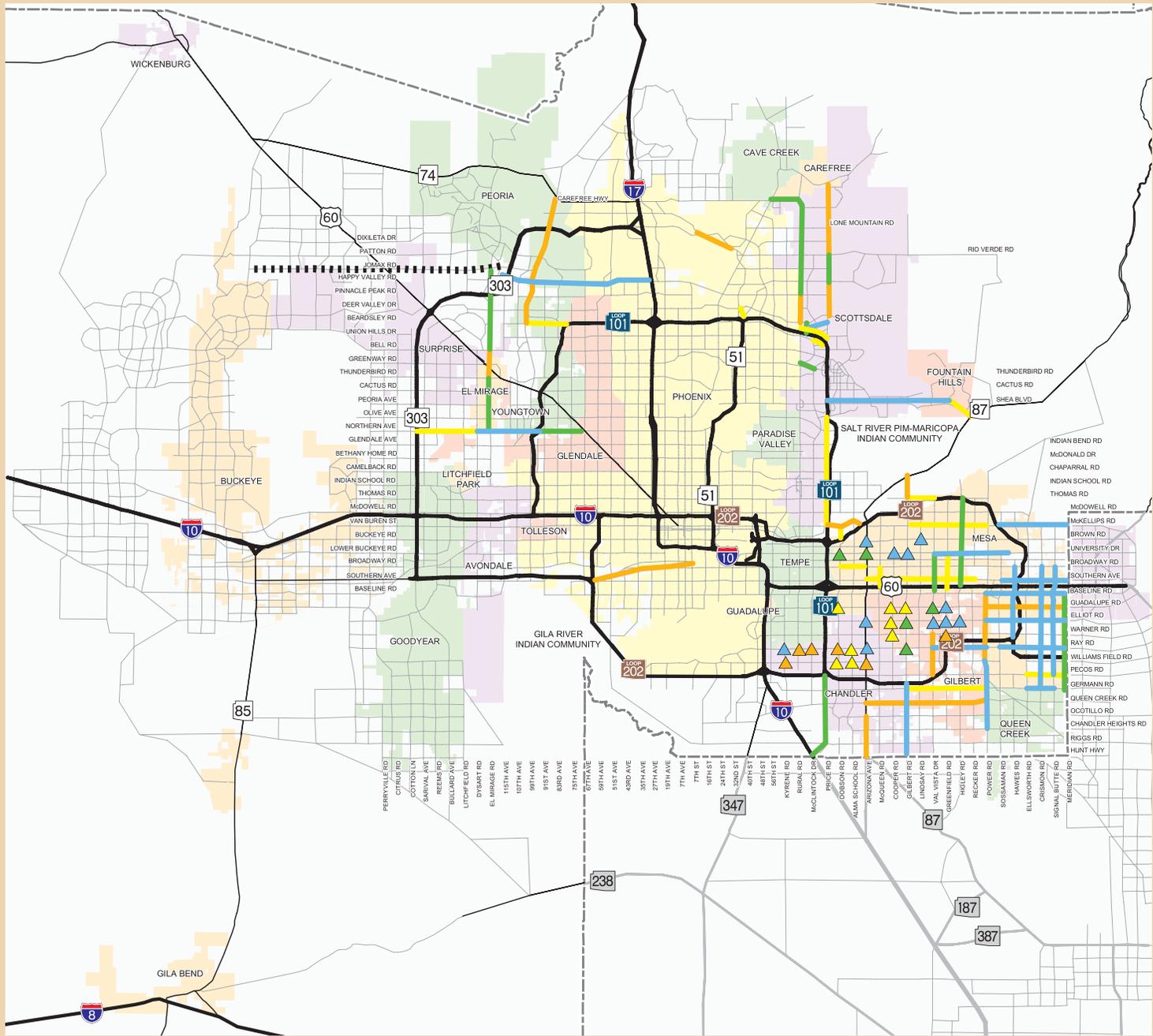
Fig. 9-4



Plan Phasing New/Improved Arterials

- ▲ Improved Intersections
- New/Improved Arterials
- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- ▬ Right of Way Preservation
- - - County Boundary
- Freeways
- Highways
- Other Roads

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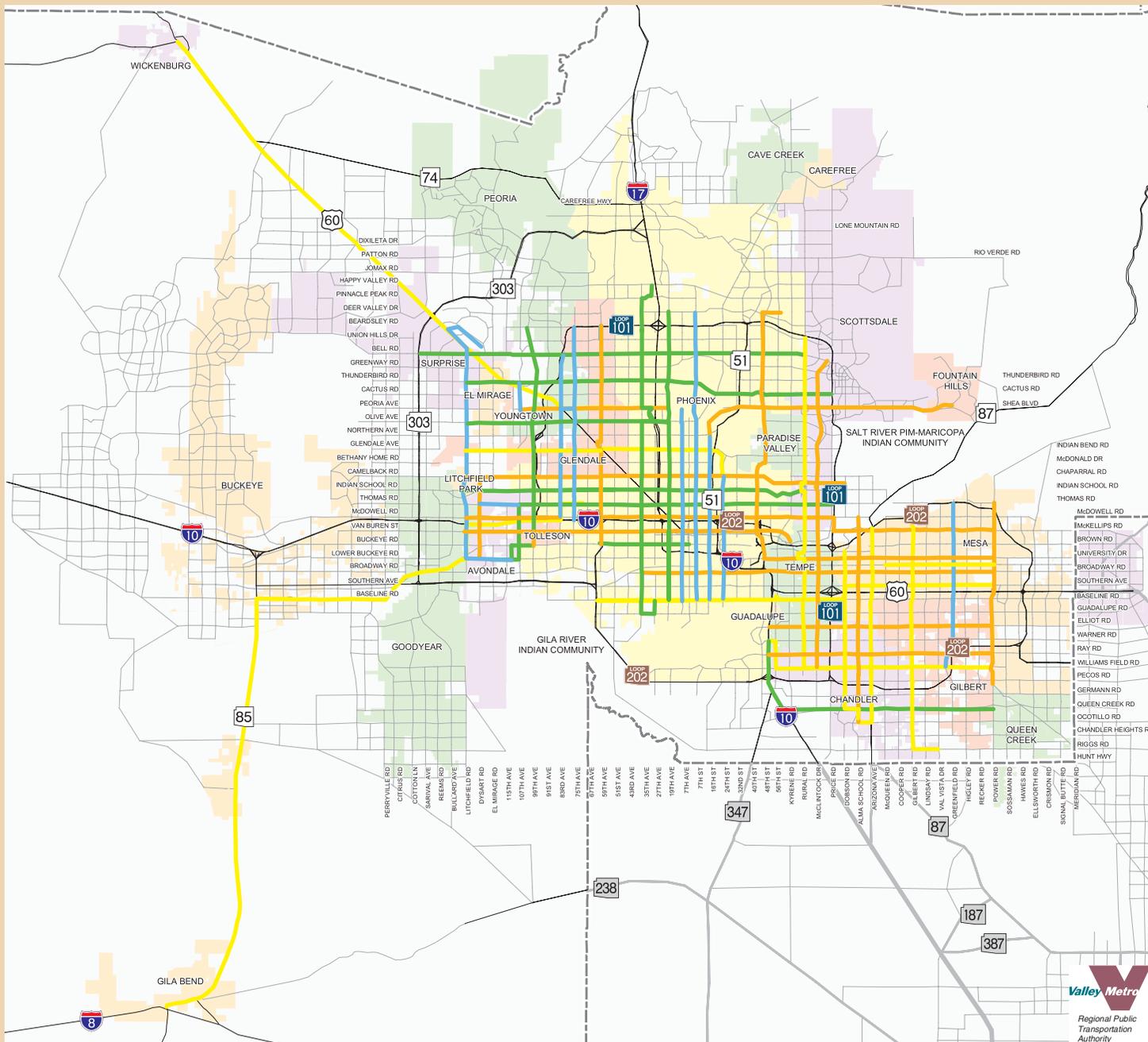
Fig. 10-5



Super Grid and Rural Service Plan Phasing

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- County Boundary
- Freeways/Highways
- Other Roads

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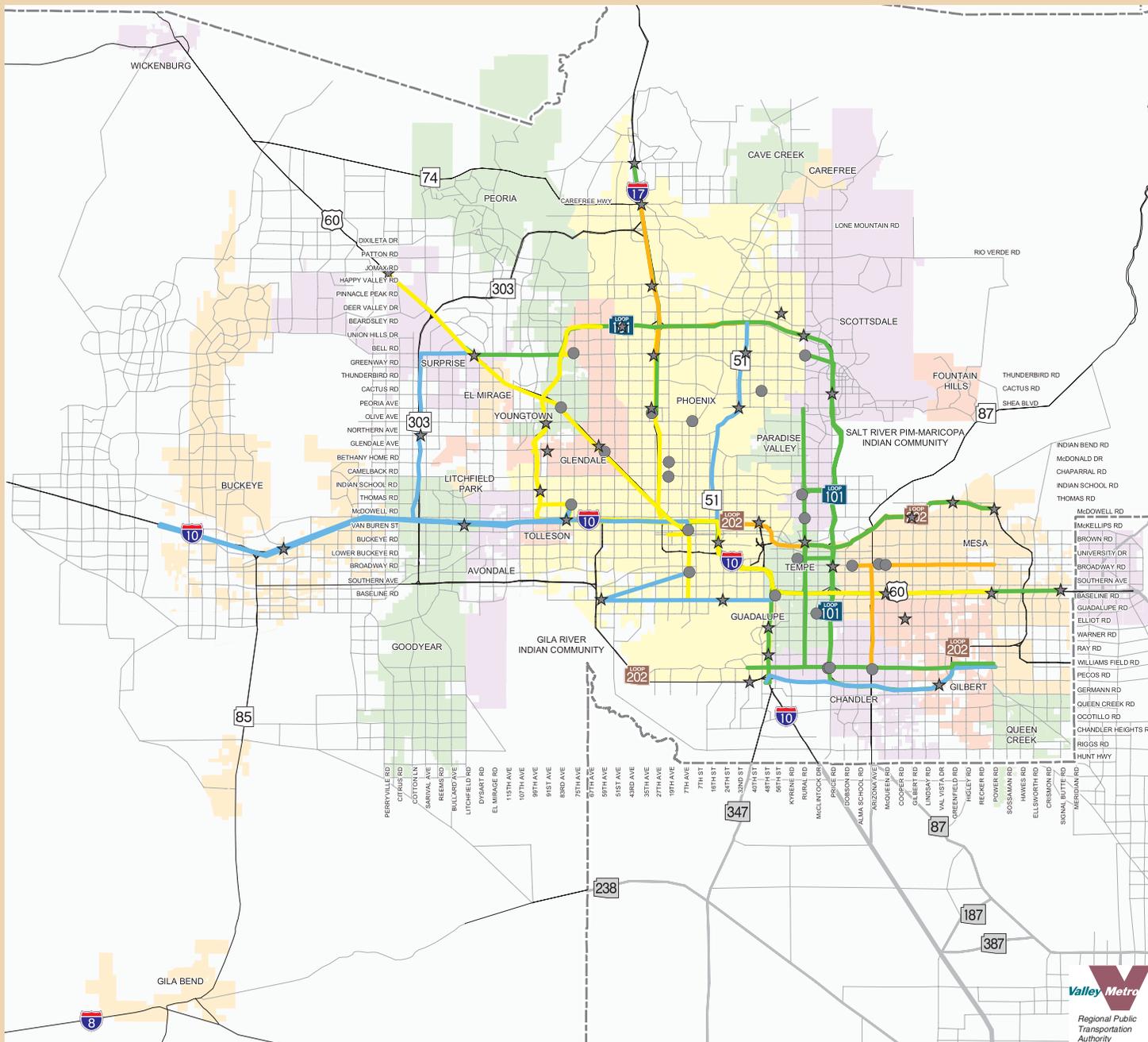
Fig. 10-6



Freeway and Arterial BRT Routes Plan Phasing

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- ★ Planned or Existing Park-and-Rides
- Planned or Existing Transit Centers
- - - County Boundary
- Freeways/Highways
- Other Roads

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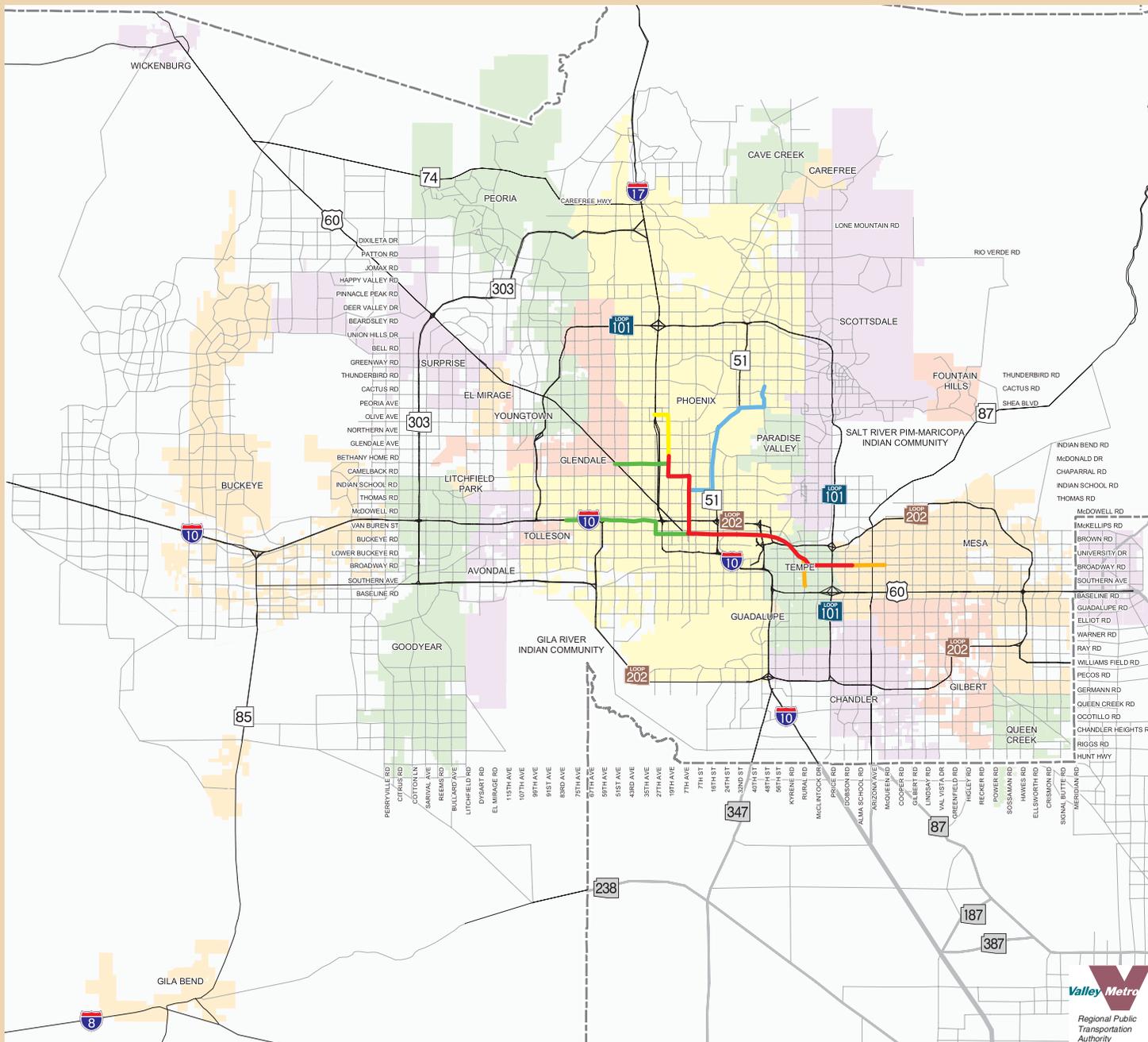
Fig. 10-7



Identified High Capacity Corridors Plan Phasing

- Phase 1 (FY 2005 - FY 2010)
- Phase 2 (FY 2011 - FY 2015)
- Phase 3 (FY 2016 - FY 2020)
- Phase 4 (FY 2021 - FY 2026)
- Phoenix Minimum Operating Segment
- County Boundary
- Freeways/Highways
- Other Roads

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