From the Phoenix Business Journal
:http://www.bizjournals.com/phoenix/blog/business/2012/06/sun-corridor-getting-some-attention-as.html

Sun Corridor getting some attention as economy improves

Phoenix Business Journal by Patrick O'Grady, Reporter

Date: Tuesday, June 12, 2012, 2:39pm MST

Patrick O'Grady
Reporter- *Phoenix Business Journal*
Email | Twitter

The Sun Corridor, a potential megapolitan area running from Prescott through Phoenix and Tucson to the Mexico border, is getting some attention.

In Friday's paper, the **Phoenix Business Journal** will look at some of its impacts and who is gearing up for a region that, in the next 30 years, will have a population of about 9 million people.

That means a lot more impact on infrastructure and services, and the need for a lot more jobs in the coming years.

Coincidentally, the **Maricopa Association of Governments** is putting on an event Wednesday to discuss what will need to be done from an economic development viewpoint to make sure the jobs are there to support a region that will be one of a dozen major economic corridors in the U.S.

Michael Gallis, head of the Charlotte, N.C.-based Michael Gallis & Associates, will be on hand to provide a presentation about how the Sun Corridor will grow over the next three decades and where the region should focus its energies.

The event, which runs from 10 a.m. to noon at the Renaissance Phoenix Downtown Hotel, 50 E. Adams St., also will feature a panel discussion featuring Tempe Mayor Hugh Hallman, Litchfield Park Mayor Tom Schoaf, **Greater Phoenix Economic Council** President and CEO Barry Broome, **Science Foundation Arizona** President and CEO William Harris, **Arizona State University** Professor Dennis Hoffman, and Thomas Darcy with the **IBM Software Group**.

Groups in the Valley are starting to look at the Sun Corridor issues again after what has been a four-year break on growth caused by the Great Recession.

This Friday also won't be the first time the Business Journal has looked at what will be the dominant economic engine in the next 30 to 50 years. The Sun Corridor was part of our Centennial coverage earlier this year, and its coverage likely will be a continuing part of how we look at business in general.

From a tech perspective, it may be the way business goes. The **Arizona Commerce Authority** and GPEC, along with the other regional economic development groups in the state, are trying to stake claims to making technology industries the economic driver for the state.

How far that goes and whether it will make a dent in the traditional development community, however, remains to be seen.

For information on the Wednesday event, click here.

> Patrick O'Grady reports on technology, solar energy, utilities, manufacturing, aerospace, defense, sustainability, telecommunications, the Arizona Corporation Commission and other related topics.

From the Phoenix Business Journal
:http://www.bizjournals.com/phoenix/print-edition/2012/06/15/cooperative-effort-arizona-sun.html

Cooperative effort: Arizona Sun Corridor plan's success depends on all working together

Premium content from Phoenix Business Journal by Janet Perez, Contributing writer

Date: Friday, June 15, 2012, 3:00am MST

Related:

Phoenix, Arizona, Maricopa County, Economic Snapshot

While still far from a reality, the Sun Corridor — the economic merger of Arizona's largest counties — is being accepted increasingly as an inevitability by core members of the projected megapolitan, with Phoenix and Maricopa County taking the lead roles.

"First and foremost, the Sun Corridor is going to happen. We know that growth is going to return to our city and our region and our state," said Phoenix Mayor Greg Stanton. "Our success in Phoenix is directly related to the success of this entire region. When I say 'this region,' I include Prescott; I include Tucson.

"What we are trying to achieve from an economic development perspective as an individual city and what we are trying to achieve as a Sun Corridor are exactly the same," he said. "We would be remiss if we didn't start thinking of ourselves as a corridor."

Boom to bust

First discussed in the early 1990s during negotiations for the North American Free Trade Agreement, the concept of an economic, transportation and natural resources partnership within the state's most populous counties didn't really begin to coalesce until 2008. That was when the Morrison Institute for Public Policy at **Arizona State University** popularized the Sun Corridor name for a single functioning economy comprising Yavapai, Maricopa, Pinal, Pima and Santa Cruz counties with its "Megapolitan: Arizona's Sun Corridor" report.

When it was formally introduced four years ago, the Sun Corridor idea generated excitement at the business, economic development and government levels. Unfortunately, that initial excitement all but evaporated when Arizona's economy bottomed out just a few months after the report was released.

As a result of the state's economic slowdown, the population growth projections for the Sun Corridor were revised downward. In 2011, the Morrison Institute released another report, "Watering the Sun Corridor: Managing Choices in Arizona's Megapolitan Area," in which **University of Arizona** economist Marshall Vest adjusted his projected 2040 population figures from the original 10.1 million for the core Sun Corridor counties (Maricopa, Pinal and Pima) to 9 million.

"When I was going around doing presentations about the original report, I was conscious of the fact that people were sort of looking at me like, 'Well, this is kind of out of date now,'" said Grady Gammage Jr., one of the report's principal authors.

Along with scaling back population growth projections for the corridor, the recession also may have had the effect of galvanizing support for the work that needs to be done to prepare the region for growth.

"We've had the concept of a Sun Corridor in mind for few years, but I think the recession has really added a sense of urgency, because now we see that, for example, Texas is doing extremely well in terms of their regional coordination and they are seeing real benefits at their ports of entry (to Mexico)," said Amy St. Peter, human services and special projects manager for the **Maricopa Association of Governments**. "They're beating us because they are coordinated at a level that we are aspiring to right now."

Moving beyond the core

Officials in the Valley who advocate the Sun Corridor are acutely aware they must be inclusive of the entire region if it is to become a national economic powerhouse.

"It's important to go below Pima County, all the way to the Mexican border," Gammage said. "That is extremely critical because this connection to Mexico could be a major driving force for the Sun Corridor."

In 2009, MAG, the Central Arizona Association of Governments and the Pima Association of Governments formed the Joint Planning Advisory Council to coordinate plans and create an economically viable Sun Corridor.

The council decided to seek federal assistance for resources at the state's ports of entry and to improve transportation to and from those entry points.

"That's an example of far-reaching efforts," said outgoing Tempe Mayor Hugh Hallman, who serves as MAG's chairman until June 30. "The ports of entry are not in Maricopa County or Pima County or Pinal County, but we recognize that without improved trade flows, the Sun Corridor and our three county organizations — and those who depend on us — will not have the opportunity to reach the greatest economic development activity."

Leaders in Maricopa County and the Valley also need to make sure the communities in the northern part of the Sun Corridor are included in planning the mega region, Gammage said.

In March, the Phoenix Business Journal published a story detailing how the Sun Corridor concept was failing to gain traction among civic and government leaders in Prescott. The report spurred Gammage into action. He met with the planning director for Prescott Valley, and now plans are in the works to hold a community forum there this fall to discuss Yavapai County's role in the Sun Corridor.

"It has a different reaction up there than it does in the three main counties," said Gammage, an attorney with Phoenix law firm **Gammage & Burnham PLC**. "It's very split between people who want to embrace the concept of the Sun Corridor and ... people who want nothing to do with it; people who don't want to be part of a major metropolitan area (and those) who would like wherever they live in the mountain area to remain a more rural, less developed and more retirement-oriented place."

Helping in the effort to make planning for the Sun Corridor all-inclusive is MAG's participation in the Metropolitan Business Planning Initiative. In 2011, the Brookings Institution in Washington selected MAG as one of four U.S. organizations to take part in the initiative, which aims to foster a culture of economic development statewide through self-analysis of shared strengths, challenges and opportunities.

"Developing a robust, collaborative framework in which to pursue economic growth will result in revitalizing the state's economy," according to a MAG report. "In addition, the region will have a new process to approach economic development that may be utilized with a variety of industries and projects for years to come."

Transportation in the big picture

The intra-county cooperation that leaders in Phoenix and Maricopa County are promoting for the Sun Corridor extends beyond opening lines of communication. There also is recognition that Arizona's Sun Corridor will fail to become a major economic player if critical transportation issues are not addressed. If companies cannot move their goods through the corridor efficiently, Arizona is out of the game.

The first line of attack is the proposed Interstate 11 from Las Vegas to Phoenix and down to the Mexico border.

"We've already spent significant resources on creating the trade-flow corridor with the new ports of entry along the Arizona-Mexico border," Hallman said. "What we haven't done is finish those connections."

The second major push is to get on the federal radar for a high-speed rail system between Phoenix and Tucson.

"I know there are a lot of details that need to be worked out and nothing can happen overnight, but I think high-speed rail is one — and, in time, certainly the most visible example of a partnership between our cities," Stanton said. "You are going to see a lot of businesses have operations in both Tucson and (Phoenix), and the more transportation options we can give them, the better."

Developing existing assets

All this is not to say the counties making up the Sun Corridor come to the table empty-handed. Gammage points to the health care industry as an example of cooperation between Phoenix and Tucson — most notably the University of Arizona College of Medicine, which is operating a successful campus in downtown Phoenix. The biotech industry with the Translational Genomics Institute and medical destinations such as the Mayo Clinic and Barrow Neurological Institute also contribute to branding the Sun Corridor as a player in the health care field.

"The huge health care delivery system that exists in Phoenix helps to strengthen the Sun Corridor as a medical delivery competitor with places like Rochester, Minn., or Cleveland or Memphis, which are these deliverers of specialized medical services to people who migrate from other parts of the country," Gammage said.

The aerospace and defense industries also have found fertile soil in the Sun Corridor. Luke Air Force Base in Glendale will run some training missions for the F-35 Joint Strike Fighter program, and state land has been placed in trust to protect Davis-Monthan Air Force Base south of Tucson and Fort Huachuca in Sierra Vista.

That type of cooperation will be vital as the corridor tries to attract more defense industry work, Stanton said.

"As you see us pursue as a team things like the unmanned aircraft opportunities that are before us, that can only be accomplished by putting forward the fact that we have these incredible Sun Corridor assets," he said. "The unmanned aircraft system is a perfect example of the kind of statewide cooperation that is needed."

Attracting new business

Those leading the Sun Corridor charge know merely saying a mega region is in the works is not enough to attract new businesses and high-paying jobs. Still, the promise of cooperation to create the infrastructure needed to sustain the Sun Corridor is proving to be a selling point, said Barry Broome, president and CEO of the **Greater Phoenix Economic Council**.

"The megapolitan corridor concept increases improved planning between the market. Then you're going to get an economic benefit from improved planning," Broome said. "It's really an intellectual observation that can help people understand how grids are laid out for energy, whether or not there is a high-speed rail between Tucson and Phoenix, whether or not I-11 can get traction in the West Valley. All of these concepts get elevated when you have the megapolitan corridor concept."

For his part, Stanton said he hasn't "seen one business that has said they want to come here specifically because they want to be part of the Sun Corridor." However, "they want to utilize the assets that exist throughout this entire region."

One of the companies looking to take advantage of the region's existing assets and future opportunities is Solon. The solar energy company, based in Berlin, employs 58 people at operations in Phoenix and Tucson.

"In general, Arizona was an excellent location to set up our U.S. operations for many reasons," said Robert Wanless, Solon's director of business development in Phoenix. "Arizona has one of the highest degrees of solar radiation, which is the fuel source for solar power plants. It has an excellent renewable energy standard that addressed all three solar customer segments: residential, commercial and utility scale. And it has excellent engineering programs at the local universities that could provide a source for highly capable employees."

At this stage of the Sun Corridor's development, cooperation, branding and image are vital to recruiting new businesses to the state.

"Having the perception that we have our act together and we are working as a team ... is critically important to attracting the right kinds of jobs, the right kinds of entrepreneurs to our region," Stanton said. "I often get asked how well we work with Tucson, how well we work with the other cities in the region, what is our relationship like with the state of Arizona. Companies want to make sure there is a well-functioning government if they are going to make a major investment in our region."

VIEWPOINTS INSIDE | PAGE B10

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THE ARIZONA REPUBLIC
NEWS.AZCENTRAL.COM

Ariz. in danger of falling behind

Leaders warned on state's development

By Gary Nelson
The Republic | azcentral.com

Arizona is destined for Third World status without better leadership and education, a group of state business and political leaders was warned last week.

William Harris, president and CEO of Science Foundation Arizona, struck that ominous note during a Maricopa Association of Governments meeting aimed at boosting Arizona's role in the world economy.

The meeting was a renaissance of sorts for the so-called Sun Corridor, a concept that hibernated while the Great Recession gnawed at Arizona's economy.

A May 2008 report by the Morrison Institute for Public Policy at Arizona State University saw a future Arizona dominated by a "megapolitan" region stretching from Nogales to Prescott, home to 8 million of the state's projected 10 million people in 2035.

It could either be a great place to live and work, the report said, or "an uncompetitive, unsustainable place where the standard of living stagnates or declines and the position of

See DEVELOPMENT, Page B4

William Harris

Development

Continued from Page B1

Arizona tumbles from its historic attractiveness to undesirable."

MAG prefers the first scenario.

That led the consortium of local and tribal governments to hire Michael Gallis, a nationally known expert on metropolitan development, to collate more than 60 reports that have been written in recent years on the region's economy and come up with recommendations.

Gallis' nearly hourlong presentation was not entirely pessimistic, but he challenged Arizona leaders to get off the dime.

"There's enormous resources here. Enormous potential. Corners have been turned," he said. "But taking it to the next level is another step. It requires another commitment and another way of thinking."

Search for big thinkers

While the 20th century may have been the "American century," Gallis said, "it's over." In a world still coping with the collapse of the Soviet Union and swept by waves of technology, Gallis said Arizona must think big to grab its share of the pie.

The question is, who will do that big thinking?

While Arizona politicians and business leaders hire consultants and sit in meetings, Gallis said other parts of the world already are far ahead of the state and widening the gap.

He pointed out Shanghai's mission statement, which says the Chinese megacity aims to "become the world center of finance, trade and culture in the 21st century."

Arizona's aspirations must be more modest, he said. But so far the state doesn't even have a mission statement, much less a mechanism to implement one.

Gallis said Arizona's best opportunities are as a hub of air and ground transportation, tech-oriented industries and an example of sustainable desert living.

"Those things together could propel this region forward into a cutting-edge global region," he said.

Tempe Mayor Hugh Hallman noted that Arizona already has ideas on the table. For 25 years, the state has been talking about a "Canamex" transportation corridor between Mexico and Canada, funneling goods over a future Interstate 11.

That kind of project, however, involves huge sums and years of heavy lifting at the state and federal levels. Past generations of Arizona leaders, Hallman said, were willing to do that with so-called "legacy projects" such as the Salt River dams and Central Arizona Project.

"We've had leaders like Barry Goldwater and Carl Hayden and John Rhodes," he said. "Can we fill those shoes?"

Harris used a slip of the tongue, whether deliberate or not, to suggest deep skepticism on that point.

"We have, I think, really good state — I'm sorry — city and county governments that are really connected to these things," Harris said.

After his self-correction evoked laughter, Harris said, "We really do have in this state really good mayors and really good city councils that are solving problems and that understand economic development."

His comment pointedly omitted Arizona's executive and legislative leadership and its congressional delegation.

Later, Harris said Arizona's faltering schools spell future trouble, and that the Arizona's Instrument to Measure Standards test sends a "dishonest" message that students are doing well in school when in reality they are not prepared for careers that require critical thinking and analysis.

"If we're satisfied with being 48th in the United States — and the United States is ranked about 30th in the world in science and mathematics — you're not going to have an innovation economy in 30 years," Harris said.

Already, he said, immigrants from China and India are driving the success of American tech companies.

"I want to see Arizona as a place of discovery and innovation," he said. "Don't accept mediocrity. Don't accept being 48th unless you want to condemn your children to a Third World society."

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DOUG MacEACHERN
Editorial writer

Thankfully, prosecutors will not press their case against John Edwards. All that tawdry, salacious stuff is behind us at ... Wait! What? No! It ... can't ... be! They're back! Former Edwards mistress Rielle Hunter is releasing a tell-all. "What Really Happened: John Edwards, Our Daughter, and Me" will arrive this month. Reportedly, she speaks "candidly." I'll claw out my eyes before I read it.

AZ Talk
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HOT TALK

"Attacking the court will help the president's campaign, and it will damage the court for years."
— **Juan Williams**

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YOUR VOICE COUNTS

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Ariz. deserves belief in its future

Leaders have put state on the road to recovery

MY TURN
EILEEN KLEIN

The president and CEO of Science Foundation Arizona claims there is no leadership at the state level and that Arizona is destined for "Third World" status. ("Ariz. in danger of falling behind," Valley & State, Sunday).

Where has he been? In the face of our state's most challenging times since the Great Depression, scores of statewide leaders — elected, appointed and volunteer — have taken up the cause of Arizona's economic recovery and robust future.

While he and other sideline critics have been whining and wringing their hands, the rest of us have been busy. Working.

And we do have a mission statement. It's called freedom.

By advancing principles of economic and individual liberty and realigning state government to the principles of our forefathers, we've seen remarkable success.

We've restored fiscal stability, resolving the worst deficit in the nation. That was no small task, of course. But we've also:

» Repurposed Arizona's economic-development model, while securing landmark economic legislation to advance our state's competitive position and abate onerous taxes and regulations that stifle investment and innovation.

» Created a long-term plan for our public-education system — from preschool to university — that raises standards, increases accountability and doubles the number of college graduates by 2020.

» Revamped state government by restructuring entitlements and pensions to a level we can afford, overhauling outdated personnel systems in order to attract and retain top talent in the public sector and modernizing long-neglected state infrastructure.

» Prepared for growth — not just statewide but regionally — by calling for Congress to designate Interstate 11, planning for future rail systems and exploring an inland port to facilitate commerce and tourism across the Western United States and with our largest trading partners, Canada and Mexico.

» Pursued an aggressive agenda of renewed federalism to ensure the rights reserved for the states and the people are upheld, as guaranteed by the 10th Amendment.

Those concerted efforts are now being rewarded, not just in state rankings but where it counts — in the marketplace and in households, with real growth in jobs, the economy and capital investment.

Scientific research and development plays a part in that. So, we've also dedicated $10 million to support Science Foundation Arizona projects and the STEM education programs the organization operates, believing those initiatives could play a role in positioning our state for success.

The people of this state deserve better than alarmism and histrionics. They deserve better than calls to emulate foreign nations that would — and routinely do — exert government control and quash individual freedom in order to achieve their economic goals.

If the leadership of Science Foundation Arizona is so pessimistic about the direction in which we're headed, I call on them to return the taxpayers' money so it can be invested elsewhere on behalf of the hardworking Arizonans who believe in Arizona and her future.

Eileen Klein is chief of staff for Gov. Jan Brewer.

Health issue shows Obama's bad judgment

WASHINGTON

this and a bit more is offset by tax in-

Arizona Republic – Mesa Edition

SE Valley has important spot if Sun Corridor gains power

Hallman urges regionalism as term winds down amid Canada-Mexico path talks

by **Gary Nelson** - Jun. 19, 2012 09:27 AM
The Republic | azcentral.com

If the Sun Corridor ever emerges as an essential cog in the world economy, the Southeast Valley will be smack in the middle of it.

That was one subtext last week as the Maricopa Association of Governments explored whether Arizona will be a backwater or a bellwether as tides of change sweep the world.

The featured speaker was Michael Gallis, a nationally known planning expert who was hired by MAG to assess the region's economic prospects. His verdict: There's potential, but unless Arizona leaders develop a better understanding of the world and develop cohesive global strategies, the Sun Corridor and the state as a whole will be left behind.

The Sun Corridor concept has been batted around for years, referring to what demographers think will become essentially one metro area stretching from Prescott to Mexico along Interstates 17, 10 and 19.

While some planners see that as inevitable, the question is to what extent those perhaps 8 million people will thrive culturally and economically.

Tempe Mayor Hugh Hallman, who moderated the meeting, used it as one last bully pulpit to preach regionalism before he leaves office July 2.

"The biggest challenge I still see after eight years of pounding these kinds of podiums is our economic-development interests continue to be too parochial," Hallman said.

The Southeast Valley already has the nexus of a globally important freight network, Hallman said. He said Phoenix-Mesa Gateway Airport has longer runways than those at Phoenix Sky Harbor International Airport, saying those runways were built by the federal government. He said Gateway "could be a dynamic means by which we get air freight in a convenient hub."

From there that freight will have to go elsewhere, and Hallman said it's time to get moving on a quarter-century-old idea for a north-south corridor running from Mexico through Arizona to Canada.

That would involve building an Interstate 11 to Las Vegas, then to Reno and across the northern border.

"Let's take I-11 on as a regional enterprise," Hallman said. "Let's take Phoenix-Mesa Gateway Airport on as a regional enterprise."

The airport opened in 1941 as an Air Force base and served as such until 1993. It now handles two airlines and some freight traffic as it positions itself as a reliever airport for Sky Harbor.

The website of the I-11 coalition, interstate11.org, shows the highway originating in Pinal County and skirting south and west of the Phoenix area before replacing the current U.S. 93 from Wickenburg northward.

It wouldn't connect directly with the Southeast Valley, but freight from Gateway could reach it via the region's other planned and existing freeways.

"We will create that Canamex corridor, and this Valley becomes the hub for it," Hallman said.

Hallman discussed the role of the federal government in promoting national prosperity and on the need to solve border issues -- topics much in debate as "tea party" philosophies roil the political scene. The federal government helped build Arizona with rail lines, irrigation projects, freeways and massive investments in the state's computer and aerospace industries. That happened largely, Hallman said, because Arizona had political leaders willing to push for those investments.

"You are inheriting that mantle of obligation," he told the ballroom full of government officials and businesspeople.

The border, Hallman said, needs intelligent solutions because its clogged crossings, particularly at Nogales, are choking Arizona's economy.

"As we all beat one another up over border security, we need to work better on how to get freight and people across the border legally and well," Hallman said.

"It's our biggest chokepoint right now. It's not just hurting Nogales. It's killing this Valley. It's killing Pima County, Pinal County and Maricopa County. Let's take that on as a regional enterprise," Hallman said.

Read more: http://www.azcentral.com/community/mesa/articles/20120615se-valley-has-important-spot-sun-corridor-gains-power.html#ixzz1yMckGPkQ

THE ARIZONA REPUBLIC
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THE ISSUE: ARIZONA AND GLOBAL ECONOMY

CEO'S HYPERBOLE MUDDLES POINT

William Harris' points were on target. His words, not so much.

The Science Foundation Arizona CEO was part of a panel discussion on the global economy at a Maricopa Association of Governments gathering. He spoke about the need for Valley leaders to study India and China, government's role in developing critical industries and the importance of education in supporting a globally competitive economy.

That's when he tripped.

"If we're satisfied with being 48th in the United States, and the United States is ranked about 30th in the world in science and mathematics, you're not going to have an innovation economy in 30 years," he said. "Don't accept mediocrity, don't accept being 48th unless you want to condemn your children to a Third World society."

A Third World society. Really? Once Harris spoke those words, his good points were lost. As Arizona State University President Michael Crow learned a few years ago, those three words end a conversation. They are unnecessarily confrontational.

And untrue. Arizona is at no risk of becoming Sierra Leone. The worst school in this state provides a better education than any in Bangladesh. Our options are not between affluence and Haiti. Suggesting so only tunes people out.

Our options are between good enough and great. And that is a more challenging situation.

If Arizona truly was at risk of slipping into Third World status, it would be easy to rally leaders and residents. Crisis is compelling. But motivating people to move beyond average? That's hard.

A truly vibrant Arizona requires it.

"We are competing against every other region in the world," said Michael Gallis, a national expert on metropolitan development. "The ones that know that are taking the steps that they have to. The ones who don't realize that are just being dragged along behind."

To keep from being dragged along, Arizona needs to move out of the comfort zone of an economy based on growth. The recession helped shock us out of that, with legislative changes that make the state more competitive in attracting new businesses.

More is needed. We need a real investment in education and benchmarks that go beyond the facile nature of an AIMS test. We need to motivate (not compel) students to plunge into science and math, answering the first question business asks: Where will a technologically adept workforce come from.

We need leaders willing to think regionally. Mayors such as Phoenix's Greg Stanton, Mesa's Scott Smith and Tempe's Hugh Hallman lead in this regard, but they continue to meet resistance from their colleagues.

"The biggest challenge I still see after eight years of pounding these kinds of podiums is our economic-development interests continue to be parochial," Hallman told the MAG seminar.

If the Valley is to compete globally, Scottsdale and Glendale, Gilbert and Avondale have to move beyond thinking of each other as rivals. The real competition is from Singapore. And Frankfurt. And Austin.

The Valley should aspire to that level. It is attainable, but only if leaders reject average and take the bold steps to reach greatness.

LETTERS TO THE EDITOR

State lawmakers lack lo

Regarding "Leaders warned on Arizona economic development" (Valley & State, Sunday):

Great story recalling the 2008 Morrison Institute report, and call to arms, with respect to the so-called Sun Corridor megapolitan region.

What's not so great is that the current Arizona Legislature seems to have no long-term vision, though they do have the responsibility and authority. Lawmakers simply are incapable of taking up this body of work, and Science Foundation Arizona CEO William Harris' challenge for a successful 21st-century Arizona, and moving forward.

Big thinkers and legacy leaders? Arizona? *Not.*

Where are the Goldwaters, Haydens, Udalls and Ellers for the 21st century?

— **John and Patti Latson**, *Mesa*

Editors should take own advice

Regarding "Temper words, win new voters" (Editorial, Tuesday):

Tempering words would be good advice for the Editorial Board to give itself as it castigates those elected by your readers, subscribers and advertisers. And for what? Exercising their right to free speech?

The leaders you criticize are on the front lines. This is how they see the war against America, Americans and Arizonans.

At least the editorial stopped short of calling them racists. For now.

— **Gary Rudnick**, *Scottsdale*

Take a stand: Take public transit

Arizona's Grand Canyon Sierra Club Chapter joins the Natural Resources Defense Council, the Arizona Public Interest Research Group, Sonoran Institute, Arizona Transit Association and the American