



# FY 2006 EARLY PHASE INPUT OPPORTUNITY REPORT

DRAFT  
OCTOBER 2005

**Maricopa Association of Governments (MAG)**

**302 North First Avenue, Suite 300**

**Phoenix, Arizona 85003**

**Telephone: (602) 254-6300**

**Fax: (602) 254-6490**

**E-mail: [jstephens@mag.maricopa.gov](mailto:jstephens@mag.maricopa.gov)**

**Contact Person: Jason C. Stephens**

**Cover Page Photo:**

**The cover page is a montage of photos from different events held during the Early Phase Input Opportunity. Staff from MAG, ADOT, Valley Metro and Valley Metro Rail were on hand to receive public comment at these events on subjects ranging from Valley transportation plans and programs to the 2005 Census Survey.**



---

# TABLE OF CONTENTS

---

## EXECUTIVE SUMMARY

Introduction .....	1
Input Opportunities .....	1
Locations .....	2
Summary of Input .....	3

## I. PUBLIC INVOLVEMENT PROCESS

Introduction .....	5
Enhanced Public Outreach Process .....	6
Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (TIP), and ADOT Life Cycle Program .....	7
Table 2: Casa Grande Resolves .....	8
Publicity .....	8
Continuous Involvement .....	9

## II. APPENDIX A: PUBLICITY MATERIAL .....

11

## III. CORRESPONDENCE SINCE THE END OF THE FY 2005 FINAL PHASE AND START OF THE FY 2006 EARLY PHASE .....

19



---

# EXECUTIVE SUMMARY

---

## INTRODUCTION

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) continue to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 and SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. TEA-21 and SAFETEA-LU require that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

The Early Phase Input Opportunity for the FY 2007-2011 Transportation Improvement Program (TIP) and Regional Transportation Plan (Plan) Update was conducted from August through September, 2005. The Early Phase generally provides opportunity for initial input before projects in the new planning cycle have been decided upon as well as any updates to the Plan. Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Early Phase Input Opportunity Report, which is presented to the Transportation Policy Committee, MAG Management Committee and MAG Regional Council for review and consideration.

## INPUT OPPORTUNITIES

MAG provided the opportunity and received public comment at all committee meetings during the phase, including Management Committee, Transportation Policy Committee and Regional Council. On Wednesday, August 17, 2005 MAG kicked off the Early Phase input opportunity by hosting an Early Phase Transportation Stakeholders meeting. MAG, in conjunction with ADOT, Valley Metro and Valley Metro Rail received comments and suggestions on the new 2007-2011 funding cycle. An open house was held prior to the meeting where staff from MAG, ADOT, Valley Metro and Valley Metro Rail were available to answer questions and respond to citizen comments. On Thursday, August 18, MAG hosted a booth with ADOT at the Southwest Realtors Expo. MAG and ADOT staff were on hand at the Expo to answer questions, respond to comments and take project suggestions. On September 15 and 16, 2005, MAG partnered with ADOT and Valley Metro to host a booth at the Hispanic Women's Expo. Staff from all the agencies were on hand to talk with Expo attendees about a variety of transportation related topics, as well as provide information about the 2005 Census Survey. On September 16 and 17, 2005, MAG staff hosted a booth in Glendale at Fiesta Glendale. MAG staff was on hand to answer

questions and respond to comments as well as talk with event attendees about the 2005 Census Survey. On September 22, 2005, MAG partnered with the City of Phoenix and Valley Metro to host a booth at the Central Transit Station in Phoenix. Staff was available to answer questions, take suggestions and respond to comments. On September 24, 2005, MAG partnered with the City of Gilbert to host a booth at Gilbert's So Long to Summer Fest. Staff was available to take project suggestions, answer questions and respond to comments.

## **LOCATIONS**

The Early Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Early Phase committee meetings were held during the week, in the afternoon and evening. The other events varied in time and place, some held on a weekend, while the Early Phase Transportation Stakeholders meeting was held during the week before lunchtime.

### **Early Phase Transportation Stakeholders Open House and Meeting**

Phoenix  
Wednesday, August 17, 2005  
9:00 a.m. to 12:00 p.m.

### **Southwest Realtors Expo**

Phoenix  
Thursday, August 18, 2005  
7:30 a.m. to 2:00 p.m.

### **Hispanic Women's Conference**

Phoenix  
Thursday and Friday, September 15 & 16, 2005  
8:00 a.m. to 5:00 p.m.

### **Fiesta Glendale**

Glendale  
Friday and Saturday, September 16 & 17, 2005  
3:30 p.m. to 10:00 p.m.

### **Transportation Fair**

Phoenix  
Thursday, September 22, 2005  
3:00 p.m. to 5:00 p.m.

### **Gilbert's So Long to Summer Fest**

Gilbert  
Saturday, September 24, 2005  
4:00 p.m. to 9:00 p.m.

All of these public events were scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation, alternative materials such as large print and Braille, and FM/Infrared Listening Devices were available upon request.

## **SUMMARY OF INPUT**

Input gathered during the Early Phase input opportunity is included in the Early Phase Input Opportunity Report. A summary of the input received is listed below.

- Bathrooms and showers are needed at every mile along the transit system.
- When constructing the arterial system, pedestrian and bike facilities should be built at the same time.
- More and better bus service is needed in the West Valley.
- More bus shelters are needed all over the Valley.
- I don't think covering parking spaces at a park-and-ride is as important as making sure there are bus shelters at every bus stop.
- The freeways out in the West Valley need to be constructed as soon as possible.
- Expand I-17 north of the Loop 101.
- We need to improve traffic interchanges.
- Double deck I-17, not just from Dunlap to the I-10 stack.
- The 101 needs to be connected at Bethany Home Road.
- We should have elevated rail along the canals.
- I'd like to see Buckeye Road become a new Grand Avenue.
- We need studies done of possible river crossings between I-10 and Bell Road.
- We need a regional Dial-a-Ride system operated by a single agency.
- We need the rubberizing of the freeways to be completed sooner.
- When is the light rail going to be finished?
- We need relief from the congestion on I-10.
- More RAPID buses are needed throughout the Valley.
- When is light rail going to be extended to Gilbert?
- More bus service is needed in the Southeast Valley.
- Use existing right-of-way to expand light rail.
- I don't see the trolley being useful.



---

# I. PUBLIC INVOLVEMENT PROCESS

---

## INTRODUCTION

TEA-21 and SAFETEA-LU continue to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 and SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. TEA-21 and SAFETEA-LU require that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on

The MAG Process for Public Involvement receives public opinion in accord with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

transportation planning and programming in the MAG region, which is in accord with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the Early Phase input opportunity was conducted from August through September 2005. The results of these meetings are included in this report – *FY 2006 Early Phase Input Opportunity Report* (October 2005).

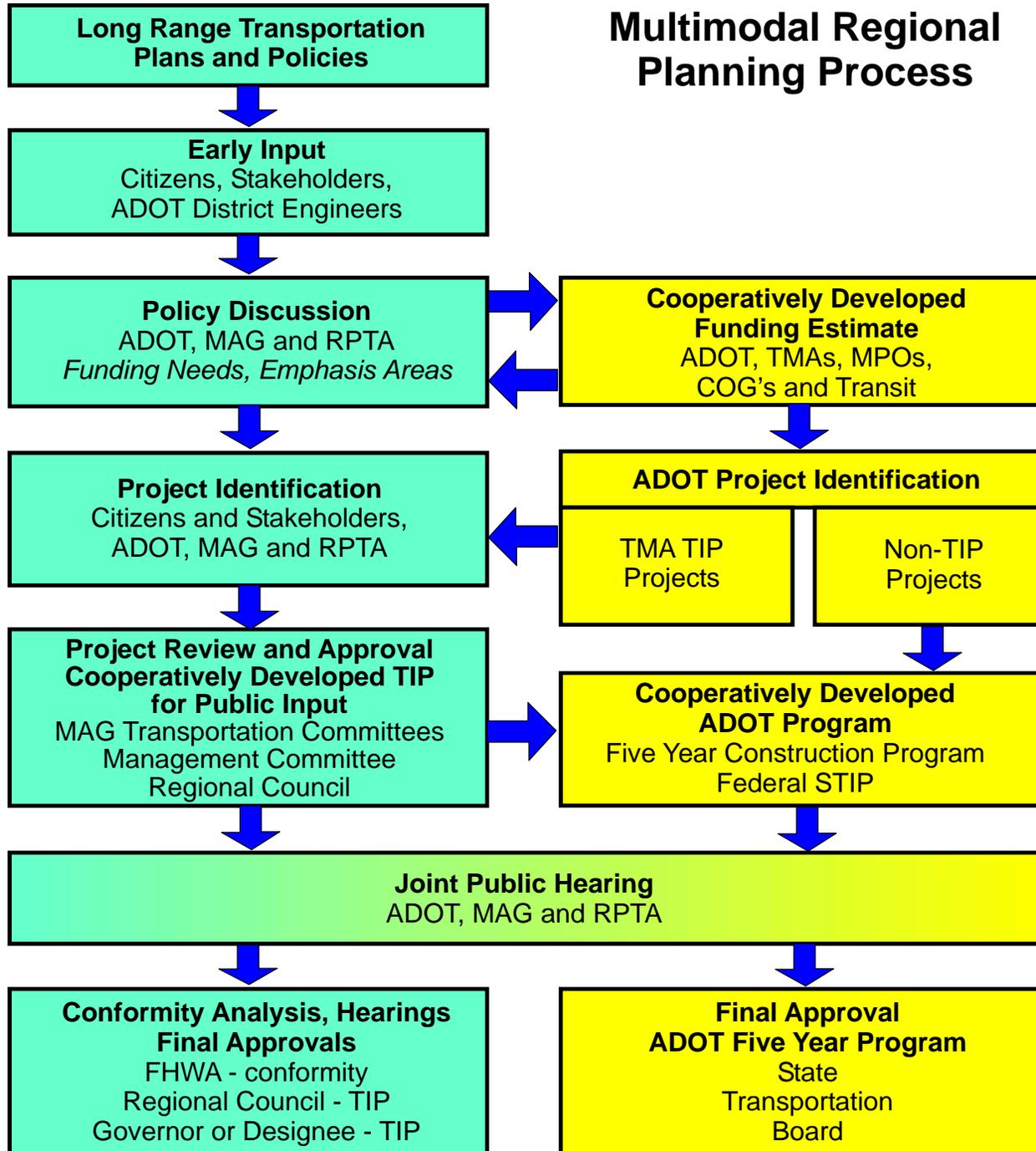
The Mid-Phase process provides for input on initial plan analysis for the Draft TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through March. The results of the Mid-Phase Input Opportunity will be included in the *FY 2006 Mid-Phase Input Opportunity Report* (March/April 2006). The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2006 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

## **ENHANCED PUBLIC OUTREACH PROCESS**

In July 1998, the Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules – which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the two planning and programming processes have been combined. (See Page 7).

# Multimodal Regional Planning Process



**Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG LRTP, and ADOT Life Cycle Program (Joint Planning Process)**

- \* **TMA:** Transportation Management Area
- \* **FHWA:** Federal Highway Administration
- \* **RPTA:** Regional Public Transportation Authority
- \* **COG:** Council of Governments
- \* **MPO:** Metropolitan Planning Organization

**Guiding Principles  
New Arizona Transportation Planning and Programming Process  
Casa Grande Resolves**

- , One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- , Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- , The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- , The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- , Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- , Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- , There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

**Table 2: Casa Grande Resolves**

**PUBLICITY**

The public was informed of Early Phase public involvement events through a variety of methods. The Early Phase Transportation Stakeholders Open House and Meeting were announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals. For the Transportation Fair, the City of Phoenix placed flyers in different parts of the transit station. MAG was also part of other events that were advertised in newspapers and on television stations across the Valley such as the Gilbert So Long to Summer Fest, Hispanic Women's Conference, Southwest Realtor's Expo and Fiesta Glendale.

## CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the FY 2005 Final Phase Input Opportunity. Activities included:

- , Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.
- , MAG membership and involvement with several civic organizations in the region including the Phoenix Chamber of Commerce, Valley Forward, Hispanic Chamber of Commerce, Hispanic Community Forum, Latino Institute and The League of United Latin American Citizens (LULAC).
- , Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- , Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- , Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- , Partnership in numerous special events in which MAG, ADOT, Valley Metro, and Valley Metro Rail jointly participated.
- , Monthly e-mail updates from the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at [www.mag.maricopa.gov](http://www.mag.maricopa.gov). The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to [jstephens@mag.maricopa.gov](mailto:jstephens@mag.maricopa.gov). In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with ADOT, Valley Metro, Valley Metro Rail and CTOC have also led to enhancements to the public involvement process.



---

**APPENDIX A**  
**PUBLICITY MATERIAL**

---



## Transportation Fair Flyer



## Memo

## Agenda

## **Results of stakeholder meeting**



---

**III. APPENDIX B  
CORRESPONDENCE SINCE THE END OF THE FY  
2005 FINAL PHASE AND START OF THE FY 2006  
EARLY PHASE**

---

