

Regional Transportation Plan

Central Arizona Association
of Governments



Draft Technical Memorandum No.3 Vision, Values, Goals & Objectives

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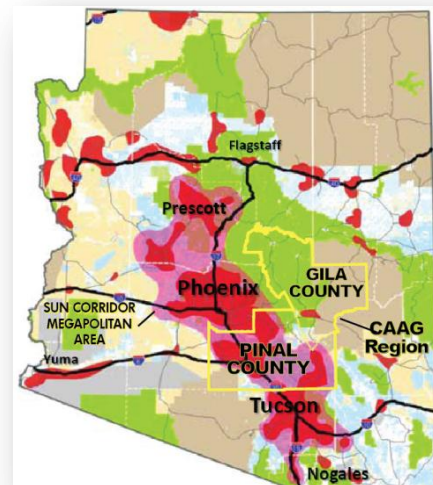


1.0 VISION

“Maintain and enhance a regional multimodal transportation system that advances the CAAG Region’s competitive position to support regional and multi-national economic activities and development in the Sun Corridor, provides integrated travel opportunities to the region’s residents and visitors, and improves access to the region’s unique recreational assets.”



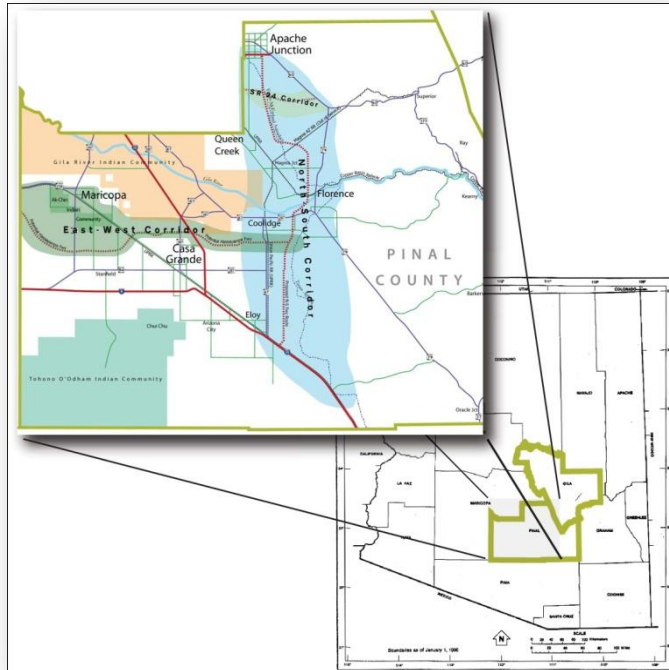
The CAAG Region is uniquely positioned in the central core area of the Sun Corridor, which is viewed as an emerging megapolitan area encompassing the Phoenix and Tucson metropolitan areas and extending from the Arizona Mexico border into Yavapai County. Planners are anticipating that by 2050 the Sun Corridor will double in size and contain 85 percent of Arizona’s population and jobs. Communities in the Sun Corridor are geographically well positioned to realize growth in both regional and international trade. Being the vital central core of the Sun Corridor and the gateway to the Rim Country requires timely development and improvement of roadway, railway, public transit, and aviation assets in coordination with the economic and social development goals of the larger region. Thus, even the rural eastern and northern portions of the region likely will benefit from their proximity to the Sun Corridor, within 1½ hour’s travel time of this dynamic market in the center of the State.





CAAG Regional Transportation Plan

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The CAAG RTP is a key factor in realizing regional and statewide goals oriented to rational growth in the Sun Corridor that will assure a viable multimodal transportation system. The RTP is the framework for establishing a high-capacity transportation system to enhance intraregional and interregional connectivity. Improved mobility throughout Gila and Pinal counties will ensure all communities in the CAAG Region benefit from inevitable growth. A number of studies already have been completed that examine and identify major interregional highway corridors.

Additional studies are underway to identify new regional high-capacity facilities to accommodate regional travel demand, particularly through Pinal County. In addition to major ongoing improvements to I-10, active studies are focused on a new North-South Corridor linking I-10 in the vicinity of Eloy with US 60 southeast of Apache Junction. This connection will not only benefit Pinal County, but residents of Gila County also would have improved connectivity with I-10, a key transcontinental freeway facility providing access to California and Florida. A second study is evaluating early phases of a major East-West Corridor north of Casa Grande and south of Maricopa, potentially linking with the North-South Corridor. Also, significant headway is being made to identify appropriate transportation corridors for rail freight and high-speed passenger rail service. These new services will improve access to regional and multi-national markets for all communities in the CAAG Region. Integrated within the framework of the RTP, new roadway and freight facilities will provide a backbone transportation system to support expected growth and enhance the economic development potential of the entire CAAG Region.

Long-term development of the Sun Corridor will encompass significant portions of the CAAG Region. Therefore, planning for the future roadway network must embrace concepts of mobility and connectivity that support local and regional interests, yet achieve the high level of regional system integration necessary to sustain travel demand in the Sun Corridor. The full economic development potential of the CAAG Region and Sun Corridor will be manifest only with carefully conceived, planned, and implemented access and mobility improvements that support long-term, internal and external market linkages. These market linkages will thrive with coordinated improvements to effect: greater rail transportation and freight movement efficiencies relative to interregional travel and





CAAG Regional Transportation Plan

connectivity with production and trade regions in northern Mexico; enhanced aviation access facilities, reducing the friction of regional and bi-national economic activity and transport of high-value-added goods; and expanded investments in area resources, including its physical, social, and financial assets.

This RTP establishes the framework to create a transportation system that will serve current and future generations. It outlines a comprehensive long-range, multimodal transportation infrastructure development program to enhance the unique position and resources of the Central Arizona and CAAG member communities. It provides a sound basis for achieving and sustaining local, regional, and statewide development goals. It also identifies the federal, state, and local resources required for realizing success of the program. Toward this end, this RTP:

- represents a transportation system developed through the cooperative and coordinated actions of CAAG members, affected agencies and jurisdictions, tribal governments, and residents and businesses within Gila and Pinal counties;
- establishes a regional network of highways and major arterials that will be supportive of all modes of transportation, enhance intra- and interregional mobility, and assure accessibility to regional activity centers by serving the individual and collective travel needs of residents, businesses, and visitor;
- provides appropriate guidance for designing transportation improvements in accordance with accepted engineering, aesthetic, access management, environmental, and safety practices; and
- fosters, through orderly planning and implementation, economic development goals while conserving the cultural, social, and natural qualities of the CAAG Region, its member communities, and the State.





2.0 VALUES

This chapter presents a set of values discerned from the various studies and plans developed for the many communities within the CAAG Region. Values aid in defining the vision set forth in the previous chapter and provide foundational meaning to the mission to be accomplished with development of the RTP. Values are statements of ideas and principles that assure the public that initiatives defined in the RTP support the general shared beliefs of the region's residences regarding transportation needs. Thus, values are like maps that drive or guide an organization's culture and priorities; they provide a framework in which decisions are made in fulfillment of the organization's vision for its future.

Values have been identified within five broad areas of interest and concern relative to the purpose and function of the CAAG Region's transportation system as the means for improving and sustaining the quality of life for all residents:

- **Economic Development and Opportunity**
- **Connectivity, Accessibility, and Mobility**
- **Environmental Quality**
- **Quality of Life**
- **Community Cohesiveness and Regional Identity.**





Economic Development and Opportunity



As the CAAG Region continues to grow, economic development with expanded employment and shopping opportunities should support affordable housing and promotion of community activity centers as gathering places for social activities, entertainment, and civic purposes.

Viable activity and growth centers should be developed to serve residents' needs by offering a diversity of housing opportunities, services, businesses combined with creation of a full range of employment opportunities allowing residents to start their career, raise a family, and move up instead of out of the region.

To do this, the following values are adopted as guidance in preparing the RTP >

- ❑ Maintain infrastructure to support existing employment areas**
- ❑ Encourage infrastructure to attract new business and industry**
- ❑ Foster infrastructure investment based on likelihood of potential economic development**
- ❑ Encourage development of concentrated "Activity Centers"**
- ❑ Enhance facilities for rail freight transport**
- ❑ Enhance airport facilities and services**
- ❑ Support improvements that ease connectivity and mobility for freight**





Connectivity, Accessibility, and Mobility

The communities of the CAAG Region value a sustainable transportation system that provides a variety of transportation facilities and services to minimize congestion and promote regional accessibility and mobility for all residents. Therefore, adequate transportation corridors and a variety of multimodal transportation options should be identified and examined to address the essential needs of all populations for moving goods and people with minimal environmental effects. Linkages should be created and maintained that assure connectivity between communities within the region and between the region and surrounding regions. Mobility enhances should incorporate accessibility to the region's natural resources.



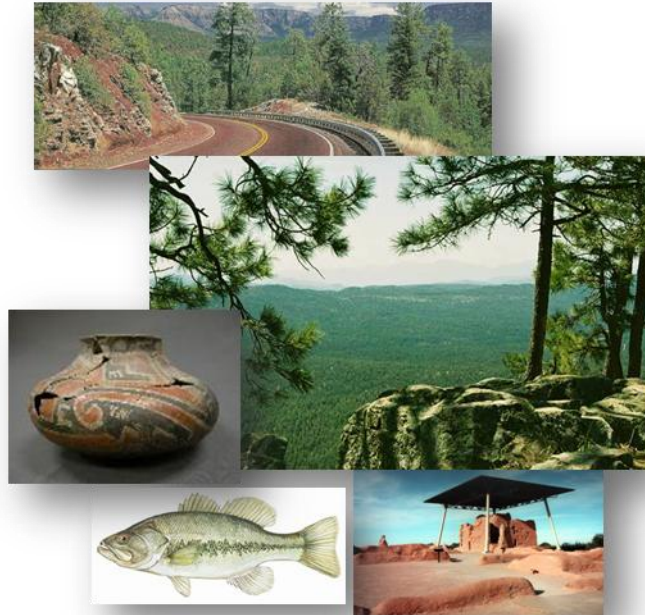
To do this, the following values are adopted as guidance in preparing the RTP ►

- ❑ **Promote investments in new infrastructure to improve regional mobility**
- ❑ **Embrace new travel corridors to accommodate growth and interregional travel demand**
- ❑ **Support expansion of existing infrastructure**
- ❑ **Foster maintenance of current transportation system**
- ❑ **Support improvements in system safety**
- ❑ **Enhance local and regional transit facilities and services**
- ❑ **Foster improvement of pedestrian facilities**
- ❑ **Foster improvement of bicycle facilities**





Environmental Quality



The communities of the CAAG Region value the diversity of topography and physiography that provides magnificent views and vistas along the region’s highways and byways. Therefore, its regional transportation system should reflect an environmentally sensitive balance of competing community qualities: enhanced accessibility and mobility complimenting the need for clean air and water and protection of the general fragility of the region’s natural resources. The views of the mountains, open vistas during the day, stars at night, and the region’s natural beauty, which includes clean air and water resources, should be maintained.

To do this, the following values are

adopted as guidance in preparing the RTP ➤

- ❑ **Promote and embrace a program to sustain air quality**
- ❑ **Foster protection of natural resources and accessibility to these resources, as well as views and vistas**
- ❑ **Support and maintain critical cultural and archaeological resources**
- ❑ **Embrace a sound wildlife protection program recognizing identified habitat and migration patterns**





Quality of Life

The CAAG regional transportation system represents the backbone for a strong, diversified economy that creates meaningful employment opportunities at livable wages and, being in harmony with the natural environment, expands recreational opportunities to enrich resident's quality of life. The region's unique, even significant, historical, cultural, and neighborhood resources, dynamic urban areas, and small-town rural communities should be sustained through programs and infrastructure development that encourages healthful living patterns and lifestyles.



To do this, the following values are adopted as guidance in preparing the RTP ►

- **Foster programs to assure continued accessibility to and quality of visual resources**
- **Promote open space areas with trails hiking, biking, and equestrian pursuits**
- **Embrace guidelines for infrastructure, housing, and commercial development based on livability and sustainability principles**
- **Support programs and practices to promote healthy living patterns, interactive communities, and active lifestyles**
- **Foster economic development programs to reduce commuting requirements and time devoted to commuting**





Community Cohesiveness and Regional Identity



Diversity is a unique characteristic of the CAAG Region. Residents are dedicated to preserving unique historical architecture, maintaining visual and cultural identities of communities, and assuring the distinct qualities of specific locations within the region are valued. The agriculture and mining sectors have deep roots in the CAAG Region, two endeavors that have supported the economies of many communities for decades. These activities should be sustained as integral to the region's wealth and welfare with an assurance of safe transportation facilities with adequate capacity to support regional economic activity. Balancing emerging urban centers and rural characteristics with growth dynamics

also is important to ensuring the threads of the region's history, heritage, and culture are woven into a meaningful whole.

To do this, the following values are adopted as guidance in preparing the RTP >

- Maintain and enhance the individual character of places that have come to define the region's identity**
- Support transportation infrastructure development that embraces a cohesive regional character while sustaining the region's immense natural wildlife habitats, view corridors, and recreational environments**
- Embrace the unique cultural identity and heritage of the region**
- Promote tourism that takes advantage of the large connected open spaces and unique recreational opportunities**





3.0 GOALS & OBJECTIVES

Preparation of this RTP requires a decisionmaking framework for guiding definition, evaluation, selection, and implementation of options for improving the region’s transportation system infrastructure. This is accomplished in part through establishment of goals and objectives.

This chapter identifies Goals and Objectives established to provide a basis for preparing the CAAG RTP. They have been compiled and formulated by reviewing adopted planning documents prepared by Gila and Pinal counties and communities in the CAAG region. Goals and Objectives expressed in these documents were categorized, representing and reflecting 11 separate areas of expressed community hopes, desires, interests, or concerns. This process resulted in a reasonable set of Goals and Objectives, that reflect the myriad views of the region’s various communities regarding the future of transportation and its roles in community development.

The complete set of Goals and Objectives from all sources was synthesized and restructured to reflect an overarching set of aspirations relevant to conditions and issues facing the region today and supporting the values presented in the previous chapter. Through this “compendium” approach, a melding of concerns, understanding, ideals, issues, and desires of multiple entities within the CAAG region has been attained. The following seven Goals have been identified:

- Establish Regional Identify and Capability
- Foster Regional Economic Development
- Support Community Development and Sustainability
- Provide Multimodal Mobility Options
- Accommodate Anticipated Growth in Travel Demand
- Promote Land Use/Transportation Integration
- Establish Sound Policies for Funding, Financing, and Accountability

This Working Paper provides the CAAG member agencies, citizens, stakeholders, and collaborating agencies the opportunity to review and confirm, affirm, blend, or reject the Goals and Objectives presented herein. This activity will give definition and direction to preparation of the CAAG Region’s first RTP. It also will establish a sound basis for regional coordination and collaboration regarding the development and maintenance of transportation facilities and services needed in the region. These Goals and Objectives may be refined following review of this Working Paper. They also may evolve as evaluation of improvement opportunities and appropriate methods to satisfy the Objectives for each Goal is accomplished.

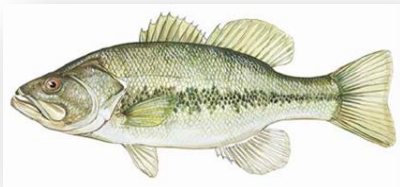




GOAL: ESTABLISH REGIONAL IDENTITY AND CAPABILITY

Develop a Regional Transportation System that Enhances Regional Attribute and Supports the Travel Needs of the Tourist Industry

- Plan and provide for transportation system improvements that enhance accessibility for rural communities and the Rim Country.
- Establish connectivity through improved transportation linkages (e.g., roads, paths, trails, or services, such as shuttles, guided trips, etc.) between multiple attractions as a strategy to emphasize the CAAG Region as a destination for tourists with special attention given to the varied natural resources of the region's high country.
- Develop a framework for making transportation system development decisions that are compatible with environmental standards and guidelines and sustainable with respect to key regional ecosystems and desired lifestyles of the region's communities.



- Establish a program to develop and promote convenient and efficient public transportation as an alternative to automobile.

- Adopt transportation facility design guidelines that assure protection of the environment and ecosystems necessary to maintain the quality of the

region's natural resources and other tourism assets.

- Identify appropriate guidelines for minimizing the potential for noise impacts associated with regional mobility improvements and encourage creation of a comprehensive, integrated system of non-motorized facilities.
- Develop a multi-purpose trail system and trailhead location scheme that is integrated with the region's transportation system and the circulation and access needs of regional points of interest and major recreational sites.
- Engage federal and state transportation authorities in proposals to initiate programs that will assist the development and enhancement of tourism opportunities in throughout the region with special emphasis given to easing constraints on transportation facility development associated with federal, state, and Native American lands.
- Determine through research and surveys which transportation systems should be developed based on tourism experiences.





GOAL: FOSTER REGIONAL ECONOMIC DEVELOPMENT

Create a Regional Transportation System that Stimulates and Sustains Economic Development Objectives of the CAAG Region

- Identify and evaluate transportation and transit investments that potentially will provide direct support for economic development initiatives.
- Establish guidelines regarding safety and appropriate access control along highways and major arterials
- Preserve established truck routes and seek opportunities for expanding official truck routes.



- Ensure that land uses surrounding the region's airports (existing and potential future) are compatible with airport operations.
- Ensure industries and potential future industrial developments in the CAAG Region have adequate rail service and efficient connectivity with markets outside the region.
- Evaluate transportation system improvements in light of opportunities for diversification and expansion of the region's industrial and manufacturing base.

services that are consistent with and support orderly physical and economic development in the region's identified Growth Centers.

- Develop a financing/funding plan that maximizes the public benefits of available federal and state funding for transportation facilities and services and optimizes the expenditure of those funds for maintenance and construction.
- Identify opportunities for the formation of informal and formal partnerships, as appropriate, to coordinate financing, development, and maintenance of mutually beneficial transportation improvements.
- Develop a transportation system that encourages new development while minimizing publicly-supported capital and long-term maintenance costs.
- Develop a transportation network with adequate accessibility to community airports and surrounding employment areas.



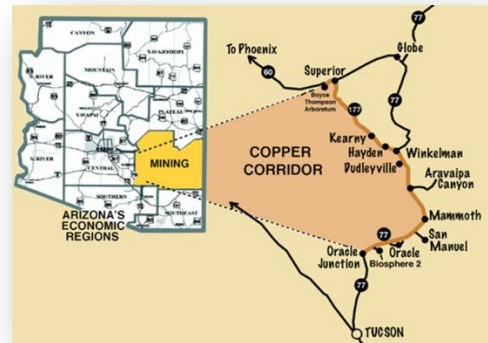


GOAL: SUPPORT COMMUNITY DEVELOPMENT AND SUSTAINABILITY

Implement Transportation System Improvements that Support Adopted Community Development Programs

There are several special organizations in the CAAG Region established to foster economic growth and improvement in the quality of life. The goal is to assure transportation connectivity between and among the Growth Centers and identify opportunities for enhancing access from outside the CAAG Region. Advantages to the following focus areas would be worthy of note when deliberating potential transportation system improvement options and associated benefits and costs.

- Historic Globe Main Street Program
- Payson Regional Economic Development Corporation - *Serving the Payson area*
- Payson Main Street Program
- Southern Gila County Economic Development Corporation - *Serving Globe, Hayden, Miami, San Carlos and Winkelman*
- Copper Corridor Economic Development Coalition - *Serving Aravaipa, Dudleyville, Hayden, Kearny, Mammoth, Oracle, San Manuel, Superior, and Winkelman*
- Apache Junction Main Street Program/Community Development Corporation
- Apache Junction Main Street Program/Community Development Corporation
- Central Arizona Regional Economic Development Foundation (CAREDF) - *Serving Casa Grande, Coolidge, Eloy, and Central/Western Pinal County*
- Economic Development Group of Eloy (EDGE) - *Serving greater Eloy*
- Florence Main Street Program
- North Eastern Pinal Economic Partnership - *Serving Apache Junction, Florence, Pinal County, Queen Creek, and Superior.*





GOAL: PROVIDE MULTIMODAL MOBILITY OPTIONS

Assure Development of Multimodal Transportation Facilities and Services Supportive of Motorized and Non-Motorized Travel Modes

- Identify opportunities for enhancing the availability of regional public transportation services in areas or markets where unmet transportation needs exist.



- Identify opportunities for providing bicycle and pedestrian pathways and equestrian trails to encourage and support non-motorized modes of travel.

- Create a multimodal transportation infrastructure that offers viable travel alternatives, improved general mobility, and integrated linkages between and among modes.

- Establish a multimodal transportation system that enhances employment opportunities in the CAAG Region by encouraging access to and preservation of

adequate suitable locations for employment and industry uses, leading to long-term economic development through support for viable Growth Centers.

- Develop a safe, accessible multi-use trail system throughout the CAAG Region that provides connectivity to a balanced array of passive and active open space and recreational areas.
- Encourage balanced, mixed-use and multi-modal development within designated commercial, employment, and industrial Growth Centers that supports logical extension of the transportation infrastructure.
- Develop a safe, efficient, and cost-effective multimodal transportation system that adequately and efficiently supports the region's mobility and access needs.

- Improve multimodal connectivity between residential areas as well as activity and Growth Centers that offer employment, shopping, educational, cultural, and recreational opportunities.



- Provide an appropriate array of modal options necessary to support the essential daily activities of the region's residents and assure equitable access to the region's opportunities.

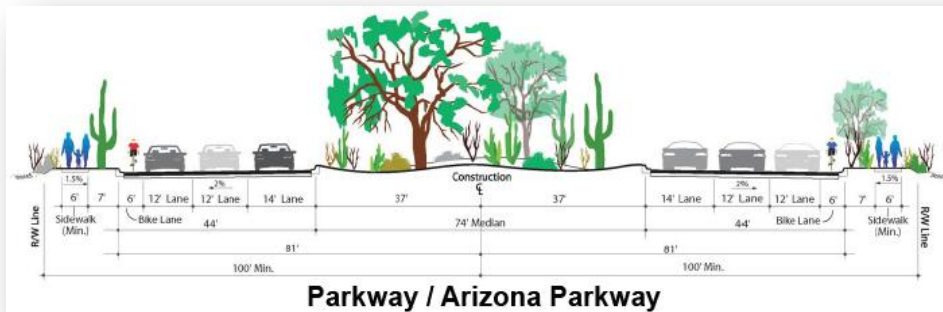




GOAL: ACCOMMODATE ANTICIPATED GROWTH IN TRAVEL DEMAND

Develop a Regional Transportation System that Supports the Travel Needs of Residents, Businesses, and Visitors Alike

- Establish a regional, unified vision for a multimodal transportation system directed toward improved connectivity within the CAAG Region and additional travel options to and from the Phoenix and Tucson metropolitan areas.
- Provide a regional transportation system capable of accommodating anticipated travel demands of the cities, towns, and communities of the CAAG Region by integrating system development with established land use and growth plans.
- Identify improvements to the region's highways and major arterials that will accommodate anticipated travel demand related to future land use and growth patterns in the CAAG Region.
- Adopt highway and major arterial design standards that accurately reflect travel functions and anticipated travel volumes based upon expected future development density and intensity.
- Identify the need for and implement policies to secure adequate rights-of-way for future highways and major arterials critical to the regional transportation system based on forecast future travel demand.
- Maintain acceptable and reliable levels of service for all transportation modes serving the region by establishing a set of mode-specific performance measures.
- Assure the integrity of local and regional/intercity freight corridors, as well as transload and intermodal zones/facilities by maintaining reasonable and reliable travel times for freight movements into, through and within the region, as well as provide high-quality access between intercity transportation corridors and freight facilities.

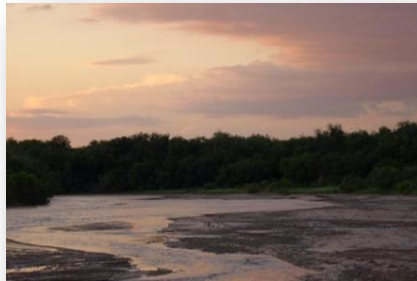




GOAL: PROMOTE LAND USE/TRANSPORTATION INTEGRATION

Develop a Multimodal Transportation Infrastructure that Provides a Safe and Secure Traveling Environment by Promoting Integrated Planning of Transportation Facilities with Land Use Patterns

- Integrate proposed transportation system improvements with community growth management efforts in the region to ensure adequate transportation facilities and services are available to support anticipated travel demand.
- Develop a safe, efficient, and balanced multimodal transportation system to facilitate the flow of people and goods throughout the region with emphasis on connectivity between existing and planned Growth Centers.



- Prepare regional guidelines for integrating land use planning, transportation system planning, and economic development to minimize travel time in support of air quality and other environmental goals, and improved quality of life.

- Develop a roadway classification system that is responsive to existing and projected traffic access and mobility demands and complements the region's general land use and economic development patterns.

- Encourage policies and practices that correlate land use and growth planning with regional travel patterns and transportation infrastructure design.
- Assure coordination of transportation and transit improvement and enhancement projects with land use and growth planning.
- Provide regional transit services designed for the current and future needs of the CAAG Region's residents, workers, and visitors with connectivity to existing and planned Growth Centers and representing a viable alternative for commute trips within the region and to the Phoenix and Tucson metropolitan areas.
- Carefully manage and guide growth in a manner that promotes economic development, integrates current and future multimodal transportation systems, and is responsive to environmental resources.





GOAL: ESTABLISH SOUND POLICIES FOR FUNDING, FINANCING, & ACCOUNTABILITY

Establish and Maintain a Rationalized Set of Priorities and Strategies to Maximize the Benefits of Funding Limitations and Make Efficient Use of Public Resources

- Coordinate land use and growth management with transportation planning and decisionmaking to achieve the most efficient and effective transportation system possible based on assessment of the region’s financial resources.
- Identify future funding needs and implement policies to secure appropriate financing to meet the CAAG Region’s transportation priorities, including capital cost, operating and maintenance costs, and replacement costs.
- Investigate improved methods and processes for financing transportation system improvements.



- Implement policies to assure transportation facility investments are sustained for the future.
- Institute guidelines for performance-based planning in support of transportation system investment decisions that depend on public financing and other resources.
- Identify federal and state revenue sources and mechanisms available to support funding regional transportation system improvements to meet accessibility and mobility needs.

- Establish a framework for the equitable distribution of transportation system investment funds based on a balance of geography, cost/benefit analysis, and regional relevance.
- Develop a prioritized improvements schedule and implementation strategy that takes advantage of available federal and state funding opportunities.
- Give appropriate consideration to previously planned and authorized transportation improvement projects adopted through recognized planning processes.
- Establish and maintain a broad-based public participation program that permits CAAG members and other stakeholders to review, evaluate, and comment on needed transportation infrastructure investments and resources identified for continuing operations of transportation facilities and services in the region.





4.0 REGIONAL PLANNING CONTEXT

This RTP will be prepared by CAAG to cover a 25 to 30-year period. The document will address all major transportation modes in the CAAG Region and activities and developments relating to the region’s transportation system. The RTP lends a regional perspective to identification of future transportation facility needs, discussion of potential environmental mitigation actions associated with developing such facilities, establishment of operational and capital investment strategies and priorities, and implementation of Plan components. Preparation of the RTP will be coordinated with relevant air quality control measures, where applicable, and would benefit from an extensive public participation process.

The regional transportation planning approach adopted for the CAAG RTP responds directly to Federal and State requirements and guidance relating to planning and developing transportation infrastructure with a regional framework. Specifically, the Plan adheres to direction afforded by the Federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and Arizona House Bill 2292 (HB 2292). HB 2292 laid the framework for the regional planning process in counties. Amendments in 2003 formalized the Transportation Policy Committee (TPC) for the purpose of adopting an RTP in Arizona counties. The TPC is required to recommend to the regional planning agency a 20-year comprehensive, performance-based multimodal and coordinated RTP for its county. The RTP shall present transportation projects by priority and include a schedule, which may include design and right-of-way acquisition, indicating dates project implementation. The RTP shall be developed to meet federal air quality requirements established for the region to which the RTP applies.

This chapter provides an overview of the roles and responsibilities of various agencies and organizations that have contributed to preparation of the RTP. It also presents a summary of the key elements of the Federal planning process that have guided its preparation.

4.1 ROLES AND RESPONSIBILITIES

In addition to CAAG, there are other agencies and committees with responsibilities relating to the RTP, including coordination, management, planning, oversight, and project implementation. A brief description of the roles and responsibilities of CAAG and these agencies and committees, as well as their role in the RTP process, is provided below.

4.1.1 CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS

CAAG is one of six Councils of Governments (COGs) designated by the Governor of Arizona to provide a framework for effective and coordinated regional planning among defined groups of counties, cities, towns, and communities. The CAAG Region covers over 10,000 square miles in the central portion of the State of Arizona. It contains, in addition to the Gila and Pinal counties, seventeen incorporated cities and town, as well as numerous small communities and all or portions of three Indian communities. It is located and is bordered





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by seven counties, and there are significant social and economic interactions with two of these counties: Maricopa and Pima.

In its role as a Council of Governments (COG), CAAG assists local governments in Gila and Pinal counties in planning for common needs. Through CAAG, the counties and local jurisdictions have a forum for cooperating toward the mutual benefit of all members and coordinating improvements projects for sound regional development. CAAG's primary responsibility is to strengthen the individual and collective power of local governments, help these entities to effectively identify regional opportunities, and eliminate unnecessary duplication of effort and expenditure of resources. This is accomplished through a rational administrative structure that gives consideration and voice to the needs and aspiration of the region's local governments, jurisdictions, districts, and communities.



CAAG is under contract with the Arizona Department of Transportation (ADOT) to provide various transportation planning activities in its region. The CAAG Regional Council is the decision-making body of the organization. Regional Council membership includes an elected official from each member agency. Under the guidance of the Regional Council, CAAG is responsible for developing a Five-Year Transportation Improvement Program (TIP), providing input into the State Transportation Improvement Program (STIP), implementing Transportation Enhancements Projects, reporting activities and progress to Federal and State agencies, monitoring local project development, and supporting various Transit Programs. CAAG also is active in the development of transportation studies undertaken by members in the region.

CAAG maintains a standing Transportation Technical Advisory Committee (TTAC) comprised of one representative from each member entity (18) and one designated staff member from ADOT. TTAC has responsibility for developing a five-year highway construction program that reflects the Region's priorities for the Federal aid program.

4.1.2 ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT's primary role is to plan, fund development of, and maintain a transportation system that meets the travel and freight transportation needs of the State. In this role, ADOT is responsible for the State Highway System (SHS) and other modes (e.g., public transit, railroads, and airports) necessary to support transportation needs associated with social and economic interaction. The SHS includes routes designated by the Federal and State transportation





agencies. Other highways, streets, and roads serving purely regional and local interests that area not part of the SHS, are owned and maintained by counties, or cities and towns in Arizona.

4.1.3 STATE TRANSPORTATION BOARD

The State Transportation Board has statutory authority over the SHS, serving in an advisory capacity to the Director of ADOT. The Board consists of seven members appointed by the Governor representing six geographic regions of the State. It is granted policy powers and duties that include: establishing a complete system of state highway routes; adopting a Five-Year Highway Construction Program; awarding and monitoring construction contracts; and issuing revenue bonds for financing needed transportation improvements throughout the State. The State Transportation Board has final authority on the establishment, opening, relocation, alteration, vacation, and abandonment any portion of a state route or highway. The Board also decides on the establishment of parkways and historic and scenic roadways.

Each year, the Board approves the ADOT Five-Year Highway Construction Program for statewide projects, which incorporates the priorities set by the State’s six COGs. ADOT works with CAAG to develop the program for the routes on the SHS in the CAAG Region. The State Transportation Board cannot approve projects that are not consistent with projects identified by CAAG and its members. This limitation ensures participation of local governments in project selection and is particularly important in areas requiring conformity with air quality standards.

4.2 SAFETEA-LU

COGs originally were organized under the provisions of the Federal Intergovernmental Cooperation Act, often referred to as the Interlocal Government Act, which was outlined in Sections 40 and 204 of the Demonstration Cities and Metropolitan Development Act. This act, passed in the 1960s, led to the creation of COGs arising from the need to establish of entities or districts to address regional needs spanning multiple jurisdictions. The national legislation authorized organizations directed by local elected officials to prepare a variety of regional plans. The COGs also act as a regional clearing house for reviewing and commenting on proposed projects, resolving conflict or establishing a lack of conflict with existing plans for areas affected, and processing grant applications for Federal funds. Although COGs are voluntary associations of local governments, these organizations address problems and planning needs that cross the boundaries of individual local governments or jurisdictions. The Regional Councils and supporting staff coordinate planning activities and provide a regional forum for facilitating cooperative action.

Although CAAG is a COG for a non-metropolitan area, significant portions of the region have experience rapid urbanization in the past decade. And, growth and development in the metropolitan counties of Maricopa and Pima exert strong influences on travel through the region, as well as into and out of the region in the form of daily commutes to employment opportunities in the two counties. Thus, CAAG has approached preparation of this RTP as though the region is a de facto metropolitan area with many of the practices and influences





of a metropolitan area dominating significant portions of the region. In adopting this approach, CAAG recognizes the requirements for the transportation planning process established in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which was signed by the President August 10, 2005. This assures the Plan will meet federal requirements to the Federal Highway Administration (FHWA) as well as ADOT when funding for planned projects is considered.

4.2.1 FEDERAL PLANNING FACTORS

SAFETEA-LU identifies Federal funding for a range of transportation programs and establishes other transportation-related regulations. Administration regulations for implementing SAFETEA-LU have been jointly promulgated by FHWA and Federal Transit



U.S. Department of Transportation
Federal Highway Administration

Administration (FTA) in 23 CFR Part 450, dated February 14, 2007. The process defined provides for consideration and implementation of projects, strategies, and services that meet the objectives of eight planning

factors. The CAAG RTP fully complies with the requirements of the final rule, responding to eight SAFETEA-LU planning factors identified below:

- Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the ability of the transportation system to support security and to safeguard the personal security of all motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system.

Based on the above requirements, the CAAG RTP looks at the travel and transportation needs of the region today and 20 years into the future, identifying potential transportation solutions and financial strategies for funding those solutions. The Plan will serve to guide investments of regional resources in roadway development, pedestrian and bicycle facilities (often closely related to roadway development), and services and facilities associated with public transit, aviation, freight movement, and railroads.





4.2.2 DEVELOPMENT AND CONTENT OF A REGIONAL TRANSPORTATION PLAN

In 23 CFR Part 450 specifically requires certain elements within an RTP. In addition, FHWA/FTA published The Transportation Planning Process, Key Issues, to help guide transportation decisionmakers, officials, and staff in the development of plans that will advance and area’s long-term goals. This publication states that:

Transportation planning plays a fundamental role in the state, region or community’s vision for its future. It includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement.

As noted above, the RTP meets the requirements of federal law and follows accepted regional planning principles and federal guidelines. Specifically, it includes the following key components:

RTP Planning Horizon – The RTP shall address no less than a 20-year planning horizon.

Planned Strategies/Actions – The RTP shall include both long-range and short-range strategies/actions directed toward creation of an integrated multimodal transportation system.

RTP Cycle Updates – An RTP shall be updated at least every five years. In air quality non-attainment regions, the RTP shall be updated every four years. [Note: As this the initial RTP for the CAAG Region, this requirement will not come into play until 2016 in the air quality non-attainment areas and 2017 in attainment areas.]

Data Requirements – The RTP shall be based on the latest available assumptions, estimates, or projections of for population, land use, travel, employment, congestion, and economic activity.

Elements of the RTP – The RTP shall, at a minimum, include:

- Forecast travel demand of persons and goods (i.e., freight) for the planning period;
- Identification of existing and proposed transportation facilities, including roadways, transit, multimodal and intermodal facilities and connections, pedestrian walkways, and bicycle facilities, with an emphasis on those facilities that serve important national and regional transportation functions;
- Transportation and transit enhancement activities, as appropriate;
- Operational and management strategies aimed at improvement facility performance to relieve congestion and maximize safety and mobility within the transportation system;
- Consideration of congestion management practices, as appropriate, particularly in air quality non-attainment areas;
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and support multimodal capacity increases;
- Description of proposed improvements in sufficient detail to support cost estimates;





- Discussion of types of potential environmental mitigation activities, including tentative areas for carrying out such activities, determined in consultation with appropriate Federal, State, Tribal, wildlife, and regulatory agencies;
- A Financial Plan that demonstrates how the adopted RTP will be implemented, indicating resources reasonably expected to be available to carry out the Plan and recommending any additional financing strategies for needed projects and programs.

Agency Consultations – The RTP shall incorporate the results of consultations, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.

Safety and Security Issues – The RTP should include a safety element that incorporates and summarizes the goals, priorities, and projects contained in the State Strategic Highway Safety Plan required under 23 U.S.C. 148 and, as appropriate, emergency relief and disaster preparedness plans that support homeland security and the personal security of the motorized and non-motorized public.

Public Participation Plan/Outreach – The Public Participation Plan shall assure:

- Development of the RTP in consultation with all interested parties;
- All interested parties have reasonable opportunities to comment on the contents of the RTP (see above);
- Any public meetings are held at convenient and accessible locations;
- Adequate use of visualization techniques to describe the RTP (e.g., maps, graphs, charts and other visual methods of interpreting data and information);
- Information is made available for public review, including (to the maximum extent practicable) in electronic accessible formats and means, such as the World Wide Web.

The intent of the Public Participation Plan is to afford a reasonable opportunity for citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties to become engaged in the preparation and review of the RTP. A minimum public comment period of 45 days shall be provided before the initial or revised RTP is adopted. The diagram on the following page, summarizes the transportation planning process as interpreted by FHWA/FTA.





CAAG Regional Transportation Plan



Source: Figure 1: Transportation Planning Process, Part I: Overview of Transportation Planning, The Transportation Planning Process: Key Issues, A Briefing book for Transportation Decisionmakers, Officials, and Staff, A Publication of the Transportation Planning Capacity Building Program through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

