

## SUMMARY

Round 1 Public Open Houses  
February 2012

### Background

The Yuma County Rail Corridor Study kicked off in December 2011 and will last 12 months. Due to historical adversity surrounding rail projects in the region there is trust that needs to be built with stakeholders and the community. To that end, the primary goal of stakeholder and public involvement is transparency. The best way for the study team to ensure that community values, ideas, and opinions are fully integrated into the study recommendations is to have an opportunity to interact with people.

### Public Open Houses

Prior to any technical work commencing, YMPO and the study team held public open houses to invite open-ended conversation about economic development related to freight movement in the region.

Thirty-six people attended the open houses, which were conducted at the following dates and times:

#### February 21, 2012

4 p.m. – 7 p.m.

Multi-purpose Room at City Hall  
1090 E. Union St.  
San Luis, AZ 85349

#### February 22, 2012

9 a.m. – noon & 4 p.m. – 7 p.m.

City of Yuma  
Public Works Training Room  
155 W. 14<sup>th</sup> Street  
Yuma, AZ 85364





## Notification

YMPO publicized the meeting by emailing the flier shown at right to its existing distribution lists, and placed a Legal advertisement in the Yuma Sun on February 9, 2012 that read as follows:

### Yuma Metropolitan Planning Organization

#### Public Notice

#### Yuma County Rail Corridor and Logistics Study

The Yuma Metropolitan Planning Organization (YMPO) and its partners will hold two public open houses to gather public input on the Yuma County Rail Corridor and Logistics Study. The study will analyze potential rail corridors, including a no-build option, and will also identify freight and rail-related economic development opportunities for the Yuma Region.

The meeting dates and locations are as follows: February 21, 2012 from 4 p.m. to 7 p.m. in the Multi-purpose Room at City Hall - 1090 E. Union St. San Luis, AZ 85349; February 22, 2012 from 9 a.m. to noon and 4 p.m. to 7 p.m. in the City of Yuma Public Works Training Room -155 W. 14th Street. Yuma, AZ 85364.

Participants can drop by any time within the times listed above and talk with study team members. Input will help shape the study's process and outcome.

Persons with a disability may request a reasonable accommodation, such as sign language interpreter, by contacting Kristin Bornstein at 602.368.9644 or [kristin@kdacreative.com](mailto:kristin@kdacreative.com). Requests should be made as early as possible to allow time to arrange the accommodation.

For more information regarding the study, please contact YMPO at (928) 783-8911 or [ympo@ympo.org](mailto:ympo@ympo.org).

**Yuma County Rail Corridor and Logistics Study**

## We need your input!

### Public Open Houses

February 21, 2012	February 22, 2012
4 p.m. - 7 p.m.	9 a.m. - noon & 4 p.m. - 7 p.m.
Multi-purpose Room at City Hall 1090 E. Union St. San Luis, AZ 85349	City of Yuma Public Works Training Room 155 W. 14th Street Yuma, AZ 85364

**Drop by any time during the times listed and talk with study team members. Your input will help shape the study's process and outcome.**

**Why study this region?**

Yuma Metropolitan Planning Organization (YMPO) and its partners believe that economic development and job creation opportunities exist for the region. The following assets make it a strong candidate for freight industry development:

- Proximity to key ports in Southern California and Western Mexico
- Existing rail presence
- Robust transportation network
- Agricultural productivity and export

**Contact Us**  
(928) 783-8911 or [ympo@ympo.org](mailto:ympo@ympo.org)

**What is the meeting format?**

The meetings will be conducted in a come-and-go format. Study team members and YMPO staff will be available to meet one-on-one with participants, provide information about study progress, and get your input. Participants will be given the opportunity to complete comment forms.

Persons with a disability may request a reasonable accommodation, such as sign language interpreter, by contacting Kristin Bornstein at 602.368.9644 or [kristin@kdacreative.com](mailto:kristin@kdacreative.com). Requests should be made as early as possible to allow time to arrange the accommodation.

## Public Feedback

People's comments were captured in writing on comment forms and blank maps of the study area. At this early stage, it also was important for people to understand the study process and have some level of predictability about when they will see updates on study progress and when they will be invited again to interact with the team. The following input was received:



### 1. Is there an interest in short line rail for export/import?

- Yes if ok with agricultural industry
- Yes if can control Hazmat transport
- Only if NOT through Valley farm land and of economic benefit
- Yes, economic interest
- No
- Yes, Import
- Yes
- The amount of interest continues to grow. There are many missed opportunities for industrial growth due to lack of rail service
- Yes, to show community the feasibility of a rail line (it can be done!)
- There is for future economic development

### 2. Is there an unmet need for short line rail for export/import?

- Don't know
- Yes, this could help being more commerce/jobs to the area
- Maybe
- Yes, Import
- Yes!
- Yes, current users suffer due to the lack of sufficient infrastructure and service
- Presently, It's all truck
- Not at this time



**3. Do you have an interest for rail connection to the seaports in Mexico?**

- Only if it benefits Yuma community and benefits export of produce
- Yes
- Yes, providing a rail connection to the seaports in Mexico will help provide economic help to Yuma, jobs in particular
- Yes
- Yes, Guaymas
- Yes!
- Yes, as a port of entry to the US it begs for multiple options to receive goods from as many sea ports as possible
- Very much so
- Perhaps- depends entirely on the route

**4. If a rail line is developed to connect Yuma to Mexico:**

**(a) What portion of Yuma County should it pass through?**

- Do the pink line with distribution centers at... POE
- If possible, follow Area Service Highway
- Yuma Area
- South of the farmland along ASH
- Don't disrupt Agricultural land
- Through POE 2 and along (parallel to Ash Hwy)
- The existing ports of entry are the obvious choices
- The other side of ASH
- It should travel parallel to the border then join the main line via a route across BMG Range east of Gila Mountains. The Wellton area would serve will for economic activity for trans load and other operations

**(b) What areas of the County are areas to avoid?**

- Agricultural land, populated areas, new Walmart 8E area
- Again, NOT through Valley farmland
- Anywhere East of the Gila Mountains
- Agricultural land
- Please don't bisect county east-west
- Agriculture areas in the fertile valley. Two corridors exist and those should be considered. A new corridor does not make sense
- MCAS including the weapons range and area with high density- privately owned farm land
- Avoid current developments and ALL agriculture



**(c) Or should it not be built?**

- Only if logistics can be built near port of entry so some economic benefit to Yuma County
- Needs to be built
- Yes, build it
- It needs to be built in order to plan for the future
- Yes it should be built
- Only build if the above are accomplished

**5. What concerns do you have about a rail connection through Yuma County?**

- Transport of Hazmat through Yuma County. Loss of viable agricultural land.
- Disruption to prime farmland, disruption to community, lack of economic benefit to Yuma, possible Hazmat accident
- Route. Rail right of way is quite large. A rail route should be outside of the bulk of urbanized Yuma area, probably best to route through Yuma County
- Avoid farm land and residential areas
- Bisect county E/W. Ruination of farmland
- Interference with AG. Lower quality of life for residents- noise, crossings, etc. Negative impact on property value if anywhere near homes or subdivisions. Not interested if Yuma County is simply a pass-through

**6. Would you utilize rail if it were readily available?**

- Yes- passenger only
- No
- No
- Yes

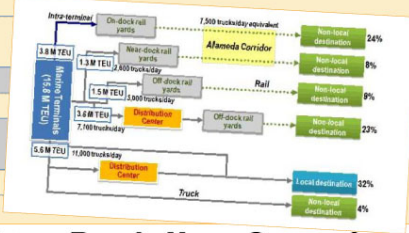


Open House Materials

Included here are various displays and materials used at the open house to explain the study and generate public dialogue.




MARINE TERMINAL	TERMINAL CAPACITY
Long Beach	7.3 Million TEU
Los Angeles	8.5 Million TEU
Proposed Punta Colonet	6.0 Million TEU
Guaymas	175,392 TEU



**HOW DO MARINE PORTS WORK?**


**WHY STUDY RAIL IN YUMA COUNTY?**

- POSITION YUMA ECONOMICALLY FOR FUTURE TRADE OPTIONS
- EXPAND THE YUMA'S MARKET SHARE WITH AGRICULTURE PRODUCTS
- MAXIMIZE YUMA'S STRATEGIC LOCATION IN THE WORLD TRADE MARKET
- MAXIMIZE TRADE WITH MEXICO
- MAKE BETTER USE OF THE UNION PACIFIC RAILROAD THAT PASSES THROUGH YUMA CO.





Short Line Train

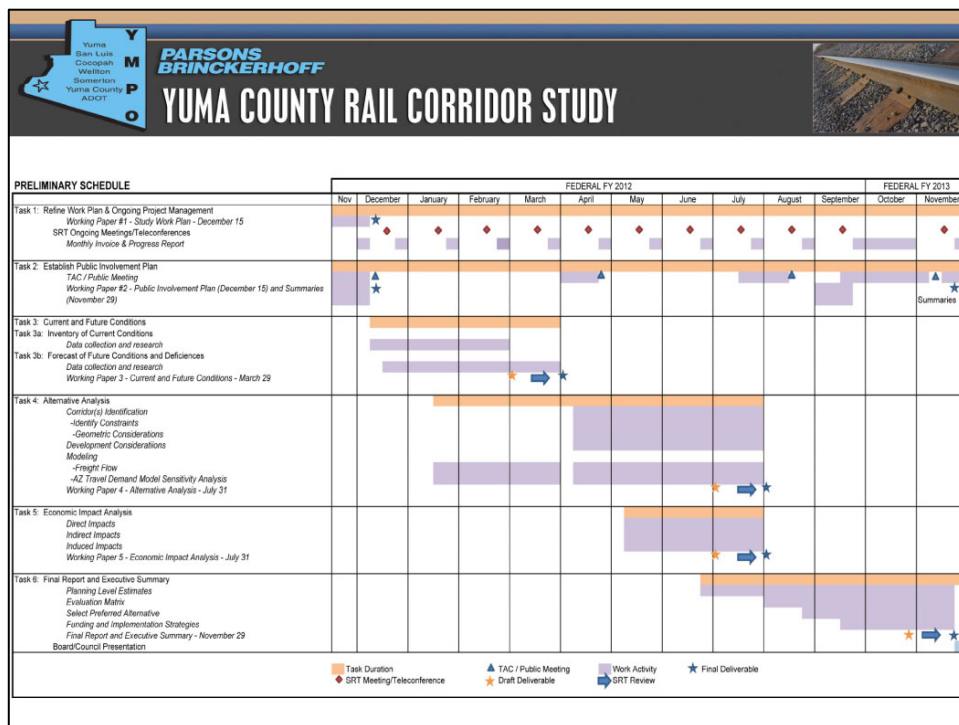
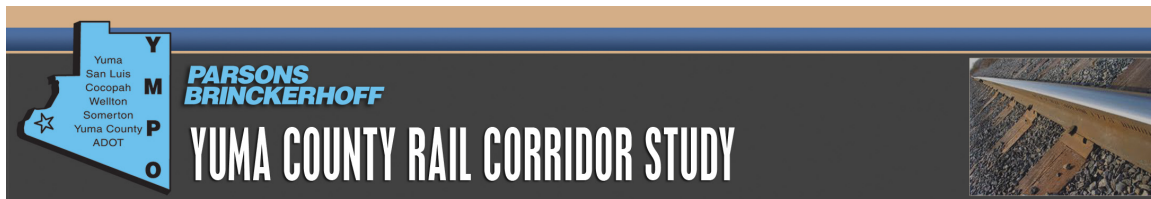
1 TEU = 1 - Twenty-foot Equivalent Unit



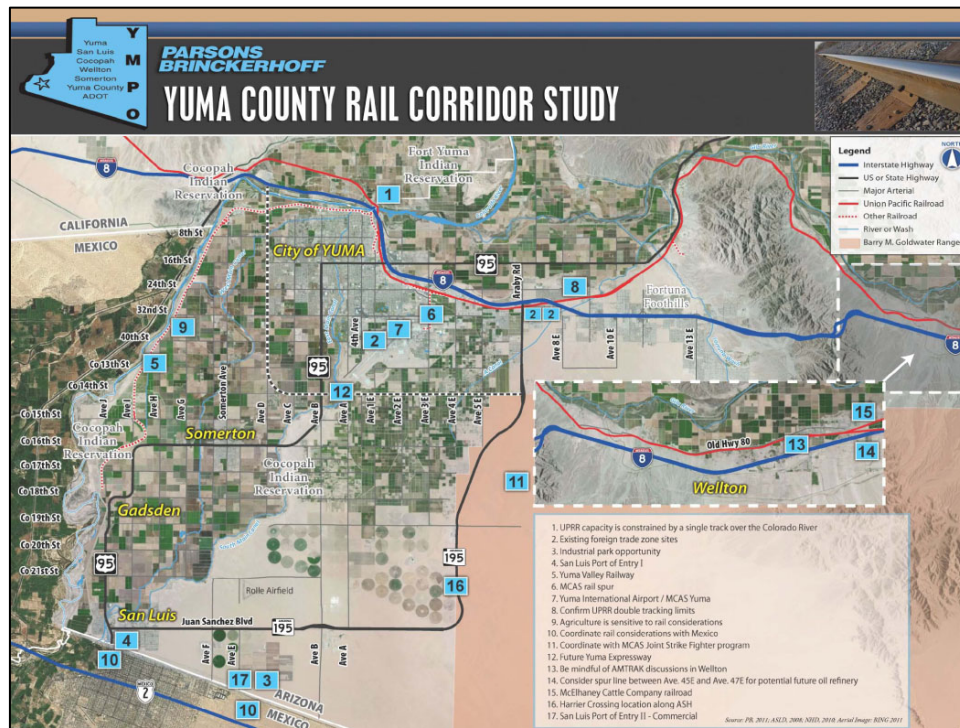
**A SHORT LINE RAILROAD IS A SMALL OR MID-SIZED RAILROAD COMPANY THAT OPERATES OVER A RELATIVELY SHORT DISTANCE RELATIVE TO LARGER, NATIONAL RAILROAD NETWORKS**









## Next Steps

The study will identify freight rail-related economic development opportunities for the Yuma Region, whose geographic proximity to ports in Southern California and Western Mexico, existing freight rail presence, robust transportation network, and agricultural productivity and export make it a strong candidate as a value-added proposition to the freight movement industry. The Yuma Metropolitan Planning Organization (YMPO) partners believe that economic development opportunities exist for the region, and area residents and businesses are supportive of job creation and economic growth.

**Spring 2012**—As the technical team is wrapping up the **Yuma Economic and Freight Profile**, clear and concise information about trends of U.S. trade with Mexico and NAFTA trade and a regional economic profile (summary of the Yuma/Regional economy, freight market, and freight rail needs) will be prepared for stakeholder and public review and comment. Input will be sought on whether the findings are accurate and complete, and dialogue will be encouraged to start people thinking about conclusions that can be drawn from the findings (i.e., What does all of this mean?).

A discussion of economic development will occur at all phases. If possible, preliminary information about how freight relates or can relate to economic development should get out to stakeholders and the public no later than this second open house. Any necessary updates will also be provided on the study process, to reinforce a level of predictability about when



they will see updates on study progress and when they will be invited again to interact with the team. Finally, participants will be invited to review the results of the preceding open house (“What We Heard From You Last Time”) and provide comments to make sure that the study stays on track with community sentiment.

**Late Summer 2012**—Based on work conducted in the preceding months, the open house in late summer will be the first time that stakeholders and the public will see lines on maps or preliminary recommendation ideas. During the ***Evaluation of Rail Alternatives***, the focus of dialogue will be to review potential measures to improve freight rail by industry and preliminary ideas for a rail alignment and terminal facility, and to gather input so that the list of alternatives can be narrowed.

At this point in the study, there also will be information to share on the economic impact analysis, which will greatly enhance the discussion of alternatives. Any necessary updates will also be provided on the study process, to reinforce a level of predictability about when they will see updates on study progress and when they will be invited again to interact with the team. Finally, participants will be invited to review the results of the preceding open house (“What We Heard From You Last Time”) and provide comments to make sure that the study stays on track with community sentiment.

**Late 2012**—The study’s final recommendations, or the ***Implementation Plan for Preferred Alternative***, will be the topic of the final open house, including suggested roles and responsibilities for both initiating, owning, and operating a potential facility, based in part on organizational structure of similar facilities in other regions, and including a business model for the potential facility once in operation. The final open house also will focus on communications designed to build support and momentum for implementation of the study’s recommendations. The study team will take this opportunity to highlight work to date, particularly in terms of interaction and responsiveness, to further strengthen support for any recommendation(s).