



FY 2007

FINAL PHASE INPUT OPPORTUNITY REPORT

JULY 2007



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MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with the Arizona Department of Transportation (ADOT), Valley Metro and METRO (light rail) to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Following in the tradition of its predecessor, the Transportation Equity Act for the 21st Century (TEA-21), new federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires 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 Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Final Phase Input Opportunity for the FY 2008-2012 Transportation Improvement Program (TIP) and FY 2007 Regional Transportation Plan (Plan) Update was conducted from May 16, 2007 through June 18, 2007. The Final Phase generally provides opportunity for input on the final Draft TIP, any final draft updates to the Regional Transportation Plan (RTP) and a final draft of the MAG Air Quality Conformity Analysis. Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Draft FY 2007 Final Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2007 Final Phase Input Opportunity. In addition to all of the committee meetings held during this phase, MAG also received comment during a variety of other events. On Thursday, May 17, 2007, MAG staffed a booth at a public meeting for the SR 801 (I-10 Reliever). Staff was on hand to answer questions, respond to comments and receive suggestions. On Saturday, June 16, 2007, MAG staffed a booth at the Juneteenth Festival in Phoenix. Staff was available to answer questions, respond to comments and receive suggestions for the Valley's transportation system. On Monday, June 18, 2007, MAG, the Arizona Department of Transportation (ADOT), Valley Metro, METRO and the City of Phoenix Public Transit Department co-hosted a Final Phase Transportation Open House and Public Hearing. A court reporter was in attendance to record

public comment. A transcript of the hearing is included in this report. MAG also received comments via the Web site, e-mail and through telephone correspondence. Written responses to comments made during the phase are included in Section II of this report.

LOCATIONS

The Continuous Involvement and Final Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. Any input obtained during the Final Phase will receive a written response in the FY 2007 Final Phase Input Opportunity Report.

State Route 801 Public Information

Meeting

Goodyear

Thursday, May 17, 2007

6:00 p.m. to 8:00 p.m.

Juneteenth

Phoenix

Saturday, June 16, 2007

10:00 a.m. to 4:00 p.m.

Joint Transportation Open House and Public Hearing

Phoenix

Monday, June 18, 2007

Open House – 4:30 p.m.

Public Hearing – 5:00 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 and alternative materials such as large print and Braille, and FM/Infrared Listening Devices, were available upon request.

SUMMARY OF INPUT

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

- ▶ Leaf blowers should be banned.
- ▶ I am concerned with the dust control plan. If we pave unpaved roads, won't that contribute to our urban heat island problem?
- ▶ I would love to see a park created out of a dirt lot at N. 14th Drive and Dunlap.
- ▶ Why is MAG/ADOT placing a low lane freeway on a zero lot line next to a school with 500 students?
- ▶ The regional transportation plans and needs must be reevaluated and strategically planned with citizen input and with the best factual input.
- ▶ We should increase the gas tax to fund mass transit.
- ▶ The region needs to include commuter rail plans in the regional plan.
- ▶ Connect regional bikeways across highways.
- ▶ Make the operation of a vehicle and the operation of mass transit cost competitive.
- ▶ We should be considering innovative construction materials to address any shortfall of basic commodities.
- ▶ Reconsider risk assessment between owners/agencies with contractors in boiler plate specifications.
- ▶ Adjust specifications for strengthening the thickness of cement, without degrading the overall quality of the final product.
- ▶ Buckeye Road needs to become a parkway.
- ▶ The current plan needs to be modified so that a full six-lane freeway doesn't run through a retirement community like Sun City.
- ▶ The I-10 Reliever needs to be completed as soon as possible.
- ▶ I don't think you should average the readings for noise and air pollution. The data is informative, but still unacceptable to the people who have to live with the pollution.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) continues to emphasize public involvement in the metropolitan transportation planning process that existed under the Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires 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 accordance 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, in accordance 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 October, 2006. The results of these meetings are included in the *FY 2007 Early Phase Input Opportunity Report* (October 2006).

The Mid-Phase process provides for input on initial plan analysis for the TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity are included in this document, the *FY 2007 Mid-Phase Input Opportunity Report* (April 2007). 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 are included in this report – *FY 2007 Final Phase Input Opportunity Report* (July 2007). 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).

MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG 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 (SHIP) 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 state and regional planning and programming processes have been combined. (See Page 7.)

DEVELOPMENT OF NEW PUBLIC PARTICIPATION PLAN

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with new SAFETEA-LU guidelines for metropolitan transportation planning. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of the World Wide Web.

Multimodal Regional Planning Process

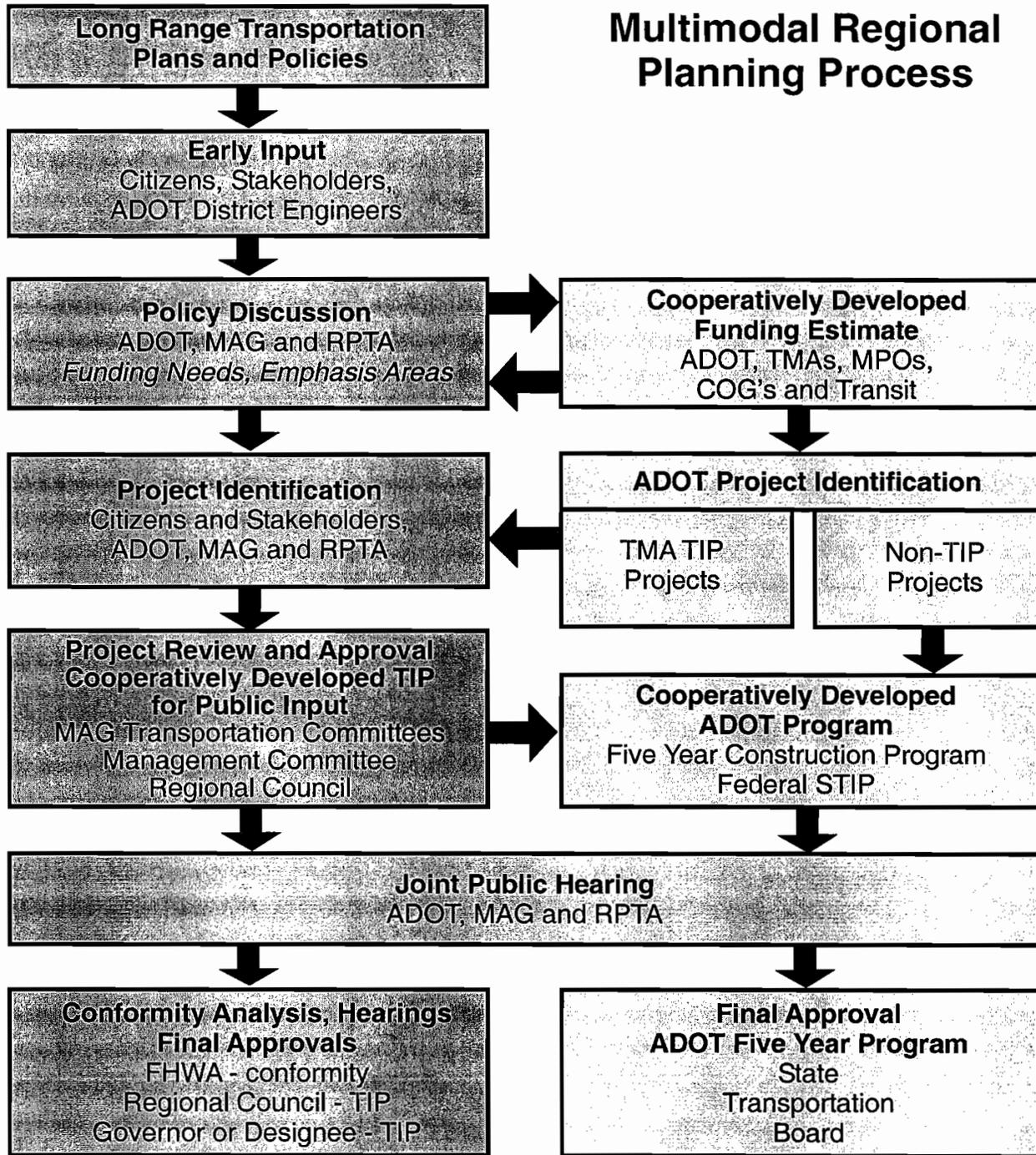


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * **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 Final Phase public involvement events through a variety of methods. The Final Phase Transportation Open House and Public Hearing was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Presa Hispana*. A postcard notice of the Final Phase Transportation Open House and Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events that were advertised in newspapers across the Valley.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the Mid-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 joint special events including MAG, ADOT, Valley Metro, and METRO.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at 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 mag@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 that make up its membership. Ongoing coordination with ADOT, Valley Metro, METRO and CTOC has also led to enhancements to the public involvement process.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during Final Phase public input opportunities. Comments received at the open house and public hearing are included in transcript form under Section III of this report, while other comments taken by staff representatives are listed below. In some cases, comments listed below are summarized and not represented verbatim.

COMMENTS RECEIVED DURING THE REGIONAL COUNCIL MEETING ON WEDNESDAY, MAY 23, 2007.

Comments by Dianne Barker, Valley Resident

Comment: The Life Cycle program is done annually to ensure that costs are in balance with revenues for RARF (Regional Area Road Fund). No certification was done for 2006. CTOC (Citizens Transportation Oversight Committee) has an annual audit of RARF, I have never seen it. Proposition 400 was mentioned in ADOT's 2007 certification letter, but is not a part of the 2006 Life Cycle report. No certification was received for 2006.

Response: The ADOT Life Cycle program for Proposition 400 was certified for 2006 and 2007. CTOC completed a financial compliance performance report for Proposition 400 in 2006 and will complete an additional compliance report for 2007 predicated upon ADOT's audit of fiscal year 2007 expenditures. This information can be found at <http://www.azdot.gov/Highways/RFS/index.asp>.

COMMENTS RECEIVED VIA E-MAIL FROM JOE RYAN, VALLEY RESIDENT.

(E-mails are attached in Appendix B.)

E-mail comments received on Friday, May 25, 2007

Comment: It appears that, to solve traffic congestion and reduce the cost of transportation in Arizona, there is a great need for some innovation – like the excellent transportation concept created by the late John Shaw and called “RapiTran”.

I will urge the mayors of Arizona to get together and put out a common RFP for a truly rapid-transit system that will be extremely cost effective, will create less air pollution and will pull traffic out of the major traffic jams at the major under-built traffic intersections. We're looking for an elevated system

that will not destroy existing highway infrastructures and will not have grade-level crossings. In other words, the system that we seek will be much easier to create and will provide safer, less costly services not only for the its passengers but also its shippers and receivers. Furthermore, since there would be no grade-level crossing, adoption of the RapiTran system would create a safer and less-costly (no waiting for a train to pass) environment for passengers in other vehicles, for pedestrians and bicyclists.

This system would definitely be owned and operated by a for-profit Share Company (SC) whose owners could be taxpayers (through their government entities that might acquire shares of the SC, individuals, and a variety of commercial companies.) The SC's air rights would be owned. The Arizona law pertaining to paying land-owners of condemned real estate for more than the land is worth, at the time it is acquired for a highway right-of-way, would not apply. Neither would apply the AZ law that requires the infrastructure to be built within two years of the date when the right-of-way is acquired. Land owners, in most cases, would pay dearly for the economic privilege of having a rapid transit system serve his, hers or its property at any time in the future. Obviously, the sooner the better! Owners of the air-rights might dig up some venture capital cash and pay the SC's price not only to have the system serve the property as soon as possible but also to purchase shares at the new transportation firm's IPO price.

I request you create an action agenda item on which the mayors, city business managers and members of CTC could CONTRIBUTE to specifications for a common RFP FOR WIDE-BODY, LIGHT-WEIGHT, ELEVATED rapid transit vehicle. It would be manufactured in both passenger and all-cargo configurations. The vehicle would operate on a wide variety of non-stop sectors at speeds up to approximately 160 MPH, operating on wheels running on wheel-ways at least ten feet apart with a central guide beam for lateral guidance and stability. The RapiTran vehicle could be used for passenger and/or cargo transportation with stage lengths from every two miles up to 600 miles. Provision in the vehicle should be made for a future HYDROGEN FUEL CELL TO PROVIDE ON-BOARD ELECTRICITY for all uses.

The RFP would be sent to American manufacturers of automobiles, trucks, transport aircraft and other vehicles, especially manufacturers of military vehicles whose business, hopefully, will be reduced as our foreign policies are modified and the risks of terrorism are reduced.

Please provide for at least 30 minutes on RFPs to create and deliver a modified RapiTran system, an action item, on your June agendas. Also, please let me know what will be the other items on your June agendas and who will decide upon each item that may be placed on "the consent agenda".

Response: The elevated transit option was examined when the RTP was being developed and has been part of the various transit studies that have been conducted in this region over the past 20 years. The concept as outlined in the comment purposes a system of elevated guideway throughout the state based on a concept proposed by a deceased engineer named John Shaw. The Shaw concept includes a rubber-tired vehicle operating on an elevated roadbed supported by an A-frame structure. The roadbed

has a central T-shaped, electrified guide beam that provides power and guidance to the vehicle. To the best of our knowledge, the concept has not been tested and is not used in any transit application. In addition, the cost to build elevated fixed guideway systems as proposed does not make this affordable. The recent construction of the Las Vegas Monorail, constructed and operated by a private company, was about \$150 million per mile. A 100-mile route between Phoenix and Tucson, would cost about \$15 billion, much more than alternative solutions.

COMMENTS RECEIVED DURING THE MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, JUNE 16, 2007.

Comments by Dianne Barker, Valley Resident

Comment: Myself and other citizens are unhappy that CTOC is not performing per the law. It is CTOC's duty to conduct an audit, not a report, on all projects, including light rail and buses.

Response: CTOC contracts with an independent auditor. The auditor completes the audit of the Regional Transportation Plan, which CTOC then reviews. ADOT has also responded to Ms. Barker in letter form in regard to this issue. This letter is available upon request.

COMMENTS RECEIVED DURING FINAL PHASE TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON MONDAY, JUNE 18, 2007.

Several citizens submitted written comments. These written comments are included with the transcript in Section III of this report. The responses to these written comments are noted here.

Response to written comments regarding the South Mountain Freeway and air pollution submitted by Greta Rogers and Stephen Brittle, Valley Residents (see letter dated June 18, 2007, for comments at the back of the transcript).

Response provided by ADOT:

The Draft Environmental Impact Statement (EIS) for the South Mountain Freeway is currently undergoing agency review. Upon completion of the agency review process, the document will be made available for public review and comment. A great deal of technical information regarding a wide variety of environmental and societal impacts will be included in the document. Following is a brief summary of some of the information available for discussion to date.

Air Quality Effects and Conformity

The effects on air quality are studied in the EIS pursuant to the provisions set forth in the Clean Air Act (CAA) and related guidance, including additional Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) guidance on Mobile Source Air Toxics. The CAA requires a transportation project to conform to air quality implementation plans. To be a conforming project, it

must be a part of an approved transportation plan (MAG Regional Transportation Plan or RTP) and Transportation Improvement Program (TIP). The proposed action is contained within the currently approved RTP – 2006 Update, and Draft RTP – 2007 Update. MAG’s FY 2007-2011 TIP contains several references to projects on the South Mountain Freeway. The Draft 2008-2012 TIP also refers to several South Mountain projects.

Trucking Options

While the proposed South Mountain Freeway would function as a continuation of the freeway loop system around Downtown Phoenix, it is not intended as a truck bypass. ADOT has an existing truck bypass of Downtown Phoenix that utilizes SR-85 and Interstate 8. This is part of the designated CANAMEX route and would be located approximately 15 miles west of the proposed South Mountain Freeway.

South Mountain Freeway Traffic

Based upon 2030 traffic forecasts from MAG, the following observations are made:

- The six-lane South Mountain Freeway varies along the corridor between 130,000 and 180,000 vehicles per day (VPD). For comparison, the 2003 traffic on US-60 between Rural Road and McClintock Drive was 186,000 VPD and the 2003 traffic on I-17 between I-10 and Van Buren St. was 135,000 VPD.
- Construction of the South Mountain Freeway would result in an approximate seven percent reduction in traffic on I-10 at the Broadway Curve when compared to not building the freeway.
- Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network.

Title VI and Environmental Justice

EPA and FHWA guidance is used in the study of environmental justice and Title VI impacts from the proposed freeway, including the guidance set forth in the 1994 Executive Order 12898.

Response to written comments regarding the Loop 303 and Grand Avenue in relation to Sun City submitted by Ben Roloff, Valley Resident (see handwritten note for comments at the back of the transcript).

Response: The RTP recognizes Grand Avenue as a key component of the regional roadway network. More than \$260 million in regional funding is identified for various improvements during the next 20 years on Grand Avenue between Van Buren Street and Loop 303. Of this total, approximately \$39 million is dedicated to widening Grand Avenue to six lanes between Loop 101 and Loop 303, with construction programmed to begin in fiscal year 2009. Design work is currently moving forward on this project. An additional \$51 million is identified in the Regional Transportation Plan (RTP) for other improvements along this segment of Grand Avenue with construction programmed in fiscal year 2015. The ADOT feasibility study noted in your letter can help assess potential crossing options. A MAG

study completed in January 2003 discusses potential grade separations along Grand Avenue between Loop 101 to Loop 303 and can be a resource for the ADOT study. It is also worth noting that the RTP identifies \$20 million in regional funds for a potential crossing of El Mirage Road at Grand Avenue, as part of the arterial improvement program.

Comments from Cliff Elkins, Valley Resident

Comment: One specific comment that I'd like to address relates to the traffic pollution or the pollutant situation. I would suggest as we look at projects that come up for funding, one of the considerations that should be in a ranking process would be elements that reduce traffic congestion. Bell Road in the West Valley is a classic example. If more can be done, and the technology exists to reduce transit times, such as light synchronization, this has a direct bearing on pollutants going into the air.

Response: In accordance with the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAG evaluates proposed Intelligent Transportation System projects, including traffic synchronization projects for the estimated emission reduction benefits and cost effectiveness. The cost effectiveness of projects is used to rank the projects that are candidates for CMAQ funds.

Comments from Stephen Brittle, Valley Resident

Comment: I would point out that all of the plans devised by MAG and by the air planning districts have always failed to date. That's why we're about to lose our highway funds.

Response: On March 9, 2005, the U.S. Environmental Protection Agency (EPA) approved the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan. The carbon monoxide standards have been met since 1996. In addition, on June 14, 2005, EPA approved the One-Hour Ozone Maintenance Plan. The one-hour ozone standard has been met in the nonattainment area since 1996. The region is also in attainment for the PM-2.5 standard. MAG has just submitted a plan to EPA demonstrating attainment of the eight-hour ozone standard by next summer. The region has two years with no violations of the eight-hour ozone standard. The PM-10 particulate pollution problem has been more difficult to address since there are many contributing sources. MAG is currently developing a Five Percent Plan for PM-10 to reduce PM-10 emissions by five percent each year until the standard is met.

Comment: If you build the South Mountain Freeway it will come in around the 51st Avenue pass, about a mile upwind of the 43rd Ave. monitor where the exceedances for PM-10 and PM-2.5 have been registered. If you bring in this freeway, we will lose our highway funds forever. The freeways are noted more for PM-2.5 and PM-10, but this will be the straw that breaks the camel's back.

Response: The region is in attainment for the PM-2.5 standard and there have been no violations of the PM-2.5 standard at the 43rd Avenue monitor, or any other monitor in the region. Violations of the

PM-10 standard are due primarily to disturbances of the soil in the vicinity of the monitors. During construction of the Regional Freeway System, the Arizona Department of Transportation (ADOT) and its contractors are required to comply with the Maricopa County fugitive dust rules. General Provisions of the ADOT Construction Manual address air quality requirements for contractors. Since 2006, the Maricopa County Air Quality Department has hired additional inspectors and stepped up enforcement of the fugitive dust rules.

Comment: If you build the South Mountain Freeway, you will make a shortcut for the CANAMEX freeway of over 50 miles, and all of the Mexican trucks that use the bad gasoline and don't meet our standards for clean trucks will come that way.

Response: A resolution of the Maricopa Association of Governments for the designation of the CANAMEX corridor through the Maricopa region was passed and adopted in April 2001. The resolution for the CANAMEX corridor did not include the South Mountain Freeway. The results of an ADOT study, Cost Evaluation of Cross Border Truck Emissions Testing using Heavy Duty Remote Sensing (HDRS) Equipment, did not show a difference between American and Mexican owned vehicles in the sampling at the Nogales port of entry. Also in 2006, the EPA heavy-duty highway engines and low sulfur diesel fuel standards established by EPA will reduce particulate matter emissions by 90 percent and oxides of nitrogen emissions by 95 percent below current levels.

Comment: The Conformity Analysis mentions best available control technology used for industries; however, VOC is not the standard for sand and gravel or asphalt plants, and they are the proximate cause of the PM exceedances.

Response: Sand and gravel operations are categorized as rock product processing plants or non-metallic mineral processing plants. According to the Maricopa County Air Quality Department 2005 PM-10 Emissions Inventory for the PM-10 Nonattainment Area, non-metallic mineral processes contribute 430.89 tons per year or only 0.5 percent of the total PM-10 emissions.

Comment: The conformity that you've had presented to you today exceeds the federal annual standard for PM-10, so you are already planning on exceeding the federal standard, and you will lose your highway funds.

Response: As indicated in the 2007 MAG Conformity Analysis, for each of the analysis years 2009, 2019, and 2028, the projected PM-10 emissions for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan – 2007 Update are less than the EPA-approved on-road mobile source emissions budget of 59.7 metric tons per day. The results of the regional emissions analysis support a finding of conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan – 2007 Update.

Comments from Gene Holmerud, Valley Resident and Member of the Coalition of Arizona Bicyclists

Comment: I've heard this evening about air quality and congestion. We're a solution to both of those problems. We're also a solution to youth and adult obesity and an energy problem. You may have caught the news. There is a problem with energy in the world, and we're a solution. There are four public problems. Encouragement of bicycling is the solution that I'm asking for.

Response: The Maricopa County Trip Reduction Program and Regional Rideshare Programs encourage the use of alternative modes of transportation to the single-occupancy automobile, including bicycling. These programs help to reduce congestion and improve air quality.

Comments from Curt Upton, Valley Resident

Comment: From a public health perspective, there is a critical flaw in the methodology that you guys are using for doing your transportation modeling. That's VMT. Your transportation models aren't really addressing vehicle miles traveled, and I've sat through a couple of PowerPoint presentations. I call them somewhere over the rainbow we'll have clear skies or, you know, clean air. It's like always 10 years down the line, we'll eventually get there. I'm sure you said that same thing 10 years ago, and now we're sitting here at 2007, and we have terrible air. In fact, the American Lung Association gave us an F. They give other cities an A for the same amount of population. That's a good indicator that the methodology you are using is flawed because just saying that our mufflers and our fuel efficiency or whatever is going to engineer our way to clean air is really flawed.

Response: In accordance with U.S. Environmental Protection Agency Transportation Conformity regulations at 40 CFR 93.122, the 2007 MAG Conformity Analysis applied the applicable procedures for estimating regional transportation-related emissions. In Chapter 3 of the 2007 MAG Conformity Analysis report, the MAG regional transportation modeling using EMME/2 software for both highway and transit network assignments is described. The average weekday vehicle miles of travel (VMT) from the 24-hour traffic assignment for the transportation modeling area for each of the analysis years is provided in Table 3.1. The transportation modeling area currently contains 1,995 traffic analysis zones and covers an area of approximately 6,500 square miles. As described in the Conformity Analysis, the transportation model estimates of VMT are validated against more than 3,000 traffic counts taken in 2002. The future VMT estimates used in estimating emissions for transportation conformity are based on population projections adopted by the MAG Regional Council in May 2007. The population projects are based on the 2005 Census Survey for Maricopa County.

On March 9, 2005, the U.S. Environmental Protection Agency approved the Revised MAG 1999 Serious Area Carbon Monoxide Plan and the Carbon Monoxide Maintenance Plan. The carbon monoxide standards have been met since 1996. In addition on June 14, 2005, EPA approved the One-Hour Ozone Maintenance Plan. The one-hour ozone standard has been met in the nonattainment area

since 1996. The region is also in attainment for the PM-2.5 standard. MAG has just submitted a plan to EPA demonstrating attainment of the eight-hour ozone standard by next summer. The region has two years with no violations of the eight-hour ozone standard. The PM-10 particulate pollution problem has been more difficult to address since there are many contributing sources. MAG is currently developing a Five Percent Plan for PM-10 to reduce PM-10 emissions by five percent each year until the standard is met.

Comment: From an environmental perspective, the Regional Transportation Plan doesn't address the pending regulations that are going to come for carbon dioxide. There was a Supreme Court ruling – I know you guys are all aware of it – that EPA will be regulating greenhouse gases, and this Regional Transportation Plan will be in violation of those regulations because they do not limit carbon dioxide. They may limit carbon monoxide but not carbon dioxide.

Response: The U.S. Environmental Protection Agency has not designated carbon dioxide as a criteria pollutant. Transportation conformity applies in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan.

COMMENTS RECEIVED VIA COMMENT CARDS AT THE FINAL PHASE TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON MONDAY, JUNE 18, 2007.

Comments from Jim Jochim, Valley Resident

Comment: Why is MAG/ADOT placing a 10-lane freeway on a “zero lot line” next to the Kyrene De Los Lagos Elementary School that has over 500 students?

Response provided by ADOT:

The South Mountain Freeway, proposed by regional planners for nearly 20 years, currently has one eastern build alternative under consideration: Pecos Road. While the proposed freeway was an identified transportation corridor when school officials chose locations on which to construct new campuses as Ahwatukee developed, those sites are included in the current analysis of the corridor and the Environmental Impact Statement being prepared in connection with the study. MAG and ADOT believe there is a clear purpose and need for a new transportation corridor to connect the communities of the Southwest and Southeast Valley, but there are limited options in which to establish such a corridor. Transportation planners continue collaborating with members of the community, local government, the Gila River Indian Community and the school districts to evaluate the proposed South Mountain Freeway. The Kyrene Elementary School District continues to be represented on the South Mountain Citizens Advisory Team, which is expected to give ADOT a build or no-build recommendation in mid-2008 following the release of the Draft Environmental Impact Statement.

Comments from Greta Rogers, Valley Resident

Comment: The entire Maricopa County regional transportation needs and plans must be reevaluated and strategically re-planned with areawide citizen input. All this must be done with the best factual data available.

Response: The MAG Regional Transportation Plan was approved in November 2003 after being developed over the course of four years with input from thousands of residents and other public and private interests. In developing the Plan, MAG conducted three scientific surveys, in addition to an informal survey of nearly 1,000 people. MAG provided more than 150 public input opportunities, 173 stakeholder opportunities (including focus groups involving minority and senior travelers and several safety forums) and 117 agency meetings to solicit input. The Plan was also developed through a performance-based planning process that followed a specific methodology and evaluated the Plan alternatives relative to a range of quantitative performance measures.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

FINAL PHASE TRANSPORTATION PUBLIC HEARING

Monday, June 18, 2007

5:00 p.m.

302 N. 1st Avenue, Second Floor, Saguaro Room

I. CALL TO ORDER/OPENING REMARKS

- Chair Lindy Bauer will call the public hearing to order.

II. PRESENTATIONS

- *Draft Regional Transportation Plan – 2007 Update*
Roger Herzog, MAG Senior Project Manager
- *Draft FY 2008-2012 MAG Transportation Improvement Program*
Eileen Yazzie, MAG Transportation Programming Manager
- *Draft MAG 2007 MAG Conformity Analysis*
Dean Giles, MAG Air Quality Planning Program Specialist

III. PUBLIC COMMENT

- Opportunity for Valley residents to comment.

IV. ADJOURN

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE TRANSPORTATION PUBLIC HEARING

TRANSCRIPT OF PROCEEDINGS

Phoenix, Arizona

June 18, 2007

5:01 p.m.

 **ORIGINAL**

MELISSA GONSALVES, RMR, CCR

Certified Reporter

Certificate Number 50070

1 THE FINAL PHASE TRANSPORTATION PUBLIC
2 HEARING commenced at was 5:01 p.m. on June 18, 2007, at
3 the offices of Maricopa Association of Governments, 302
4 North First Avenue, Second Floor, Saguaro Room, Phoenix,
5 Arizona, before MELISSA GONSALVES, RMR, CRR, a Certified
6 Reporter, Certificate Number 50070.

7
8 PANEL MEMBERS PRESENT:

9 LINDY BAUER, Environmental Director,
10 Maricopa Association of Governments

11 BEN LIMMER, Valley Metro Rail

12 DENNIS SMITH, Executive Director,
13 Maricopa Association of Governments

14 DAN LANCE, Deputy State Engineer, ADOT

15 BRYAN JUNGWIRTH,
16 Valley Metro RPTA

17 DALE HARDY,
18 City of Phoenix Public Transit Department

19 PRESENTATIONS:

20 Draft Regional Transportation Plan - 2007 Update

21 By: Roger Herzog,
22 MAG Senior Project Manager

23 Draft FY 2008-2012 MAG Transportation Improvement
24 Program

25 By: Eileen Yazzie,
MAG Transportation Programming Manager

Draft MAG 2007 MAG Conformity Analysis

By: Dean Giles,
MAG Air Quality Planning Program Specialist

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1 Phoenix, Arizona
2 June 18, 2007
3 5:01 p.m.

4 P R O C E E D I N G S

5 CHAIRWOMAN BAUER: Good evening, I'm the
6 Environmental Director here at the Maricopa Association of
7 Governments, and I'm be chairing this hearing today.

8 To those of you who came out to attend this
9 hearing today, I want to thank you for taking your time to
10 come and give us your comments.

11 Those of you who drove to the meeting and
12 parked in the garage can have your tickets validated by
13 the MAG staff. Those using transit can get a transit
14 ticket with presentation of a valid transfer to the MAG
15 staff.

16 Let's begin by standing for the pledge of
17 allegiance to the flag.

18 (Pledge of allegiance.)

19 CHAIRWOMAN BAUER: This public hearing this
20 evening is one component of the MAG Final Phase Public
21 Involvement Opportunity.

22 For those of you who attend today, this is
23 your opportunity to provide comment on the Regional
24 Transportation Plans and programs along with the Air
25 Quality Conformity Analysis, with all of the region's

1 transportation entities in attendance.

2 At this time, I'd like to ask the other
3 members of the panel to please introduce themselves.

4 I think we'll begin with Eileen.

5 MS. YAZZIE: Good evening.

6 My name is Eileen O. Yazzie. I'm the
7 Transportation Programming Manager. I work at the
8 Maricopa Association of Governments.

9 MR. HERZOG: Roger Herzog, Transportation Planner
10 with MAG.

11 MR. GILES: Dean Giles, MAG Air Quality Planning
12 Program Specialist.

13 MR. LIMMER: Ben Limmer, with Valley Metro Rail.

14 MR. SMITH: Dennis Smith with MAG.

15 CHAIRWOMAN BAUER: Lindy Bauer with MAG.

16 MR. LANCE: Dan Lance, ADOT.

17 MR. JUNGWIRTH: Bryan Jungwirth, Valley Metro
18 RPTA.

19 MR. HARDY: I'm Dale Hardy with the Public
20 Transit Department.

21 CHAIRWOMAN BAUER: Thank you very much, panel
22 members, for being with us this evening.

23 Now I'd like to go over the agenda.

24 First tonight, we're going to have three
25 brief presentations by the MAG staff. After

1 presentations, we will take public comment on any of the
2 information presented here today, after which we will
3 adjourn.

4 For those of you wanting to make comments on
5 the material presented, a speaker's request form is
6 available from the MAG staff at the registration table.
7 Please complete this form so we are able to give everyone
8 an opportunity to speak. If you need to speak early for
9 any reason, let us know, and we will accommodate your
10 request.

11 As you come up to the podium, please state
12 some information for the formal record; your name, who you
13 represent, and your address.

14 Traditionally, the members of this panel do
15 not answer questions or respond to comments this evening.
16 However, if a member of the panel feels compelled to
17 speak, they may do so at their discretion.

18 Now we will begin with the presentation of
19 the three programs. First, we will have a presentation on
20 the Draft Regional Transportation Plan 2007 Update from
21 Roger Herzog, the MAG Senior Project Manager.

22 MR. HERZOG: As our primary purpose today is to
23 hear from the public, I'll provide a very brief overview
24 of the 2007 Update of the Regional Transportation Plan.
25 The 2007 Update is the latest in a series of plan

1 revisions that started with a major update in 2003 that
2 provided the basis for the Proposition 400 election.
3 We've had updates in 2004, '5 and '6 since that time,
4 addressing things such as scheduling of light rail
5 construction, highway, arterials and introduction of the
6 life cycle programs into the RTP.

7 The 2007 Update includes a number of key
8 features, which cover compliance with SAFETEA-LU.
9 SAFETEA-LU is a piece of federal legislation that includes
10 new regional transportation planning regs. Also, the 2007
11 Update includes updated Modal Life Cycle Programs for the
12 major transportation modes, and also a review of the cost
13 revenue outlook.

14 As mentioned, the 2007 update complies with
15 SAFETEA-LU. SAFETEA-LU stands for federal Safe,
16 Accountable, Flexible, Efficient, Transportation Equity
17 Act, a Legacy for Users. Bottom line, though, this is
18 some federal legislation that covers a lot of things. One
19 of the things it addresses is guidelines for regional
20 transportation planning. And the other dot-points on the
21 slide there show some of the things we addressed in this
22 Update to cover those issues, including expanding
23 consultation with environmental and resource agencies, and an
24 updated public participation plan. We also addressed
25 coordinated human services planning, transportation

1 enhancements, and we also had coverage of and extended
2 planning outlook for issues that may come up in the future
3 beyond our immediate planning period. We also addressed
4 the congestion management process, performance monitoring,
5 and transportation security.

6 As I mentioned, the Modal Life Cycle
7 programs make up a key part of the long-range plan. This
8 pie chart shows the regional funding sources that go into
9 these modal life cycle programs. The major sources
10 include federal transit funds, about 11%; federal highway
11 funds, about 8%. These funds are directed specifically to
12 the MAG area. Also ADOT funds spent in the MAG area
13 comprise about 26% of the total funding, and then there is
14 the half cent sales tax which is over half the funding for
15 the long-range plan. Another new source is STAN money,
16 that is Statewide Transportation Acceleration Needs money
17 that was approved by the state legislature in 2006, and
18 that goes to accelerating improvements on the state
19 highway system.

20 These funding sources are distributed as
21 shown in this chart; light rail transit receiving about
22 13.5%, bus transit 16.8%. Arterial streets also get a
23 share at 9.6%, and the freeways coming in at almost 59%.

24 I should mention that in addition to the
25 funding for arterial streets shown here, local

1 governments, of course, do a lot of construction on
2 arterial streets with their individual capital improvement
3 programs.

4 So far as the Freeway/Highway Life Cycle
5 program, some of the key changes this year involve
6 responding to the STAN acceleration money. As you can
7 see, we had a number of acceleration projects covering
8 sections of I-10, I-17, Loop 101, Loop 303, and the future
9 Williams Gateway Freeway in the East Valley.

10 For the Arterial Program, some of the key
11 changes in this update involved focusing more on
12 intersection improvements as opposed to widening entire
13 roadways. So the projects on McKellips, Mesa, and
14 Southern have been revised to respond to that need.

15 For the Public Transit Life Cycle Program,
16 service start dates were adjusted, both advanced and
17 putbacks, somewhat, on a number of routes. These
18 adjustments were done to make the service program more
19 consistent with capital facility improvements, such as
20 park and ride lots, transit centers, and maintenance
21 facilities.

22 Also, in the transit program, the northwest
23 extension of the light rail system was adjusted into two
24 components; the original concept would have opened to
25 Mountain View and 25th Avenue by 2012, and that has been

1 split up into two parts, with an interim completion at
2 Dunlap Avenue.

3 Also in the RTP update, we addressed the
4 Cost/Revenue Outlook. As you may be aware, over the past
5 several years, there have been major increases in material
6 costs, construction material costs, and in the
7 construction market in general.

8 Also, as we've gotten into the design
9 process, project designs have been revised and adjusted.
10 So, in terms of the impacts of these happenings on the
11 programs, so far as the freeway program, these cost
12 increases may have a substantial impact in the future on
13 the ability to deliver the freeway/highway program that
14 was identified in the RTP originally.

15 As noted on the previous slide, right now,
16 the cost and revenues are in balance, but as we complete a
17 number of engineering studies, these costs will be
18 revised, and over the next several years we may have to
19 accommodate schedule adjustments.

20 Similarly, with the Arterial Street Program,
21 construction costs are increasing, and this may result in
22 some scope changes or project delays. Part of the
23 Arterial Street Program involves a significant
24 contribution from local governments, and they, within their
25 budget limitations, will have to address these cost

1 increases.

2 Also, the Public Transit System will have to
3 deal with cost increases over the long-term and adjust to
4 those changes.

5 So that wraps up my presentation. The steps
6 in the process, as Ms. Bauer reviewed, included a hearing
7 in March and approval last April for air quality analysis.
8 We conducted the analysis this May, and today, we're
9 reviewing the conforming analysis and receiving input on
10 the plans. We're aiming for consideration of adoption of
11 the plan updates and the program in July.

12 That completes my presentation.

13 CHAIRWOMAN BAUER: Thank you, Mr. Herzog.

14 Next we have a presentation from Eileen
15 Yazzie, MAG Transportation Programming Manager. This is
16 on the Draft Fiscal Year 2008-12 Draft Transportation
17 Improvement Program.

18 MS. YAZZIE: Good evening.

19 This presentation provides an overview of
20 Fiscal Year 2008-2012 Transportation Improvement Program,
21 which consists of transportation projects throughout the
22 region.

23 The current federal legislation SAFETEA-LU,
24 which Roger just described, requires metropolitan planning
25 organizations, which MAG is, to report on the

1 transportation investments within their region.

2 Four critical requirements for the
3 Transportation Improvement Program is that it: Reports on
4 all federally funded projects, regionally significant
5 projects, and that enough information is collected and
6 provided to run an air quality analysis. The federal
7 regulations also mandate that the TIP report covers a
8 minimum of 4 years and is reported at a minimum of every
9 four years. The MAG 2008-2012 TIP covers 5 years and is
10 usually prepared annually.

11 The TIP is programmed through the current
12 MAG transportation programs, the RTP, and the Life Cycle
13 programs, and MAG staff works with federal, state and
14 local agencies through the TIP Guidance Report process and
15 the Transportation Improvement Program data entry system
16 to provide MAG with the most current transportation
17 project information.

18 While gathering and analyzing the data, MAG
19 accounts for public and technical input through an
20 established process.

21 The 2008-2012 Transportation Improvement
22 Program reports on over 1400 projects throughout the
23 region. This is a 14% increase in the number of projects
24 when comparing it to the 2007-2011 program.

25 Street and transit projects make up the

1 largest number of projects listed in the TIP.

2 The total funding commitment is close to \$8
3 billion in the 2008-2012 TIP, and it has increased 21% in
4 comparison to the 2007-2011 TIP report.

5 Looking at the pie chart, you can see that
6 funding is committed from a variety of sources, including
7 federal transit, local highways, private highways, state
8 highways, regional transit, local transit, federal
9 highways, and regional highway funds.

10 Please note the title "Highway" is an
11 umbrella accounting for street, bicycle, pedestrian,
12 safety, freeway, intelligent transportation system, and
13 bridge projects in the region. The MAG highway projects
14 are funded with \$6.408 billion.

15 The two largest funding commitments are from
16 local agencies and the Regional Area Road Fund, which is
17 the half cent sales tax approved by Proposition 400 in
18 November 2004. Both of these two sources account for 60%
19 of the \$6.408 billion of committed highway project funds.

20 MAG transit projects. The numbers 5307,
21 5309, 5310 and 5311 are the types of federal transit funds
22 that account for 48% of the transit funding in the
23 2008-2012 Transportation Improvement Program.

24 PTF are the Public Transit Funds, which are
25 the half cent sales tax designated for transit projects.

1 These funds make up 35% of the total \$1.451 billion
2 committed to fund transit projects in the 2008-2012
3 program.

4 The \$1.451 billion is a 23% increase in
5 comparison to the 2007-2011 Transportation Improvement
6 Program.

7 This concludes my presentation of the
8 2008-2012 Transportation Improvement Program.

9 My contact information is on the screen,
10 eyazzie@mag.maricopa.gov.

11 Thank you for your attention.

12 CHAIRWOMAN BAUER: Next we have a presentation
13 from Dean Giles, MAG Air Quality Planning Program
14 Specialist, and Dean is going to present on the Draft 2007
15 MAG Conformity Analysis.

16 MR. GILES: Thank you very much.

17 My presentation tonight includes an overview
18 of the conformity requirements and results of the regional
19 emissions analysis conducted on the Draft Fiscal Year 2008
20 to 2012, MAG Transportation Improvement Program, and the
21 Regional Transportation Plan, 2007 Update. Those are the
22 previous two documents that were presented here tonight.

23 The Conformity Analysis is conducted on the
24 TIP and the plan as a whole, and as such, is not project
25 specific. The Clean Air Act specifies that transportation

1 conformity be conducted on the TIP and Plan. The
2 transportation and air quality are linked through that.
3 The Clean Air Act requires that the transportation
4 activities are consistent or conform to air quality goals
5 and the applicable air quality plans. Conformity,
6 therefore, ensures that transportation activities do not
7 cause violations of federal air quality standards.

8 The air quality plans establish motor
9 vehicle emissions budgets used in the Conformity Analysis.
10 The finding of conformity is required by MAG prior to
11 approval of the TIP and Regional Transportation Plan.

12 In our latest Conformity Analysis for 2007
13 conducted on the TIP and Plan, it concludes that the
14 transportation conformity requirements have been met and a
15 finding of conformity is supported.

16 The final determination is made by the
17 United States Department of Transportation.

18 Can I go to the previous slide?

19 Conformity requirements require that the TIP
20 and Plan must pass conformity tests, and they must use the
21 latest planning assumptions and emissions models in force
22 at the time that conformity analysis began. The TIP and
23 Regional Transportation Plan must provide for timely
24 implementation of transportation control measures that are
25 identified in the applicable air quality plans.

1 And then finally, we must conduct
2 consultation. Consultation normally occurs at the
3 beginning of the process on the proposed models,
4 associated methods and assumptions for the upcoming
5 analysis, and on the projects to be assessed, and then
6 again at the end of the process on the Draft Conformity
7 Analysis document.

8 Now, the remaining slides focus on the
9 results of the Regional Emissions Analysis: For carbon
10 monoxide the required test is an emissions budget test.
11 The budget is established in the EPA-approved carbon
12 monoxide maintenance plan. The projected emissions for
13 both the TIP and the Plan for analysis years 2009 is less
14 than the 2006 budget, shown in the blue column, first blue
15 bar, and the projected emissions for each of the analysis
16 years of 2015, 2019 and 2028, are less than the 2015
17 budget shown in the second blue bar. The results indicate
18 that the TIP and the Plan satisfy the conformity test for
19 carbon monoxide.

20 Now, for eight-hour ozone, there are two
21 tests applied. For volatile organic compounds or VOCs and
22 nitrogen oxides or NOx, that is the budget test using the
23 EPA-approved emissions budget established in the One-Hour
24 Ozone Maintenance Plan and the 2002 Baseline Emissions
25 Test.

1 Now, this slide and the following slide
2 provide the results on VOCs and NOx emissions, projected
3 from the draft TIP and Regional Transportation Plan.

4 As you can see, for analysis year 2009, it's
5 less than the 2006 budget in the blue graph -- I'm sorry,
6 the blue bar, and the analysis years 2019 and 2028 are
7 less than the 2015 budgets set in the blue bar. This is
8 the graph for volatile organic compounds, and the next one
9 for nitrogen oxides.

10 Now, for the second test, which is the
11 Interim 2002 Baseline Emissions tests. The projected VOC
12 and NOx emissions from the implementation from the TIP and
13 Plan for each analysis year, 2009, 2019 and 2028, are less
14 than the 2002 baseline, which is shown in the blue bar.
15 This is the result for volatile organic compounds and this
16 is the results for nitrogen oxides. Those results
17 indicate that TIP and Plan pass their conformity emissions
18 tests for eight-hour ozone.

19 Next is PM-10 or particulate matter. The
20 tests here involve comparing the projected emissions from
21 the draft TIP and Plan with the budget approved in the
22 serious area PM-10 plan. As you can see from this graph,
23 the projected emissions for 2009, 2019 and 2028 are all
24 less than the EPA-approved budget for 2006 shown in the
25 blue. The results here indicate that the TIP and Plan

1 pass conformity for PM-10.

2 The TIP and Plan must also provide for
3 timely implementation of transportation control measures
4 that are identified in applicable air quality plans. This
5 chart presents the overall funding in the draft TIP for
6 transportation control measures. The TIP and Plan do not
7 interfere with the timely implementation of transportation
8 control measures in the approved air quality plans and
9 provide priority to implementation of these
10 measures.

11 Next is a conformity schedule. Following
12 tonight's public hearing, the Air Quality Conformity
13 Analysis will be going to the Air Quality Technical
14 Advisory Committee for their meeting on June 28th, and
15 they will be making a recommendation for the Management
16 Committee that follows on July 11th and then for Regional
17 Council approval on July 25th.

18 That concludes my presentation.

19 CHAIRWOMAN BAUER: Thank you, Mr. Giles.

20 Now we're going to turn to the public
21 comment portion of our hearing.

22 First, I'd like to announce that we've
23 already received some written comments that will be
24 entered into the record. One set of written comments came
25 from Ben Roloff President of the Sun City Homeowners

1 Association, and our second set of comments is in the form
2 of a letter from Greta Rogers and Steven Brittle. So
3 those will be entered into the hearing record.

4 Now turning to verbal public comment. So
5 that everyone has time to speak, we are requesting that
6 you limit your comments to three minutes. A timer is on
7 the podium to assist you in making your presentations.
8 When two minutes have gone by, the yellow light will come
9 on to notify the speaker that they have one minute to sum
10 up. At the end of the three-minute time period, the red
11 light will come on, followed by a beeping sound.

12 So, if you haven't turned in a card yet, you
13 know, please give your card to a MAG staff person, and we
14 will be able to bring the cards up.

15 And now we will begin with our first
16 citizen, Mr. Cliff Elkins.

17 MR. ELKINS: Thank you, Chairman Bauer, and
18 Members of the Panel:

19 My name is Cliff Elkins. I reside at 16117
20 West Starlight Drive in Surprise, Arizona.

21 I really appreciate the opportunity, and I
22 really commend the MAG staff on the planning activities
23 and involving the public in a meaningful way.

24 One specific comment that I'd like to
25 address relates to the traffic pollution or the pollutant

1 situation. I would suggest as we look at projects that
2 come up for funding, one of the considerations that should
3 be in a ranking process would be elements that reduce
4 traffic congestion.

5 An example -- if you'll forgive me going to
6 a parochial issue -- our infamous Bell Road in the West
7 Valley is a classic example. If more can be done, and the
8 technology exists to reduce transit times, such as light
9 synchronization, this has a direct bearing on pollutants
10 going into the air. I know there is a system, but I think
11 that needs to be brought into play more.

12 I respectfully suggest the planning
13 activities are excellent. That is really not the issue
14 that's facing our state and localities. What we have is a
15 woeful lack of funding. We need to get out of the box and
16 revise how money comes to this state and what we're doing
17 to fund transportation projects. It's preaching to the
18 choir when we talk about approximately 91 cents of every
19 gasoline tax dollar going to Washington that comes back,
20 the other does not.

21 It's time to think of more innovative ways,
22 perhaps an indexing, revision of the gas tax, a lot of
23 proposals have been out there that more stays with the
24 state. I think this is critical.

25 Also, perhaps, where this hearing should be

1 taking place is down the street a little bit closer to the
2 capitol because we have a state budget coming out, and
3 transportation is not coming out that well. So, this is a
4 plea constantly for every organization that's involved in
5 transportation that we do all possible to have funded what
6 is necessary.

7 Living in a city that was one of the fastest
8 growing cities in the State of Arizona, when we talk about
9 updates for cities such as Surprise or Buckeye, our
10 neighbors in Sun City, updates cannot come too soon,
11 because in 2004, when it was devised, our population in
12 Surprise was hovering around 30,000. Today we're at
13 104,000-plus and growing rapidly.

14 Again, I appreciate your time and commend
15 you on a job well done.

16 Thank you.

17 CHAIRWOMAN BAUER: Thank you very much.

18 Our next speaker this evening, Steve
19 Brittle.

20 MR. BRITTLE: My name is Steve Brittle. I live
21 at 6205 South 12th Street.

22 I would point out that all of the plans
23 devised by MAG and by the air planning districts have
24 always failed to date. That's why we're about to lose our
25 highway funds.

1 If you build the South Mountain freeway it
2 will come in around the 51st Avenue pass, about a mile
3 upwind of the 43rd Avenue monitor where the exceedences
4 for PM-10 and PM-2.5 have been registered. If you bring
5 in this freeway, we will lose our highway funds forever.
6 The freeways are noted more for PM-2.5 and PM-10, but this
7 will be the straw that breaks the camel's back.

8 But, if you build the South Mountain
9 freeway, you will make a shortcut for the CANAMEX freeway
10 of over 50 miles, and all of the Mexican trucks that use
11 the bad gasoline and don't meet our standards for clean
12 trucks will come that way.

13 The proposed interchange at I-10 and 55th
14 Avenue is already backed up during rush hour in both
15 directions, so adding more traffic including the CANAMEX
16 traffic will only make that worse.

17 Your Conformity Analysis mentions best
18 available control technology used for industries; however,
19 VOC is not the standard for sand and gravel or asphalt
20 plants, and they are the proximate cause of the PM
21 exceedences.

22 I did have a chance to review the TIP, and I
23 see it using a lot of outdated data going back to 1991.
24 Sorry, it's a whole new world up there.

25 The Regional Transportation Plan mentions

1 Title V -- or Title VI, Environmental Considerations. The
2 43rd Avenue and Broadway monitor is the worst air
3 documented in the Valley. It's also in the midst of an
4 ethnic minority neighborhood. By bringing additional
5 traffic to them, you will violate their civil rights. I
6 would urge you to take a look at the MARTA lawsuit brought
7 in Atlanta by minority residents there, and would warn you
8 that there are plans to bring this kind of thing against
9 MAG and the responsible ADOT if this were to happen.

10 Also during the presentation here, I noticed
11 the conformity review. The conformity that you've had
12 presented to you today exceeds the federal annual standard
13 for PM-10, so you are already planning on exceeding the
14 federal standard, and you will lose your highway funds.

15 Thank you.

16 CHAIRWOMAN BAUER: Thank you very much.

17 Our next speaker will be Greta Rogers.

18 MS. ROGERS: Good evening.

19 My name is Greta Rogers. I reside in
20 Ahwatukee at 5010 East Cheyenne Drive.

21 I am speaking as an independent and private
22 citizen, and also as a member -- a member -- of PARC
23 Protecting Arizona Resources and Children, which was
24 formed as a 501(c)(3), completely certified in January of
25 this year for the purpose of opposing and legally

1 challenging the ongoing plan to construct the South
2 Mountain freeway on the Pecos Road Alignment continuing
3 with a major dynamiting blast through South Mountain Park
4 and then northwesterly at this time to a 55th Avenue
5 connection at I-10 west of Phoenix.

6 I would say to you that you have been
7 deceived and deluded as have the citizens of this
8 community of the whole, by the agency ADOT, over the past
9 5 years. They began South Mountain Community Action Team
10 meetings in 2002. At that time they said they had a draft
11 EIS in '04. That never happened. It has continued, and
12 the most recent estimate -- and I emphasize "estimate" --
13 is sometime in '08. They have been irresponsible,
14 negligent, and incompetent in producing the information
15 relevant to this kind of a major highway construction in
16 all phases of it, design, hydrological studies, biological
17 studies, air pollution estimates, traffic estimates, all
18 of it.

19 I've attended many meetings, since they
20 began in '02, as a citizen, and the answers to questions
21 which have to be put on three by five cards, we're told
22 will be answered at the next meeting. They are never and
23 have never been answered. This is a civil violation of
24 federal law.

25 This highway is way past due, planned in

1 '82, 25 years later, major changes of development in the
2 Ahwatukee, the Levine, the Estrella community areas have
3 occurred. It is past tense. It needs to be cashiered
4 now.

5 Thank you.

6 CHAIRWOMAN BAUER: Thank you very much.

7 Our next speaker will be Marvin Rochelle.

8 MR. ROCHELLE: Good evening, ladies and gentlemen
9 of the Board.

10 My name is Marvin Rochelle. I have lived
11 here as most of you know, 63 years. I have been working
12 for transportation since I got out of the Navy in 1970.

13 There are solutions. The solutions are
14 visionary, but will work. One of the things that I've
15 been working for is RPTA for the last 15 years. One of
16 the other things I've been working for is light rail,
17 which is now coming aboard.

18 The next thing I'm going to work for may
19 shock some of you. Some of you have already heard me say
20 it. There is heavy rail available to run from downtown
21 Phoenix to Buckeye to Wickenburg. This will alleviate a
22 great deal of pressure on I-10. I think the 51st Avenue
23 or 55th Avenue, whatever it is, interloop going across the
24 mountain is wrong. I feel very strongly it should be
25 either 101 or 303. Avoid coming into the city from the

1 west or from the east going west by a great deal of
2 mileage, rather than trying to bring it so close to
3 downtown.

4 If we don't do these visionary things,
5 including making a parkway on Buckeye Road, we are going
6 to lose our EPA monies and our federal monies. We need to
7 do more now.

8 I am willing to work with anybody any time.
9 I have a vast knowledge of this city. I've lived here
10 since 1944, and my family came in 1912, 1911, in a covered
11 wagon. If I can be of service, please do call on me.

12 Thank you.

13 CHAIRWOMAN BAUER: Thank you, very much.

14 The next speaker will be Gene Holmerud.

15 MR. HOLMERUD: I'm Gene Holmerud. I live at 1549
16 East Desert Drive here in Phoenix. I'm also a member of
17 the Coalition of Arizona Bicyclists. We're in a group of
18 some -- well, we actually have a membership of several
19 hundred. Bicycle organization members are 1 to 2,000 in
20 Maricopa County. Those organizations are members of the
21 Coalition.

22 My particular interest is in rail, both
23 access and safety. As has been pointed out, the light
24 rail that is coming, MAG has actually provided for bike
25 racks to be on each car, twice the federal spec. That's

1 good. We like that. It's wise from the point of view
2 of -- understand that the bus ridership went up 1,000
3 riders per day immediately after the racks were installed
4 on local buses, so that gives you an idea of how important
5 bicycle riding is, and we anticipate and look forward to
6 the commuter rail that was just mentioned between
7 Wickenburg down to the East Valley.

8 I've heard this evening about air quality
9 and congestion. We're a solution to both of those
10 problems. We're also a solution to youth and adult
11 obesity and an energy problem. You may have caught the
12 news. There is a problem with energy in the world, and
13 we're a solution. There are four public problems.
14 Encouragement of bicycling is the solution that I'm asking
15 for.

16 I have personally developed a program on the
17 safety of bicycling near light rail tracks. I took
18 pictures of a bicycle wheel in the groove, and the way the
19 traffic and tracks are laid out in downtown Phoenix. I
20 put it in a PowerPoint presentation. There are a few
21 copies on the table out here. That's a PowerPoint
22 presentation. I encourage people to take a look and find
23 out how to safely negotiate light rail track and the
24 signaling thereto.

25 That's my comments.

1 Thank you for your time.

2 CHAIRWOMAN BAUER: Thank you very much.

3 Now our speaker will be Curt Upton.

4 MR. UPTON: My name is Curt Upton. I live at
5 3429 East Windsong Drive.

6 Thank you for the opportunity to speak here
7 at the public hearing about this critically important
8 regional issue that we are facing.

9 I have three quick comments. One has to do
10 with public health. Second has to do with the economy,
11 and the third has to do with air quality.

12 First, from a public health perspective,
13 there is a critical flaw in the methodology that you guys
14 are using for doing your transportation modeling. That's
15 VMT. Your transportation models aren't really addressing
16 vehicle miles traveled, and I've sat through a couple of
17 PowerPoint presentations. I call them somewhere over the
18 rainbow we'll have clear skies or, you know, clean air.
19 It's like always 10 years down the line, we'll eventually
20 get there. I'm sure you said that same thing 10 years
21 ago, and now we're sitting here at 2007, and we have
22 terrible air. In fact, the American Lung Association gave
23 us an F. They give other cities an A for the same amount
24 of population. That's a good indicator that the
25 methodology you are using is flawed because just saying

1 that our mufflers and our fuel efficiency or whatever is
2 going to engineer our way to clean air is really flawed.

3 We really need to reduce the miles that we
4 travel and the trips that we take, and our current
5 Regional Transportation Plan doesn't address that at all.
6 In fact, your trend line has it going through faster than
7 the population growth. So that's one thing.

8 Even if you don't agree that's going to be a
9 problem, there is an economic problem, and that's rising
10 oil prices. Gas prices are continually going to be
11 trending up, and our city is critically dependent on oil
12 and gasoline. And for economic reasons alone, that should
13 be startling, because if gas prices continually ratchet up
14 four, five, six, seven, eight dollars a gallon, that's
15 going to increase our DET, I would say, in lockstep.
16 That's another critically important issue that you need to
17 take a look at in the Regional Transportation Plan.

18 Third, just from an environmental
19 perspective, it doesn't address the pending regulations
20 that are going to come for carbon dioxide. There was a
21 Supreme Court ruling -- I know you guys are all aware of
22 it -- that EPA will be regulating greenhouse gases, and
23 this Regional Transportation Plan will be in violation of
24 those regulations because they do not limit carbon
25 dioxide. They may limit carbon monoxide but not carbon

1 dioxide.

2 You are going down a path where you are
3 going to get federal sanctions, and the only way out that
4 you'll have is to reengineer the transportation plan,
5 which I highly recommend that you get started on now, or
6 go to the politicians and ask for a raise in taxes.
7 That's the only way you are going to be able to offset the
8 loss of federal dollars.

9 Thank you.

10 CHAIRWOMAN BAUER: We've also had two question
11 comment cards submitted to us this evening. These are
12 written comments from Jim Yochim and Greta Rogers. These
13 questions and comments will also be included in the formal
14 public hearing record, and I wanted to just inquire if
15 additional verbal comments would like to be made also from
16 these individuals.

17 Greta and Jim?

18 MR. JOCHIM: No, thank you.

19 CHAIRWOMAN BAUER: Thank you very much.

20 Anyone else wishing to speak or who wants to
21 submit a quick blue form to us?

22 I would like to thank you all very much for
23 coming to the hearing this evening and providing us with
24 your input. Your comments will be included in the
25 official record and made part of our decision-making

1 process.

2 Thank you again, and we hope to see you at
3 our next hearing.

4 This hearing is adjourned.

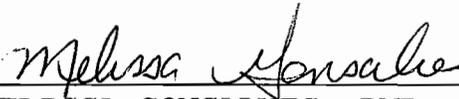
5 (Hearing adjourned at 5:47 p.m.)
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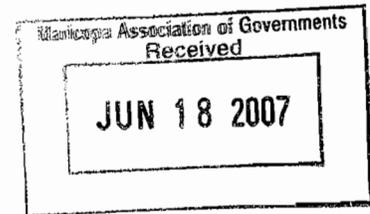
C E R T I F I C A T E

I, MELISSA GONSALVES, do hereby certify that the foregoing pages constitute a full, true, and accurate transcript of the proceedings had in the foregoing matter, all done to the best of my skill and ability.

WITNESS my hand this 19th day of June 2007.



MELISSA GONSALVES, RMR, CRR
Certified Court Reporter No. 50070



June 18, 2007

Mayor James Cavanaugh, MAG Executive Committee
Maricopa Association of Governments
302 North 1st Avenue
Phoenix, AZ 85003

Re: "MAG May Use Fund for Air, Not Freeways," *Arizona Republic*, June 14, 2007

Dear Mayor Cavanaugh:

It is well known that the largest contributors to the Valley of the Sun's air pollution are PM10 and PM2.5 particulates, airborne dust and vehicular emissions respectively. We agree PM10 must be effectively addressed now, violations enforced, and fines levied per Maricopa County Air Quality Department (MCAQD) and EPA regulations.

The major contributor to PM10 locally is the sand and gravel outfits throughout the valley. This industry has been and still is consistently given a "pass" in its operations. The resulting air pollution, PM10 and other particulate matter pollution, are the cause for the serious increase in pulmonary disease here in recent years. The microscopic particles, once inhaled, are not expelled. Their cumulative effect is permanent lung damage to human airways, health, and quality of life.

Thank you for addressing this critical problem here, especially since the EPA has finally issued a Cease and Desist or the penalty in federal transportation dollars to the state will be unpredicted in full amount, but long and adverse.

The freeway link currently planned by ADOT, MAG, and the Federal Highway Administration (FHWA), the South Mountain Freeway route 202 link, should be cashiered ~~for~~ now as the clear and permanent pollution danger it will be to affected urban community areas as a major ICC 18-wheeler bypass and a CANAMEX connector. This will have a limited relief to ~~the~~ I-10 and the Broadway Curve per a MAG engineer, November 2005, at an Ahwatukee Village Planning Committee meeting.

Estimated cost per ADOT since 2005 is \$1.2 - \$1.7 billion for the proposed South Mountain Freeway. This is still not close to approval and contracts awarded, and is a profligate waste for a 22-mile link from I-10 east to I-10 west in Phoenix. A limited weight and axle use parkway at much less pollution danger and dollars will adequately serve as the connector for the metro area and the county freeway plan completion. This freeway plan has been delayed 25 years while communities have fully developed (Ahwatukee) or are in rapid process since 1995 to full development (Laveen and Estrella Village).

The logical and much less costly ICC truck bypass, now in preplanning consideration for Arizona, is I-10 southeast to I-8 to State Route 85 to I-10 west as the State Transportation

Board has recently proposed to ADOT. Pursue this common sense and less costly truck bypass through largely wide open rural areas.

Address PM-10 violators vigorously, consistently, and without exception. We can then mitigate and correct this major contributor to the dangerous pollution problem in our vast community area.

Respectfully,

A handwritten signature in cursive script, appearing to read "Greta Rogers".

Greta Rogers, citizen and PARC (Protecting Arizona Resources and Children) member
5010 E. Cheyenne Drive
#1060
Phoenix, AZ 85044
480-961-0199

A handwritten signature in cursive script, appearing to read "Stephen M. Brittle".

Stephen M. Brittle
Don't Waste Arizona, Inc.
6205 South 12th Street
Phoenix, AZ 85042
602-268-6110

When Del Webb Co. officials put together their original marketing Strategy ~~for~~ in late 1959, they may well have used U.S. 60 as a Marketing tool, while pointing out transportation Amenities to their dream - A Community For Active Retired Residents. A 2 lane highway bisecting an "out of the way location" worked well and constituted an adequate corridor for Sun City's new residents to the East Valley, Phoenix, Sky Harbor etc.

Now fast forward 47 years. ~~The~~ The last lot was sold 30 years ⁱⁿ that period. The needs for number of crossings of Grand Ave grew first proportionate to the increased population and then in excess due to other West Valley residents using N-S corridors through Sun City to reach their desired destinations.

What else has happened? People live longer, even more depend on alternative forms of transportation including gas powered golf cars and personal scooters. Emergency runs crossing Grand have increased and the width of Grand Ave has increased with adding of additional thru lanes and turn lanes. Now two additional lanes will now be constructed to help relieve traffic congestion for east-west travelers.

~~The problem is that~~ The citizens of Sun City have become increasingly anxious over the "Safety" aspect of Grand Ave. crossings. The Sun City Home Owners Association was pleased to learn recently from Tim Tait of ADOT that ^{ADOT} they will begin a feasibility study next month on the possibility of crossings other than the current "at grade" crossings that currently exist for Grand Avenue.

There isn't a planner or developer in the world today who would bisect an active retirement community of 43,000 with a six lane federal highway. However, it's what is. AS MAF, ADOT, McDOT, moves forward with the RTP, please give consideration to modifying the current plan instead of having to look back and say, "whoops!"

Ben Roloff, Pres.

S.C. Home Owners Association

**IV. APPENDIX A.
PUBLICITY MATERIAL**

Please publish the following notice as a legal advertisement in the *Arizona Republic* on Friday, May 18, 2007:

**PUBLIC HEARING ON THE DRAFT
FY 2008-2012 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT MAG REGIONAL TRANSPORTATION PLAN - 2007 UPDATE, AND
DRAFT 2007 MAG CONFORMITY ANALYSIS**

Monday, June 18, 2007 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft FY 2008-2012 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan - 2007 Update, and Draft 2007 MAG Conformity Analysis. The purpose of the hearing is to receive public comments.

Three documents will be discussed: (1) Draft FY 2008-2012 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period. (2) Draft MAG Regional Transportation Plan - 2007 Update (RTP), which describes the proposed 2007 modifications to the Regional Transportation Plan. (3) Draft 2007 MAG Conformity Analysis, which presents the documentation to support a finding that the TIP and RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter (PM-10). An informational open house will begin prior to the hearing, at 4:30 p.m.

The draft documents are available for review at the MAG Offices, third floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. June 18, 2007 to the address below. After considering the comments, the MAG Air Quality Technical Advisory Committee may make a recommendation on the 2007 MAG Conformity Analysis for the FY 2008-2012 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan - 2007 Update on June 28, 2007. The MAG Regional Council may take action on July 25, 2007.

Contact Person: Dean Giles, MAG, (602) 254-6300
302 N. 1st Ave., Ste. 300, Phoenix, AZ 85003

Please Join Us!

You are invited to a transportation open house and public hearing being held by the *Maricopa Association of Governments* in cooperation with the *Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix*. As part of MAG's Final Phase public involvement process, representatives from these agencies will be present to receive input from Valley residents on the Draft FY 2008-2012 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan-2007 Update, and Draft 2007 MAG Conformity Analysis.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking validation is available and bus tickets will be provided to those who use transit to attend the meeting. To provide input via e-mail, send your comments to jstephens@mag.maricopa.gov.



Joint Transportation Open House and Public Hearing

**Monday, June 18, 2007
Open House: 4:30 p.m.
Public Hearing: 5:00 p.m.**

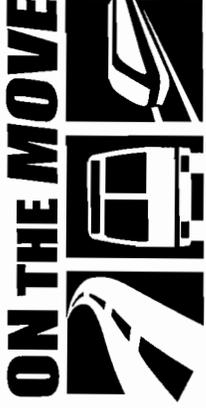
MAG Office, Suite 200-Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.

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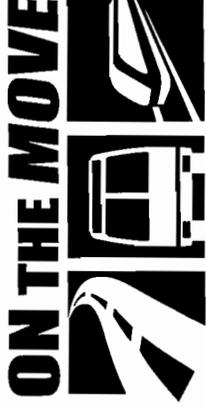
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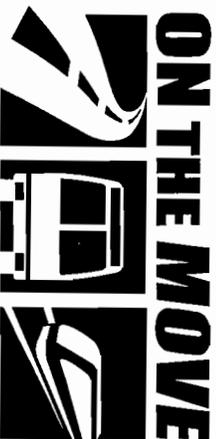


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Public Hearing: 5:00 p.m.**

MAG Office, Suite 200-Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.



PARTNERS IN PROGRESS

Joint Transportation Open House and Public Hearing

Monday, June 18, 2007

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Public Hearing: 5:00 p.m.

MAG Office, Suite 200—Saguaro Room
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City of Phoenix
PUBLIC TRANSIT DEPARTMENT



PARTNERS IN PROGRESS

Casa Abierta y Audiencia Pública Sobre Transporte

Lunes, 18 de junio, 2007

Casa Abierta: 4:30 p.m.

Audiencia Pública: 5:00 p.m.

Oficina MAG, Suite 200, Salón Saguario
302 N. 1st. Avenue, Phoenix

¡Por Favor Acompañenos!

Los invitamos a una casa abierta y audiencia pública organizadas por la Asociación de Gobiernos Maricopa (MAG) en colaboración con el Departamento de Transporte de Arizona, Valley Metro, METRO y la Ciudad de Phoenix. Como parte de La Fase Final del Proceso MAG de Envolvimiento Público, representantes de estas agencias estarán presentes para recibir comentario de parte de residentes del Valle sobre el Borrador del Programa MAG de Mejoras en Transporte Año Fiscal 2008-2012, Borrador de la Actualización 2007 del Plan Regional de Transporte, y el Borrador de Análisis de Conformidad MAG 2007.

Su participación es sumamente apreciada.

Para más información o para solicitar acomodación especial debido a discapacidades, favor de llamar a Carlos Jurado, especialista en relaciones comunitarias, al 602-254-6300. Los boletos de estacionamiento en el sótano serán sellados gratis y se darán boletos para los que asistan a la reunión usando transporte público. Sugerencias o comentarios pueden ser enviados por correo electrónico a jstephens@mag.maricopa.gov.



City of Phoenix
PUBLIC TRANSPORT DEPARTMENT



**Joint Transportation
Open House and
Public Hearing**

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**V. APPENDIX B.
CORRESPONDENCE RECEIVED DURING THE
CONTINUOUS INVOLVEMENT AND
FINAL PHASE INPUT OPPORTUNITY**

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, April 03, 2007 6:26 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'LYT'
Email Address : 'lytyy_88@hotmail.com'
Subject : 'broken links'
Page : '/display.cms'
Feedback :
'broken links

<http://www.mag.maricopa.gov/archive/PedGuidelines/HowTo/Downloads/PedestrianZoningReviewChecklist.pdf>

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 02, 2007 10:18 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'benjamin corcoran'
Email Address : 'bencorc@gmail.com'
Subject : 'TO TRANSPORTATION OFFICE'
Page : '/display.cms'
Feedback :

'The persons employed by your organization to manage your April 1 2007 I-10 freeway closure at Avondale Road were NEGLIGENT in their responsibility to display detour information about the closure, and NEGLIGENT in their duty to provide traffic control at the detour offramp's Avondale/I-10 intersection.

â€¢ Adequate advance notice was NOT given in the days prior to the closure for travellers in the opposite (WB) direction that the freeway would be closed Sunday evening

â€¢ At the actual time of the closure, CRITICAL advance notice was NOT given to travelers approaching the closure eastbound that the freeway was in fact CLOSED and a detour was in place.

As a a result, ALL travelers were forced to exit at the same intersection (Avondale). This intersection had NO modified traffic signal or traffic control person(s) in place!

AS A RESULT OF THE GROSS INCOMPETENCE OF THE PERSONS RESPONSIBLE FOR YOUR PRIME TIME FREEWAY CLOSURE, SUNDAY EVENING TRAVELERS EXPERIENCED SIGNIFICANT DELAYS OF UP TO 45 MINS OR MORE.

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, April 10, 2007 7:38 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'William DeYonge'
Email Address : 'aquaponicsman1@hotmail.com'
Subject : 'building codes'
Page : '/detail.cms?item=6301'

Feedback :

'I hope I'm in the right place...who would I contact to find out how many restrooms a buisness needs to accomidate a certain number of employees?
Is it required to have seperate male and female or can a unisexual restroom be installed only?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 16, 2007 11:17 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Steve Clautice'
Email Address : 'clautice@alaska.net'
Subject : NULL
Page : '/maps.cms'
Feedback :
NULL

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 16, 2007 11:20 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Steve Clautice'
Email Address : 'clautice@alaska.net'
Subject : 'bicycle route map request'
Page : '/detail.cms?item=739'

Feedback :

'can you send a bicycle route map to:
Steve Clautice
1465 Hans Way
Fairbanks, AK 99709

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, April 17, 2007 9:32 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Naomi Anderson'
Email Address : 'naomi@jrnconstruction.com'
Subject : 'Get Involved'
Page : '/getinvolved.cms'

Feedback :

'I own a dump truck/backhoe service. I have been hearing rumors of Apache Junction final being cleaned up. I am a native all my life here. I would love to help. My rates are cheap because I am a local service. I can remove mobil homes, garbage, and clear land completely. Please contact me.

If you know who can use my service give them my website.
Jrnconstruction.com. Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, April 19, 2007 6:30 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Sherry Jones'
Email Address : 'sasajones@aol.com'
Subject : 'Reduction of bus schedule in Mesa'
Page : '/project.cms?item=1988'

Feedback :

'It is unfair to reduce the bus schedule in Mesa which will leave more people than you think stranded without transportation to work or other places on Saturdays. Mesa already has less buses available than other east valley cities, and this will only make it worst. I will have to move out of Mesa if this happens as so will other people might have to, because I work on Saturdays, and until 10:00pm at night during the week. Please reconsider and do not leave us stranded.

Thank you'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, April 22, 2007 5:21 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'mary ann'
Email Address : 'mshulak1948@sbcglobal.net'
Subject : 'additions'
Page : '/detail.cms?item=522'
Feedback :

'I just have a question for you. I live in an association and my nieghbor got his plans for an addition ok from the board. Is that enough or do you still have to submit plans to the Co. and get all the permits.

Thanks
mary ann'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 30, 2007 9:22 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Paul Jepson'
Email Address : 'pjepson@cityofmaricopa.net'
Subject : 'Copy of MAG Bylaws'
Page : '/employment.cms'
Feedback :
'Hi

Is it possible for someone to send over a copy of your current MAG Bylaws?
I was unable to find a copy on your website.

Thanks so much,

Paul

Paul Jepson
Management Assistant II
City of Maricopa
Phone: (520) 568-9098 x242
pjepson@cityofmaricopa.net
,

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, April 30, 2007 1:49 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Nick Caruso'
Email Address : 'nickswork1@aol.com'
Subject : '31st Ave '
Page : '/detail.cms?item=3688'

Feedback :

'I read the response to my correspondence (below) but am unclear is there a timeline for a bike/pedestrian sidewalk in the area in question? Is there anything else I can do in terms of advocacy

Dear ADOT,

I live in the city of Phoenix and commute by bicycle to work as often as possible for environmental among other reasons. I work at Desiderata Alternative School (part of the Phoenix Union High School District 2920 N. 34th Dr) and commute south from North Central Phoenix.

While there are excellent bike lanes on 31st & 23rd Ave during my commute (in the city of Phx). The commute is extremely dangerous for pedestrians and bicyclist at Grand Ave between Weldon and the traffic light at 31st Ave the city has advised me that Grand Ave falls under ADPT jurisdiction. While it's only approximately 300 yards the only way to get to the traffic light is to ride on the shoulder of Grand Ave.

Would it be possible to get a sidewalk between Weldon & the light on 31st Ave along Grand Ave? Pedestrians & bikers alike would commute much safer. It gets a considerable amount of traffic as 31st is the only safe crossing (with a light) if you are traveling any point west of the Grand Canal to the east/the light at 31st ave. If there is a remote chance that this could be considered I would be happy to meet with city staff to further explain the situation. Again, the amount of pedestrian traffic is significant. Please advise

Safe bike routes can only help the cause as our city grapples with reducing greenhouse gas emissions.

Sincerely,
Nick Caruso
602-332-1996

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 02, 2007 2:09 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'John Kizis'
Email Address : 'jtkizis@earthlink.net'
Subject : 'MC 85 - Buckeye Rd'
Page : '/project.cms?item=411'
Feedback :
'To whom it may concern,

I would like to know if any one at your organization has any plans to time (synchronize) the lights along MC85- Buckeye Road. The state has this road designed as a reliever for I-10 and I drive this road on a daily basis and I noticed that the traffic lights along this road are not timed so that if you drive the speed limit when you reach the next light it will be green. I have actually found that the lights are set up to the contrary that when you reach the next light it actually will be red. This not only causes more traffic and air pollution but also causes vehicles to use more fuel. Why has this not been done as of yet? If there are plans to implement this; when is its planned implementation date? This simple, easy and cost effective approach has been used around the country for years and has been very successful. Please let me know what your groups thoughts on this are.

Regards,

John Kizis
623-925-1856
,

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, May 03, 2007 6:16 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Bill Richardson'
Email Address : 'bill.richardson1@cox.net'
Subject : 'Jail Tax'
Page : '/about.cms'
Feedback :

'Can you tell how much money was collected in 2006 from the Maricopa County Jail Tax? Can you tell me how money has been collected since the tax went into effect in 1998?
Thanks
Bill Richardson
East Valley Tribune Columnist'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, May 07, 2007 7:09 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Nicole Goard'
Email Address : 'Nicole_A_G@hotmail.com'
Subject : 'Williams Gateway Freeway Alignment'
Page : '/project.cms?item=4668'
Feedback :
'Hello---

I looked over all of the documentation, yet still wonder, when will this project be started? When do they think it will be completed by?

I have seen nothing of the kind of information I am looking for.

Thank you and Best Wishes

Queen Creek resident'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, May 07, 2007 2:13 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Marilyn DeRosa'
Email Address : 'marilynderosa@cox.net'
Subject : 'Regional Bike Map 2005'
Page : '/reg_council.cms'
Feedback :
'Any chance I could get one (or two) of these maps mailed to me?

8022 N 11th Ave
Phoenix, AZ 85021

Please let me know. Thanks!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 08, 2007 5:27 PM
To: Jason Stephens
Subject: Feedback Received

Follow Up Flag: Follow up
Flag Status: Red

Feedback received from 'D. Thomas'
Email Address : 'dathomas100@cox.net'
Subject : 'Teen Driver's Education'
Page : '/detail.cms?item=5944'
Feedback :
'Are there any teen driver's education course's offered with behind the wheel training?
Teen driver Safety classes? Parental attendence required?
Cave Creek area? If not..WHY NOT? '

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 08, 2007 8:30 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'ron'
Email Address : 'rforster6@cox.net'
Subject : 'Bike Map'
Page : '/detail.cms?item=2313'
Feedback :
'Clickin in the link at
<http://phoenix.gov/DISCOVER/AROUND/BICYCLING/index.html>
for Page 1 and Page 2 of the bike maps doesn't work. Using Safari like a lot of other
people that ar buying the new macs. Just thought you should know...'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 15, 2007 1:12 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Peggy Hagan'
Email Address : 'peggy.hagan@opc.phxcoxmail.com'
Subject : 'Change of Personnel'
Page : '/display.cms'
Feedback :
'Please change the recipient of your publications to Rev. Ken Page. You currently show
Rev. Brian Paulson and he is no longer in Phoenix. Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, May 21, 2007 6:44 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Praveen'
Email Address : 'praveen@energysaversindia.com'
Subject : 'Save Electricity'
Page : '/employment.cms'
Feedback :

'Hi,
We are extremely glad to introduce ourselves that we are the leading manufacturers and suppliers of Energy Conservation products for Lighting and Mixed load applications Our product saves electricity upto 25% on lighting loads. We would like to supply our products for street lights in phoenix which will save a lot of electricity. Can you please let me know the contacts for discussing the same.

Thanks
Praveen
6236987603
,

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, May 21, 2007 1:11 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Tammy'
Email Address : 'tammy@azjournal.com'
Subject : 'arizona futures map'
Page : '/maps.cms'
Feedback :

'Are there any numbers associated with the Arizona Futures Map (2000-2050) that can be obtained? If not, can you direct me to where I might find population predictions for Navajo County? Thank you!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 23, 2007 1:06 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Tim and Leah Ayers'
Email Address : 'Leahayers@cox.net'
Subject : 'Please Ban Leaf Blowers in Valley'
Page : '/display.cms'

Feedback :

'Hello. We heard there will be a vote tonight regarding the valley's pollution and air quality. We live in the East Valley and really really hope you ban those leaf blowers. I also have asthma and there have been times where i have to go inside and wait for my neighbor to stop using his leaf blower. I feel leaf blowers really are for the lazy folks. Who knows what other chemicals, toxins, bacteria, diseases are being stirred up in the air from those blowers. I know it's very unhealth for everyone around them ,especially those with asthma and breathing problems.....Please do something

Sincerely, Tim and Leah Ayers (Gilbert, AZ)'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, May 24, 2007 10:32 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Steve Ruff'
Email Address : 'steve.ruff@asu.edu'
Subject : 'Dust-control plan'
Page : '/display.cms'

Feedback :

'As a citizen of Maricopa County, I am concerned about the details of the dust-control plan. I've read that vacant lots may have to be paved. Is this true? If so, the prospect of 1000s of additional acres of paved surfaces contributing to our urban heat island problem concerns me.

Please let me know whether this part of the plan is true and whether the heat issue has been considered.

Thanks,

Dr. Steve Ruff
Arizona State University'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, May 25, 2007 1:22 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'mike connolly'
Email Address : 'mconnoll@mconnoll.cnc.net'
Subject : 'Avg Daily Traffic Counts'
Page : '/maps.cms'

Feedback :

'Do you have any avg daily traffic counts for freeways on the weekends? If not, do you have any plans to provide such data to the public?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, May 27, 2007 1:51 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'David Welch'
Email Address : 'dcwdo@aol.com'
Subject : '175th Ave'
Page : '/display.cms'

Feedback :

'175th Ave south of Glendale Ave, a dirt road in Waddell, has been apparently modified by the residents living on the street, with two extremely large and potentially damaging "speed bumps" that are so big one must approach them at 5 or less mph to avoid damage to the vehicle. I was driving well under the speed limit, at less than 20 mph and sustained significant damage to my vehicle yesterday evening, 5/26/07, breaking a shock absorber causing other damage additionally.

These "speed bumps" are not easy to see and are not marked.

I recall a homemade, "Children at Play" sign only.

I would like to bill the residents of that street responsible for these "bumps", or Maricopa County directly, for the cost of my repairs. Maricopa County has allowed the citizens to illegally modify the road, and/or additionally has not taken the initiative to maintain the road and keep it in good repair.

I expect an expedient reply to this note after the Memorial Day holiday and will be contacting you in person if I haven't heard from you by the first of July.

Thank you,
Dr. Welch
602-390-1046'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 29, 2007 2:45 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Paul Corens'
Email Address : 'paul.corens@psprs.com'
Subject : 'Get Involved'
Page : '/getinvolved.cms'
Feedback :

'What opportunities are there for mid-level/ mid-career professionals at MAG? Minor committee opportunities, etc?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 30, 2007 3:25 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Larry Carter'
Email Address : 'carter.larry@dol.gov'
Subject : 'MAG Manual'
Page : '/display.cms'
Feedback :

'I am an OSHA compliance officer researching information regarding a recent accident I have been assigned to investigate. If I understand this correctly, the MAG manual by itself is not an enforceable regulatory directive unless it is included in the language of the contract that it will be followed during the construction project. Is that correct? Second, is there any MAG manual guidance/requirements for the installation of underground storm water retention tanks?'

Thank you for your assistance. Have a great day ! '

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, May 31, 2007 2:51 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Carter Biesemeyer'
Email Address : 'cpb@dswa.net'
Subject : 'Fire Water Supply'
Page : NULL
Feedback :

'I have a project where we are installing a new fire water supply to a waste water treatment plant. The fire water will be used for hydrants and sprinkler systems. What if any metering or backflow prevention devices must be installed on the new fire line between the plant and the water main?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, June 02, 2007 12:12 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Linda Massey'
Email Address : 'lmasey@yahoo.com'
Subject : 'Dust Control'
Page : '/display.cms'

Feedback :

'I live 9025 N. 14th Drive (and Dunlap). No more than 50 yards west of my home is a large dirt lot that contributes a whole lot of dust to our outside living. My neighbors and I would love to see it made into some kind of greenway/park. We use it as an access to ride our bikes to the canal. Please take a look at this large dirt lot and what can be done. Thank you!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, June 18, 2007 4:26 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dana Owsiany'
Email Address : 'dowsiany@aztec.us'
Subject : 'Email addresses'
Page : NULL

Feedback :

'Has the email address changed for Mark Schlappi?

I have mschlappi@mag.maricopa.gov'

Jason Stephens

From: Maureen DeCindis
Sent: Monday, April 30, 2007 3:05 PM
To: Katherine Coles (katherine.coles@phoenix.gov)
Cc: Jason Stephens
Subject: FW: Feedback Received

Katherine,
Can you please respond to Mr. Caruso. The email is somewhat difficult to decipher but I think that he is asking for a sidewalk on Grand between Weldon and 31st Ave. I guess the question is...whose jurisdiction is Grand Ave. and whose responsibility is it to build the sidewalks on that street? And then, if it is up to Phoenix, what is the process for prioritizing when and where sidewalks are built? Thanks.

Maureen

-----Original Message-----

From: Jason Stephens
Sent: Monday, April 30, 2007 2:20 PM
To: Maureen DeCindis
Subject: FW: Feedback Received

Can you respond to him? I don't know what he's referring to. If you can't, let me know what you'd like me to do.
Thanks!

-----Original Message-----

From: mag@theshortestpath.com [mailto:mag@theshortestpath.com]
Sent: Monday, April 30, 2007 1:49 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Nick Caruso'
Email Address : 'nickswork1@aol.com'
Subject : '31st Ave '
Page : '/detail.cms?item=3688'
Feedback :

'I read the response to my correspondence (below) but em unclear is there a timeline for a bike/pedestrian sidewalk in the area in question? Is there anything else I can do in terms of advocacy

Dear ADOT,

I live in the city of Phoenix and commute by bicycle to work as often as possible for environmental among other reasons. I work at Desiderata Alternative School (part of the Phoenix Union High School District 2920 N. 34th Dr) and commute south form North Central Phoenix.

While there are excellent bike lanes on 31st & 23rd Ave during my commute (in the city of Phx). The commute is extremely dangerous for pedestrians and bicyclist at Grand Ave between Weldon and the traffic light at 31st Ave the city has advised me that Grand Ave falls under ADPT jurisdiction. While it's only approximately 300 yards the only way to get to the traffic light is to ride on the shoulder of Grand Ave.

Would it be possible to get a sidewalk between Weldon & the light on 31st Ave along Grand Ave? Pedestrians & bikers alike would commute much safer. It gets a considerable amount of traffic as 31st is the only safe crossing (with a light) if you are traveling any point west of the Grand Canal to the east/the light at 31st ave. If there is a remote chance that this could be considered I would be happy to meet with city staff to further explain the situation. Again, the amount of pedestrian traffic is significant. Please advise

Safe bike routes can only help the cause as our city grapples with reducing greenhouse gas emissions.

Sincerely,
Nick Caruso
602-332-1996

,

Jason Stephens

From: Roger Herzog
Sent: Tuesday, May 08, 2007 9:05 AM
To: Jason Stephens
Subject: RE: Feedback Received

Construction on the Williams Gateway Freeway between Loop 202/Santan Freeway and Ellsworth Rd. is currently programmed to begin in fiscal year 2016. Construction on the segment between Ellsworth Rd. and Meridian Rd. is currently programmed to begin in fiscal year 2020. These projects typically require 18 months to two years to complete.

-----Original Message-----

From: Jason Stephens
Sent: Tuesday, May 08, 2007 8:35 AM
To: Roger Herzog
Subject: FW: Feedback Received

Can you e-mail this person and let him know when this project will begin? Or, if you want, just let me know and I can forward him the info.
Thanks!

-----Original Message-----

From: mag@theshortestpath.com [mailto:mag@theshortestpath.com]
Sent: Monday, May 07, 2007 7:09 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Nicole Goard'
Email Address : 'Nicole_A_G@hotmail.com'
Subject : 'Williams Gateway Freeway Alignment'
Page : '/project.cms?item=4668'
Feedback :
'Hello---

I looked over all of the documentation, yet still wonder, when will this project be started? When do they think it will be completed by?

I have seen nothing of the kind of information I am looking for.

Thank you and Best Wishes

Queen Creek resident'

Jason Stephens

From: DCWDO@aol.com
Sent: Tuesday, May 29, 2007 3:06 PM
To: Jason Stephens
Subject: Re: FW: Feedback Received

Jason,

Thank you for your prompt reply, I sincerely appreciate it.

The section of 175th Ave. in question is no more than two or three city blocks in length beginning at Glendale Ave and traversing that distance to the south. If I'm not mistaken, from the descriptions given by Steve below, it sounds like this is a Maricopa County issue. Is there a way to forward this series of email correspondences to someone in the Streets Department? If you can send this to Chris Plumb, I will attempt to do the same. Perhaps one of our emails will get there. I would assume you have a list of email addresses within the County Government for reference. On my end, I'll call and get an email address today from his office.

Thank you,
 Dr. Welch

*

In a message dated 5/29/07 2:56:00 PM, jstephens@mag.maricopa.gov writes:

Mr. Welch -

I've attached the e-mail correspondence between myself and the person at MAG who staffs the Street Committee. His response to your inquiry can be seen below. I hope this helps. If not, please feel free to call me at (602) 452-5004 or e-mail me and we can try something else.

Thank you,
 Jason

-----Original Message-----

From: Steve Tate
Sent: Tuesday, May 29, 2007 2:49 PM
To: Jason Stephens
Subject: RE: Feedback Received

Jason,

It looks to me that most 175th Avenue, south of Camelback is located in Goodyear. Between Camelback and Wadell most of 175th appears to be located in Maricopa County. North of Wadell most of 175th Avenue appears to be located in Surprise.

My best guess is that he should call the County -- Chris Plumb, (602) 506-4176 -- as the area he mentions appears to be between Camelback and Wadell and the County has in the past had problems with subdivisions setting up ad hoc traffic calming measures.

If that doesn't work, he should probably call Goodyear -- Ron Sievwright (Street Supervisor), (623) 932-1637.

If he is well north of Glendale, he should call Surprise -- Robert Maki (City Engineer), (623) 583-6025.

Steve

-----Original Message-----

From: Jason Stephens
Sent: Tuesday, May 29, 2007 2:21 PM
To: Steve Tate
Subject: FW: Feedback Received

Do you have any idea who might be dealing with this? Who could deal with it?

-----Original Message-----

From: mag@theshortestpath.com [mailto:mag@theshortestpath.com]
Sent: Sunday, May 27, 2007 1:51 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'David Welch'
Email Address : 'dcwdo@aol.com'
Subject : '175th Ave'
Page : '/display.cms'
Feedback :

'175th Ave south of Glendale Ave, a dirt road in Waddell, has been apparently modified by the residents living on the street, with two extremely large and potentially damaging "speed bumps" that are so big one must approach them at 5 or less mph to avoid damage to the vehicle. I was driving well under the speed limit, at less than 20 mph and sustained significant damage to my vehicle yesterday evening, 5/26/07, breaking a shock absorber causing other damage additionally.

These "speed bumps" are not easy to see and are not marked.

I recall a homemade, "Children at Play" sign only.

I would like to bill the residents of that street responsible for these "bumps", or Maricopa County directly, for the cost of my repairs. Maricopa County has allowed the citizens to illegally modify the road, and/or additionally has not taken the initiative to maintain the road and keep it in good repair.

I expect an expedient reply to this note after the Memorial Day holiday and will be contacting you in person if I haven't heard from you by the first of July.

Thank you,
Dr. Welch
602-390-1046'

See what's free at <http://www.aol.com>.

6/20/2007

Jason Stephens

From: Maureen DeCindis
Sent: Wednesday, May 30, 2007 3:04 PM
To: 'rforster6@cox.net'
Cc: Jason Stephens
Subject: RE: Feedback Received

Dear Sir/Madam,
I have asked our web master to look into why the connection from the city of Phoenix website to our map does not work. I can tell you that it is a HUGE document. If you would like, I would be glad to mail you a map just please provide me with your mailing address. Thank you.
Maureen DeCindis

-----Original Message-----
From: Jason Stephens
Sent: Wednesday, May 09, 2007 8:23 AM
To: Maureen DeCindis
Subject: FW: Feedback Received

Can you help this person or at least respond to his concern. Thanks!

-----Original Message-----
From: mag@theshortestpath.com [mailto:mag@theshortestpath.com]
Sent: Tuesday, May 08, 2007 8:30 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'ron'
Email Address : 'rforster6@cox.net'
Subject : 'Bike Map'
Page : '/detail.cms?item=2313'
Feedback :
'Clickin in the link at
<http://phoenix.gov/DISCOVER/AROUND/BICYCLING/index.html>
for Page 1 and Page 2 of the bike maps doesn't work. Using Safari like a lot of other people that ar buying the new macs. Just thought you should know...'

Jason Stephens

From: Maureen DeCindis
Sent: Monday, June 04, 2007 8:47 AM
To: 'lmasey@yahoo.com'; Srinivas Goundla (srinivas.goundla@phoenix.gov)
Cc: Jason Stephens
Subject: RE: Feedback Received

Srinivas,
Can you please address Linda's request for a trailhead park near 14th/Dunlap. I am not sure if it is your transportation department or parks and rec department at city of Phoenix that creates trailheads/mini parks. I also wonder if the land is public or privately owned.

Thanks
Maureen

-----Original Message-----

From: Jason Stephens
Sent: Monday, June 04, 2007 7:46 AM
To: Maureen DeCindis
Subject: FW: Feedback Received

Can you help this lady? Or let me know where I can send her to get her some info?
Thanks!

-----Original Message-----

From: mag@theshortestpath.com [mailto:mag@theshortestpath.com]
Sent: Saturday, June 02, 2007 12:12 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Linda Massey'
Email Address : 'lmasey@yahoo.com'
Subject : 'Dust Control'
Page : '/display.cms'

Feedback :

'I live 9025 N. 14th Drive (and Dunlap). No more than 50 yards west of my home is a large dirt lot that contributes a whole lot of dust to our outside living. My neighbors and I would love to see it made into some kind of greenway/park. We use it as an access to ride our bikes to the canal. Please take a look at this large dirt lot and what can be done. Thank you!'

PZ

May 23 rd 2007

To: Chairman of Maricopa Regional Council, Mayor James M. Cavavaugh. Regional Council Members and Dennis Smith , MAG

From: Dianne Barker, Citizen 5131 N. 40th St., A 319 Phoenix, AZ 85018 (602) 999-4448

REQUEST RESPONSES of MAG AS FOLLOWS :

WHEN WILL MAG per ARS 28-6357 coordinate the regional transportation plan "rtp" with ADOT's "special assistant (Ex A) who has transmitted the rtp freeway certification program "rtpfp" REPORT on Prop 200 1/2 cent sales tax (Ex B)?

* Prop 400 Lack Certification

WHEN WILL MAG REQUIRE THAT CTCOC, a voting member of the regional planning agency, ARS 28-6356 (3) TO perform BY LAW by law, ARS 28-6356 (F)(5) (EX C) ANNUAL FINANCIAL AUDIT OF ALL EXPENDITURES FROM THE REGIONAL AREA ROAD FUND AND THE PUBLIC TRANSPORTATION FUND FOR CTCOC TO RECEIVE THIS (EMPHASIS ADDED) REPORT FOR WHICH IT MUST (SHALL) ADVISE MAG, ADOT DIRECTOR, ADOT BOARD, BOARD OF SUPERVISORS , VALLEY METRO AND GOVENOR TO ALL PROJECTS FUNDED IN THE RTP?

Bottom Line: Neither ADOT nor CTCOC Certified Prop 400

Prop 200 missing

ENC: CTCOC AGENDA/MINUTES CTCOC, MAY 2006 & NOVEMBER 2006 AND JANUARY 2007 SUPPORTING THE FACT THAT ONLY "REPORTS" MADE ON PROP 400, BUT NONE BEING THE REQUIRED ANNUAL FINANCIAL AUDIT, 28-6356(7)(5), (EX D), (EX E), (EX F) RESPECTIVELY.

See life Cycle Certification (Jan 31, 2007)
p.4 Prop 400 funds Jan 1, 2006
p.5 Ex Summary: life cycle ends off Nov 30, 2006
p.8 Certification does not include Prop 400.



Forty-eighth Legislature - First Regular Session

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A. The director shall appoint a special assistant for the regional transportation plan to provide coordination among the department of transportation, the regional planning agency and the local entities that are members of the regional planning agency on the regional transportation plan.

B. The duties of the special assistant for the regional transportation plan include:

1. Life cycle management for the funding and programming of the regional transportation plan, including ombudsman services and oversight of gathering, analyzing, reporting, forecasting, coordinating, monitoring and executing information and programs related to the regional transportation plan.

2. Administrative support for the activities of the citizens transportation oversight committee established pursuant to section 28-6356. The special assistant is eligible to receive reimbursement for expenses incurred by providing administrative support for the activities of the citizens transportation oversight committee from monies distributed from the highway user revenue fund pursuant to section 28-6538, subsection B, paragraph 1.

3. Preparation and dissemination of reports on the status and the progress of the regional transportation plan to the citizens transportation oversight committee, the governor, the speaker of the house of representatives, the president of the senate, the regional planning agency and other interested governmental agencies and citizens.

4. Coordination of public hearings of the citizens oversight committee on the regional transportation plan.

C. The special assistant for the regional transportation plan is eligible to receive compensation pursuant to section 38-611. Notwithstanding the limitations imposed in section 28-6305, the compensation of the special assistant shall be paid from the regional area road fund.



Janet Napolitano
Governor

Victor M. Mendez
Director

ExB

Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Richard Travis
Deputy Director

Sam Elters
State Engineer

March 15, 2007

The purpose of this letter is to transmit the Regional Transportation Plan Freeway Program (RTPFP) Certification, dated January 31, 2007, pursuant to A.R.S. § 28-6357.B3. This report updates progress being made on the RTPFP using Proposition 400 half-cent sales tax.

The written Certification pertaining to the Regional Transportation Plan Freeway Program constitutes the official position of the Arizona Department of Transportation and is used for planning and financial programming purposes. The Certification can be found on our website at: <http://www.azdot.gov/Highways/rfs/Certification/CertRTP1-07.pdf> If you have any questions regarding this information, please contact me at 602-712-7524 or Kwi Kang at 602-712-7959.

Sincerely,

William J. Hayden

William J. Hayden
Special Assistant Regional Freeway System



2001 Award Recipient



Arizona Department of Transportation
Intermodal Transportation Division

206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Richard Travis
Deputy Director

Sam Elters
State Engineer

June 12, 2007

Ms. Dianne Barker
D Team Diversified
5131 N. 40th Street, A-319
Phoenix, Arizona 85018-2174

Dear Ms. Barker:

This correspondence is in response to your inquiry regarding ADOT's website link. On March 15, 2007 our office transmitted a copy of the Regional Transportation System Life Cycle Certification to you. The objective of the semi-annual publication is to update the progress of the Regional Freeway System funded by Proposition 300 half cent sales tax for the second half of 2006.

Included in the letter was a reference that the Certification may also be found on our website at:
<http://www.azdot.gov/highways/rfs/certification/cert1-07.pdf>

You had contacted Elizabeth Neville of our Life Cycle Office and advised her that you were unable to access our website due to a typographic error in our letter to you. A technical review of our website indicated a system programming error prevented access into ADOT's website at that time. An operational correction has now been completed which should enable your direct access to the website.

If you encounter problems please contact Elizabeth Neville at 602-712-7519 or myself at 602-712-7524. I apologize for any inconvenience this may have caused you in your attempt to access our website. Thank you for bringing this issue to my attention.

Sincerely,

A handwritten signature in black ink that reads "Bill Hayden". The signature is written in a cursive, flowing style.

William J. Hayden
Special Assistant Regional Freeway System

Cc: Mayor James Cavanaugh,
Chairman, MAG Regional Council
Eric Anderson
Jason Stephens
Kelly Taft





Forty-eighth Legislature - First Regular Session

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28-6356. Citizens transportation oversight committee

A. A citizens transportation oversight committee is established in counties with a population of one million two hundred thousand or more persons and that have levied a transportation excise tax pursuant to section 42-6104 or 42-6105.

B. The citizens transportation oversight committee consists of the following members who are not elected officials of or employed by this state or any county, city or town in this state:

1. One member who serves as chairperson of the committee and who is appointed by the governor pursuant to section 38-211.
2. One member who represents each supervisorial district in the county and who is appointed by the board of supervisors. The board of supervisors shall consult with the mayors of each city and town located within each supervisorial district regarding appointments. At all times during the term, each member appointed pursuant to this paragraph shall legally reside in a different city or town located in the county. Members appointed pursuant to this paragraph shall have expertise in transportation systems or issues.
3. One member who resides in the county and who is appointed by the governor pursuant to section 38-211.

C. Members shall be appointed for terms of three years.

D. The chairperson shall also serve as:

1. A nonvoting member of the departmental committee established by section 28-6951 only for issues relating to the regional transportation plan. The chairperson may appoint a designee to attend meetings of the departmental committee.
2. A voting member of the governing body of the regional planning agency in the county for all matters relating to the regional transportation plan.
3. A voting member of the transportation policy committee of the regional planning agency under section 28-6308 in the county for all matters relating to the regional transportation plan.

E. The citizens transportation oversight committee shall meet at least once each calendar quarter.

F. The citizens transportation oversight committee shall:

1. Review and advise the board, the governor, the director, the governing body of the regional planning agency and the board of directors of the regional public transportation authority on matters relating to all projects funded pursuant to section 42-6104 and in the regional transportation plan.
2. Review and make recommendations regarding any proposed major amendment of the regional transportation plan by the governing body of the regional planning agency pursuant to section 28-6353.
3. Annually review and comment on the criteria developed pursuant to section 28-6354, subsection B.
4. Hold public hearings and issue public reports as it deems appropriate.
5. Annually contract with an independent auditor who is a certified public accountant to conduct a financial

compliance audit of all expenditures from the regional area road fund and the public transportation fund.

The department shall reimburse the committee for the cost of this audit from

the highway user revenue fund pursuant to section 28-6538, subsection B, paragraph 1.

6. In consultation with the auditor general, set parameters for the performance audit prescribed in section 41-1279.03, subsection A, paragraph 6 in the county, review the results of the auditor general's performance audit and make recommendations to the regional planning agency, the regional public transportation authority, the department, the speaker of the house of representatives, the president of the senate and the governor.

G. The committee may:

1. Receive written complaints from citizens regarding adverse impacts of any transportation project funded in the regional transportation plan, determine which complaints warrant further review and make recommendations to the state transportation board regarding the complaints.

2. Receive written complaints from citizens relating to the regional planning agency's responsibilities as prescribed in this chapter, determine which complaints warrant further review and make recommendations to the regional planning agency regarding the complaints.

3. Make recommendations to the regional planning agency, the regional public transportation authority and the state transportation board regarding transportation projects and public transportation systems funded in the regional transportation plan, the transportation improvement program, the department's five year construction program and the life cycle management program.

H. Failure by the citizens transportation oversight committee to act does not bar the governing body of the regional planning agency or the board of directors of the regional public transportation authority from taking action.

I. Members of the committee are not eligible to receive compensation or reimbursement for expenses.

throughout the valley. Mr. Hayden summarized his presentation, stating they will spend \$654.4 million in 2007, \$286.1 million in 2008, \$554 million in 2009, \$605.4 million in 2010 and \$884.2 million in 2011 for a total program cost of \$2.98 billion.

Prop 400

Mr. Hayden commented on the concerted effort of four west valley communities, Goodyear, Avondale, Litchfield Park and Buckeye, to accelerate the widening of a portion of I-10. He said the project was initially scheduled for 2014, but that project has been accelerated to 2008. He explained the four cities submitted a \$7.4 million HELP Loan application and agreed to fund the construction through the use of a \$120 million Grant Anticipation Note.

Members asked the following questions and made the following comments:

- Nelson Ladd asked if ADOT will be able to carry through on the promises it has made given the significant cost increases. Mr. Hayden said the original 20 year plan called for 230 miles of new freeways for the valley, but over the course of that 20 year program the economy has changed and public input altered the development of the program. He said other projects, such as the Loop 303 freeway, being deleted from the program only to be returned in recent years. He said it is difficult for experts to predict and project revenues and overall construction costs. He said their job is to monitor costs closely to ensure what they are striving to accomplish is achievable given projected revenues. He explained various alternative funding mechanisms can be employed in situations where revenues are not expected to match construction costs. He stated the first five years of the subject program will involve bonding to supplement the half-cent sales tax.
- Chairperson Arnett noted MAG and ADOT have to annually certify the 20 year plan. He noted the 20 year plan includes a \$1.6 billion contingency.
- George Davis asked if they are going to be able to keep the primary principal of the roads voted on in the last election. He said they have a responsibility to complete the roads and to make the best possible use of the citizens' money. Mr. Hayden noted they produce an annual Certification of Cost, stating they try to stay on top of trends to deliver what the voters voted on. He noted MAG has developed a Material Change Policy which requires a local government to pay for changes it initiates.

7. Call to the Public:

Ms. Marge Murphy, citizen, requested a copy of the Air Quality Issues presentation, which she was given.

8. Next Scheduled Meeting:

Tuesday, September 26, 2006, 4:00 p.m.
Valley Metro, RPTA
302 North 1st Avenue, #700
Phoenix, AZ 85003

Chairperson Arnett announced the Arizona Chamber of Commerce and Industry is hosting a Transportation Summit on June 14 at the Hyatt Downtown. Their stated notion is to accelerate the 20 year plan to become a 15 year plan.

9. CTOC Member Reports:

George Davis read the following statement: "Mr. Chairman, members of CTOC and honored guests, I want to start by saying how much I appreciate the programs and information offered at

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F. Rockne "Roc" Arnett, Chairman
Jack W. Lunsford, Member At Large
Terry Rainey, Maricopa County District 1
Vacant, Maricopa County District 2
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4
Vacant, Maricopa County District 5



206 South 17th Avenue,
Room 105 – MD 179-A
Phoenix, Arizona 85007
Telephone: 602.712.7519
Fax: 602.712.8001
www.azdot.gov/adot_and/ctoc

Citizen's Transportation Oversight Committee Meeting
Tuesday, November 28, 2006, 4:00 p.m.
Arizona Department of Transportation
206 South 17th Avenue, Rm. 145-147
Phoenix, Arizona 85007

AGENDA

- | | | | |
|-----|--|--|---------|
| 1. | Call to Order | Roc Arnett, Chairman | 5 min. |
| 2. | Approval of Minutes for
September 26, 2006 | Roc Arnett | 5 min. |
| 3. | Staff Report | Bill Hayden, ADOT, Special
Assist. Regional Freeway
System | 15 min. |
| 4. | <u>Financial Compliance Audit
for FY Ending June 2006</u> | John Hunter, Deloitte &
Touche, LLP, Audit Services | 15 min. |
| 5. | Hassayampa Study | Bob Hazlett, P. E., Senior
Engineer, MAG | 10 min. |
| 6. | Proposed CTOC FY 06-07 Budget
& Status Report on STAN Funding | Bill Hayden | 15 min. |
| 7. | Call to the Public | Open | 15 min. |
| 8. | Proposed 2007 CTOC Meeting Schedule
Next Scheduled Meeting
Tuesday, January 30, 2007 | Roc Arnett | 5 min. |
| 9. | CTOC Members Report | Board Members | 10 min. |
| 10. | Closing Comments & Adjournment | Roc Arnett | 5 min. |

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE
Arizona Department of Transportation

Minutes
November 28, 2006

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, 206 South 17th Avenue, Room 145-147, Phoenix, Arizona 85007 on November 28, 2006 with Jack Lunsford, Member at Large presiding.

Members Present:

Jack Lunsford, Member at Large
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4

Members Absent:

Roc Arnett, Chairman
Terry Rainey, Maricopa County District 1

Others Present:

Jondrigus Fisher, WSA Security	David Kirkup, Citizen
Bill Hayden, ADOT	Edward Johnson, Citizen
Dan Lance, ADOT	Randall Overmyer, City of Surprise
Bob McKnight, Citizen	Kwi Kang, ADOT
Elizabeth Neville, ADOT	Sintra Hoffman, City of Surprise
Sandra Quijada, ADOT	Floyd Roehrich, ADOT
William "Blue" Crowley, Citizen	Bob Hazlett, MAG
Dianne "DD" Barker, Citizen	Craig Rudolph, ADOT
Tony Valencia, Security	John Hunter, Deloitte & Touche, LLP

1. Call to Order:

Jack Lunsford, Member at Large, Called to Order the Citizen's Transportation Oversight Committee meeting at 4:00 p.m. He welcomed the public, officials, Board Members and staff to the meeting.

2. Approval of the Minutes for September 26, 2006:

Mr. Lunsford called for a motion to approve the minutes of the September 26, 2006 meeting.

Board Action: George Davis moved to approve the minutes and the motion was seconded by Nelson Ladd and carried unanimously.

3. Staff Report:

Bill Hayden, with ADOT, provided a brief synopsis of the Freeway Construction and related issues. Most important to east valley commuters was the recent opening of two new ramps on the SuperRedtan Traffic Interchange connecting US60, the Santan Freeway and the future Red Mountain Freeway. A graphic was shared indicating new access. This will complete four of the eight ramps planned for that interchange. An ongoing project is the widening of general purpose and HOV lanes on US 60 from Gilbert Road east to the SuperRedtan Traffic Interchange to be completed in the summer of 2007. The remaining piece in the east valley will be the completion of the Red Mountain Freeway extending from Southern Avenue north to Power Road. That will complete the 20-year program initiated in 1985. In the Scottsdale area on Loop 101, from Princess Drive proceeding south to the Loop 202 Traffic Interchange, plans in 2007 include adding HOV lanes north and south on the Loop 101 and replacing the cable barrier with concrete. The project will continue south moving to the west valley, on the Loop 303 Happy Valley to I-17, 30 percent design plans are underway. Construction will begin in fiscal year 2008. From Peoria Avenue to Bell Road, 30 percent plans are underway with anticipated completion in March 2007. From Bell Road to Grand Avenue, 30 percent plans are underway and are due in December 2006. The State Route 801 or the I-10 Reliever to Grand Avenue Environmental Study is underway and due in September 2007 and DCR is underway and due in October 2007. On the South Mountain Freeway, the second iteration of the Administrative Draft is underway with plans to complete and submit to the Federal Highway Administration for review and approval in January 2007.

In reply to a question, this will be for a section from I-10 and 55th Avenue south to Laveen, stopping short of South Mountain Park, addressing the westerly side of South Mountain. There are ongoing discussions with Ahwatukee residents and Senator Huppenthal has become involved in the process.

Jack Lunsford, Member at Large asked about the Tribe's willingness to help.

Mr. Hayden said that there was a newspaper article stating that the Gila River Indian Community indicated interest in discussing South Mountain, however that is not correct. The Tribal Council, with direction from the Governor, initiated a task force, to begin dialogue for plans for I-10 widening which is a parallel project intending to address issues.

On I-17, the Carefree TI, final design is underway. Jomax, Dixileta TIs plans are 100 percent complete and plans to advertise for construction will move forward after January 1, 2007. On I-10, 43rd Avenue and 51st Avenue TIs opened and a contractor will move forward shortly. Sarival to SR 101 Loop final plans are due in December 2006. SR 303 to Dysart Road, the outside widening is being reviewed by staff. With the Bullard Avenue TI, rights-of-way are being acquired for the ultimate I-10 widening. Advertisement scheduled is in January 2007. With the El Mirage TI, there have been ongoing discussions with Avondale and staff about accelerating that project. The I-10 Reliever, the SR801 from SR 303 Loop to SR202 Loop scoping continues with anticipated completion in May 2007 with 30 percent plans to follow to be completed in January 2008. The section from SR85 to SR303 studies continue. On Grand Avenue from SR303 Loop to the 101 Loop the design concept report and environmental documentation is underway with the first draft due in December 2006. The 99th Avenue to 83rd Avenue widening is stage four plans are due in December 2006.

4. Financial Compliance Report for FY Ending June 2006:

Jack Lunsford, Member at Large, introduced John Hunter, Deloitte & Touche, LLP, Audit Services.

Mr. Hunter reported that Deloitte is the auditor for ADOT and also audits the finances for the Maricopa Regional Area Fund. As part of the Maricopa Regional Area Fund, they also do an agreed upon procedures report. An agreed upon procedures report is based on specific procedures which CTOC gives them to do. They don't represent an audit, or a review or an opinion. What is given are findings of those procedures they were asked to do. Mr. Hunter presented the finding on those procedures. They obtained a list of payments made to all contractors, professional services from the Maricopa Area Regional Fund and from that

But CTOC is to give 28-635K (F) (S) Annual Audit

list they were asked to randomly select 25 payments. They take the 25 items back and to the reports that are being issued to make sure that those reports include the exact information that is on the expenditures. They make sure the classifications on the expenditures agree and that the classifications are approved to be spent for those services. They look at the expenditures and when they go to the project, they look to see that none of those projects were over expended. The findings on those procedures are that there were no exceptions found on any of those procedures. The audit on the Maricopa Area Regional Fund and ADOT went very well this year, as they do historically.

In reply to a question to clarify, Mr. Hunter stated that the reports were positive reports with no exceptions.

Mr. Lunsford said that ADOT should be congratulated on the excellent reports.

Questions Asked:

Dianne Barker, citizen, asked a question about the word "audit".

Mr. Hunter explained the difference between an audit and an "agreed on procedures report."

Nelson Ladd, Board Member asked how a specific audit or procedures are done with the number of entries and how it can fair well.

In reply Mr. Hunter stated they are not auditing all the transactions. They are auditing a sample based on statistics based on the size of the population.

Bill Hayden, ADOT noted that in addition to the audit that Mr. Hunter referenced, a Five-Year Performance Audit is performed through the Attorney General's Office and done by an independent auditor. The last Performance Audit for the Regional Freeway System was recently completed. The audit proved that funds are being managed well and there were suggestions for administrative adjustments. This agreed on procedures report is in addition to that audit.

but, where is CTOC Annual Audit?

Board Action: Nelson Ladd moved to accept the Independent Accounts' Report on Applying Agreed-Upon Procedures and the motion was seconded by George Davis and carried unanimously.

5. Hassayampa Study:

Bob Hazlett, Maricopa Association of Governments (MAG), gave an update on MAG's Framework Studies. Development is being reviewed outside of the east and west valleys and areas surrounding the valley are adding traffic and pressures to the transportation system. The Hassayampa Valley, west of the west valley, Hidden Valley and Northern Pinal County are included in Framework Studies to review corridors. The Hassayampa Valley Framework Study is underway; presentations have been made. The Hassayampa is roughly 1,500 square miles. Currently, the Metropolitan area is roughly 2,000 square miles. I-10 is an important corridor not only for movement for the communities but the lifeline to Long Beach and freight. Because every community wanted TI's to I-10, a question was asked about the framework. That is how this project came into being. Issues include the White Tank Mountains separating the area from the rest of the valley. A study review team has been meeting to discuss the framework, meet with developers and other stakeholders and review alternatives including more than 45 different transportation plans. Assumptions found that the Hassayampa Valley build-out will be 2-3 million people, generating 8 million trips per day, assuming 50 percent of the trips to schools, shopping and work will stay within the study area and that about 3 million trips daily will leave the Hassayampa Valley. The conceptual framework includes identifying high capacity corridors spaced at six to ten miles, considering medium capacity corridors, being sensitive to the White Tanks environment and developing multi-modal transportation. Preliminary Network Assessment

EXF

F. Rockne "Roc" Arnett, Chairman
Jack W. Lunsford, Member At Large
Terry Rainey, Maricopa County District 1
Vacant, Maricopa County District 2
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4
Vacant, Maricopa County District 5



206 South 17th Avenue,
Room 105 – MD 179-A
Phoenix, Arizona 85007
Telephone: 602.712.7519
Fax: 602.712.8001
www.azdot.gov/adot_and/ctoc

Citizen's Transportation Oversight Committee Meeting
Tuesday, January 30, 2007, 4:00 p.m.
Arizona Department of Transportation
206 South 17th Avenue, Rm. 145-147
Phoenix, Arizona 85007

AMENDED AGENDA

- | | | | |
|----|--|---|---------|
| 1. | Call to Order | Roc Arnett, Chairman | 5 min. |
| 2. | Review of Open Meeting Law (A.R.S. §38-431 et seq.) and Office of Attorney General Opinions dated Dec. 4, 2006 and Jan. 22, 2007. | Bill Jameson, Attorney General's Office | 10 min. |
| 3. | <u>Ratification of prior CTOC ADMINISTRATIVE ACTIONS.</u>
In compliance with Arizona's Open Meeting Law (A.R.S. §38-431 et seq.) CTOC proposes to ratify administrative actions approved at the Sept. 26, 2006 and Nov. 28, 2006 meetings. Specifically the following four administrative actions approved during either the Sept. 26, 2006 or Nov. 28, 2006 meeting will be ratified in compliance with A.R.S. §38-431.05A including: (1) <u>Minutes for May 23, 2006 and Sept. 26, 2006.</u> (2) <u>Independent Accountant's Report on applying Agreed-Upon Procedures.</u> (3) <u>CTOC FY06-07 Budget.</u> (4) <u>CTOC 2007 Meeting Schedule.</u> Information regarding both the prior CTOC's administrative actions and the intent to ratify the referenced actions can be obtained by contacting Elizabeth Neville at 620.712.7519 or ADOT, 206 S. 17 th Ave., MD179A, Phx. AZ 85007. | Bill Jameson, Attorney General's Office | 30 min. |
| 4. | Staff Report | Bill Hayden, Special Assist. Regional Freeway, ADOT | 15 min. |
| 5. | Report on STAN Funding | Bill Hayden, ADOT | 15 min. |
| 6. | Call to the Public | Open | 15 min. |
| 7. | Next Scheduled Meeting
Joint Public Hearing
Tentative: Thursday March 15, 2007 | Roc Arnett | 5 min. |
| 8. | CTOC Members Report | Board Members | 10 min. |
| 9. | Closing Comments and Adjournment | Roc Arnett | 5 min. |

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE
Arizona Department of Transportation

Draft Minutes
January 30, 2007

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, 206 South 17th Avenue, Room 145-147, Phoenix, Arizona 85007 on January 30, 2007 with Chairman Roc Arnett presiding.

Members Present:

Roc Arnett, Chairman
Terry Rainey, Maricopa County District 1
Nelson Ladd, Maricopa County District 3
George Davis, Maricopa County District 4
Jack Lunsford, Member at Large

Members Absent:

There were no members absent.

Others Present:

Bill Hayden, ADOT	Edward J. Johnson, Citizen - Youngtown
Dan Lance, ADOT	Kwi Kang, ADOT
Bob McKnight, Citizen	Randall Overmyer, City of Surprise, DOT
Elizabeth Neville, ADOT	Bryan Jungwirth, Valley Metro
Sandra Quijada, ADOT	Floyd Roehrich, ADOT
William "Blue" Crowley, Citizen	Perry Powell, ADOT
Tony Valencia, WSA Security	Ray Stern, New Times
Adrienne Riddan, A. G.'s Office	Bill Jameson, A. G.'s Office
Joseph B. Ryan, Citizen	Gary Bourne, Sun City Homeowners Assoc.

1. Call to Order:

Roc Arnett, Chairman, called to order the Citizen's Transportation Oversight Committee meeting at 4:20 p.m. He welcomed the public, public officials, Board Members and staff to the meeting.

2. Review of Open Meeting Law and Office of Attorney General Opinions dated Dec. 4, 2006, and Jan. 22, 2007:

Bill Jameson Attorney from the A. G.'s Office spoke about the letters from the Attorney General's Office regarding allegations of Open Meeting Law violations and related matters. The first letter he reviewed was dated December 6, 2006. It concerns the 9/26/06 meeting. In the letter, our Open Meeting Law Enforcement Team (OMLET) came to the conclusion that removing Mr. Crowley from the meeting because he would not remove his hat constituted an open meeting law violation. The opinion notes that CTOC does not have the authority or the discretion to tell attendees what they can and cannot wear to certain meetings. Neither do other boards or commissions. They also considered a second allegation that related to notice of the public

meeting requesting an RSVP. They found that these documents were not posted by CTOC; they were posted by Valley Metro so they found no violation in that regard by CTOC. Because there was an Open Meeting Law violation when Mr. Crowley was removed, they have proposed a remedy and would ask CTOC to consider and carry out. The first is that I discuss these concerns with the Board at the next open meeting, which we are doing today. The second is that the Board gives Mr. Crowley an opportunity to talk at the next scheduled meeting without interruption concerning the Long Range Plan that was presented on September 26, 2006. I relate to my conversation with Mr. Crowley, several minutes ago. He asked when he was going to be given a chance to speak. I told him he would be given a chance to speak during the "Call to the Public" like everybody else. He has chosen to leave the meeting. My suggestion is that you go ahead and list it as an agenda item for the next regular CTOC meeting and give him an opportunity to speak as suggested. They further suggested the Board's attorney (myself) be present at the next regular CTOC meeting, so that the issue has been complied with. The AG's Office also suggested the Board receive some training in regard to the Open Meeting Law and our office can provide that. That can be scheduled as a separate training session provided no business items be discussed. I have been asked to confirm that and that I discuss these matters with the Board which I will do and I also have been asked to confirm that the Board intends to comply with these suggestions.

Chairman Arnett: I called Elizabeth Hill, AG's Office, when I received her letter and I indicated to her that I as Chair would comply in every respect to the recommendations of the AG's Office. We would like to comply with the law and if I owe anyone an apology, I would be happy to make that apology personally and if it caused the AG's Office any issue, I am personally sorry for, that was not, of course the intent. I'm sure the Board members agree. I would certainly agree with the AG's recommendation that we give Mr. Crowley an opportunity and reasonable amount of time to speak and make his comments on the presentation of the September 26, 2007 meeting.

The Board members concurred.

Chairman Arnett: As to the training, we would be happy to set up a separate time for that. However, personally, and I indicated this to Ms. Hill, I didn't think Open Meeting Law training was necessary. I understand the Open Meeting Law as well as anyone. We should have an open door. I would like to have that door open if possible so that we comply with the Open Meeting Law. I understand as well as anyone but I don't think training is necessary. I as a member, I have been on committees for twenty years and very familiar with the Open Meeting Law. I think there is a discrepancy in interpretation of what happened several months ago but I think that is cleared up now so I don't think that's necessary to run us through that. We have the books on the subject by the way. That is my feeling.

Chairman Arnett: Does that take care of the issues Mr. Jameson?

AG Mr. Jameson: Let me back up, I just want to make sure. Even though there are some contrary opinions on necessity, the Board is going to go ahead and attend the training session.

Chairman Arnett: Absolutely.

Mr. Jameson: Thank you, I appreciate it. I would also like to go ahead and discuss the letter from (OMLET) dated January 22, 2007. This letter concerns the November 28, 2006, meeting and it indicates that according to an allegation that CTOC met without a quorum being present. CTOC is a seven member Board and on that particular date, only three members were present. OMLET has concluded that in fact the Board did meet without a quorum. As a result, any legal action taken would need to be ratified if the Board wishes it to stand. It would need to be ratified within thirty days of the date of this letter. I see this is on the agenda today for the Board to consider for approval. Those items would include the minutes, the agreed on procedures report that was accepted, the FY06-07 Budget for CTOC and the 2007 meeting schedule.

Chairman Arnett: I have a question about the definition of a quorum. I know what the definition of a quorum is but if members have not been appointed for all Districts, for any district that doesn't have a member, does that non member still have to be present. Say you have a District that doesn't have a Member, are those included in the counting of the quorum?

Mr. Jameson: Yes, under the statute, two Members of said forth, plus the Members that will be appointed from each of the Districts. If there are five Districts, that would be a total of seven Members. Whether or not somebody is appointed for the District or not doesn't change the fact that the statute, they are set forth as official Members of the Board. So there are seven slots. The Board consists of seven potential Members. I can see where there would be some confusion in that regard. So it is something that needed to be cleared up.

Chairman Arnett: Has the law been tested in the courts? We only have five Members appointed; I don't know how the law can require us to count seven.

Mr. Jameson: The statute itself sets forth who the Members will be.

Chairman Arnett: If only five are appointed, would not a quorum be the majority of the five members appointed rather than the entire Board?

Mr. Jameson: Not according to the OMLET. The Board consists of seven Members because of the way the statute is worded.

Chairman Arnett: Only we do not have seven Members appointed. Two more would need to be. We're not going to argue that point.

Mr. Jameson: I appreciate that and actually two more Members don't need to be, so long as four or five Members show up.

Chairman Arnett: We will take that on advisement and we will go back and re-approve the minutes of September 26, 2006 meeting.

3. Ratification of prior CTOC Administrative Action:

Chairman Arnett: In that regard, I would like to point out that it is my understanding that the September 26, 2006, meeting had no illegal action before Mr. Crowley left the premises. So the meeting itself would not be null and void. The approval of the May 2006 meeting minutes stands. In regard to (OMLET's) letter of December 4, 2006, it was after Mr. Crowley was removed from the meeting.

Mr. Jameson: Right, the letter from OMLET does not indicate ratification of any Board action from the September meeting. It is not necessary because the meeting was appropriate up until the point when Mr. Crowley was ejected and no legal action was taken after that point. So there isn't anything to ratify.

Mr. Jameson: Due to the fact that CTOC did not have a quorum at the November 2006 meeting the actions taken by the Board does need to be ratified - approved again. The four agenda items from the November meeting are: (1) the CTOC meeting minutes from the September 2006 meeting, (2) the CTOC FY06-07 Budget; (3) the CTOC meeting schedule for 2007 and (4) the Financial Compliance Report.

Chairman Arnett: Called for a motion to approve the minutes:

Board Action: Nelson Ladd, Board Member moved to approve the minutes of the September 26, 2006, meeting and the motion was seconded by George Davis, Board Member and carried unanimously.

Mr. Hayden, ADOT: Mr. Chairman and Board Members, if you recall, at that meeting, after a presentation by Mr. Hunter of Deloitte & Touche, regarding this procedural review, a citizen questioned whether or not the report constituted an audit action as opposed to a review of procedures report. We attempted to clarify that those were two separate functions. We had just completed the five year performance audit for the Regional Freeway System which is the end of the twenty year program from Proposition 300 and the new procedure was just a review of the procedures in it but not a complete audit of the report. There was semantic understanding of the difference between audit and procedural review. This individual questioned whether or not the committee should be approving this function as an audit. Unfortunately, the presenter that evening used the term audit several times. So it was to clarify that issue. It was agreed by the Board it was a report.

Chairman Arnett called for a motion to approve the Financial Compliance Report.

Not Annual Audit Required. When will Cfor do the law 28-635 (F) (5)

Board Action: Nelson Ladd moved to approve the Independent Accountant's Report on agreed upon procedures and the motion was seconded by Terry Rainey, Board Member and carried unanimously.

Chairman Arnett: Called for a motion to approve CTOC's FY06-07 Budget.

Board Action: Nelson Ladd moved to approve CTOC's Budget for FY06-07 and the motion was seconded by Terry Rainey and carried unanimously.

Chairman Arnett: Called for a motion to approve CTOC's Meeting Schedule for 2007.

Board Action: Nelson Ladd moved to approve CTOC's 2007 Meeting Schedule and the motion was seconded by George Davis and carried unanimously.

Chairman Arnett: Regarding our not having a quorum for the November 28, 2006 meeting let me address that. I had surgery. I was home. I offered to participate by phone and we felt that there were three present and so therefore, they moved forward. I had my knee replaced and doing well thank you. But I wasn't on the 28th. I said that I could make myself available if necessary. We made a decision to move on.

Chairman Arnett: For today's meeting January 30, 2007 I would like to call for a motion to approve the minutes from the November 28, 2006 meeting.

Board Action: Nelson Ladd moved to approve the November 28, 2006, minutes and the motion was seconded by George Davis and carried unanimously.

Chairman Arnett: Mr. Jameson, I'm still confused why if there are two Districts in which Members have not been appointed, why those Districts must be included when considering a quorum.

Mr. Jameson: CTOC is set up in ARS § 28-6356 and the membership of CTOC is set forth in the statute. It indicates that CTOC consists of Members... and it specifically lists each Supervisory District in the Maricopa County. If there are five Supervisory Districts in the County, the statute sets forth five membership positions on CTOC plus the other two that were listed in statute, making it a seven Member Board.

Chairman Arnett: Is there a difference from a member as opposed to a membership position? It does not make sense to me.

Mr. Jameson: The legislature wanted your organization, CTOC to represent the people of this area of Arizona and if the people of this area find problems in the planning, they would have a voice, i.e. their representative to your committee.

Joe Ryan, Citizen: I didn't think CTOC is being represented properly missing two Board Members from two of our Districts.

Chairman Arnett: I happen to have the same question. That's why I asked earlier if this interpretation has been tested and at this point I don't think it makes any difference.

Mr. Jameson: It's incumbent on the Maricopa County Board of Supervisors of the affected Districts to make sure that they are represented on this Board. It really is the Supervisor's responsibilities in any of the five Districts to make sure that someone is appointed to represent them in this Board. I feel that's where the responsibility is.

Mr. McKnight, Citizen stated his understanding is that one of the Supervisors did nominate somebody to the Board and for some reason, that person has never been seated and I don't know the details. I just want to find out what happened there.

Bill Hayden: He was not approved by the Board of Supervisors. Therefore, he was not appointed.

4. Staff Report:

Bill Hayden, ADOT, thanked Mr. Jameson for his expertise and assistance.

Bill Hayden then gave the staff report on the Regional Freeway status stating ADOT is finalizing its 2008-2012 Five Year Highway Construction Program which includes the MAG regions, prior to presentations to the public in the next few months for their review and comment. We anticipate the Transportation Board approving the draft of the Five Year Construction Program at its February 16th meeting. That is an important prerequisite because at the March 9th Joint Public Hearing with MAG, ADOT, CTOC, State Transportation Board, Valley Metro and Phoenix Transit. The program will be presented dealing specifically with the MAG region. This is an opportunity for the CTOC members to participate and discuss the program. That is March 9th at the MAG office at 12:00 p.m. The Transportation Board, following that Joint Public Meeting will then hold its annual meetings, one will be in Phoenix, the second will be in Tucson and the third will be in Flagstaff. Proposed funding for the MAG Regional Transportation Plan for that Five Year Transportation Program only for the MAG region has been programmed at \$3.6 billion.

Highlights of major construction projects begin with I-10 in the west valley with a project from Sarival Road to Dysart, there is going to be a median widening, addition of a general purpose lane with construction to begin this summer. Second, from Dysart to Loop 101, adding a general purpose lane to begin in FY08 and lastly an interchange planned for a TI and construction will begin late this spring. Other major projects around the valley include I-17, the construction of the Dixileta and Jomax Road Traffic Interchanges scheduled to begin in spring. Second, the Carefree Highway Traffic Interchange re-construction to begin early summer. Continuing with I-17, construction will begin at Loop 101 and precede northerly to Carefree Highway, adding a general purpose lane and HOV lane beginning near the end of 2007 and a 9.4 mile project. Moving to Loop 303, construction of an interim freeway from I-17 at Lone Mountain Road to Happy Valley Road, to begin in FY08, 14 miles in length and follow the construction of the Interchange at I-17. On the Pima Freeway side of the Loop 101, from Princess Drive south to the Red Mountain Traffic Interchange, begin construction of HOV lanes beginning in summer. SR 51 begins construction in early summer of HOV lanes from Shea Boulevard north to the Loop 101 including HOV connecting ramps to the Pima Freeway. This is a 7.2 mile project. A graphic was shared of those projects under construction in the valley. A second graphic are projects proposed, as mentioned above. A brief summary on the South Mountain Freeway, the draft Environmental Impact Statement (EIS) has been submitted to the Federal Highway Administration for review and approval prior to distribution to all the agencies that have authority to review that document and the public for their input. The EIS is for the westerly segment of the South Mountain Freeway, beginning at I-10 and 55th Avenue proceeding southerly to a connection at 51st Avenue near Laveen. This does not include the section around South Mountain Park and proceeding east to a connection of I-10.

Jason Stephens

From: TMCMRyan@aol.com
Sent: Friday, June 22, 2007 6:19 PM
To: dteam11@yahoo.com; Eric Anderson; Dennis Smith; Kelly Taft; Jason Stephens; mwwilson@mail.maricopa.gov; azgov@az.gov; gcunningham@az.gov
Cc: eneville@azdot.gov; khildebrand@auditorgen.state.az.us; Robert.Hollis@fhwa.dot.gov; amity@westmarc.org; jack@westmarc.org; Mary.Peters@ost.dot.gov
Subject: Re: Reponse Requested -re: No Prop 400 Certification -: Mr. Hayden's June 12t...

Ladies and Gentlemen:

It seems the federal laws that authorized transportation funds for both the State of Arizona and the County of Maricopa and the City of Phoenix require the public be given time to address problems and oversights in the manner the recipients plan for and use the funds. No association and no committee is authorized to ignore or override federal law. The public must be kept aware of the true facts. Decisions are to be made upon facts, not political propaganda, such as the light rail operations would provide "rapid transit", as printed on the March 14, 2000 ballot.

If you will note in the attached very brief outline that I planned for an address at the last CTOC meeting, I am looking for the very basic ingredients of all types of planning - strategies and policies - in your work

Unfortunately, I was cut off during my presentation after about 180 seconds - in sharp contrast to the fact that the CTOC Chairman was 20 minutes late to the meeting (not the first time he has been late) and an ADOT engineer spent a long period of time telling everyone that the noise next to Loop 303, next to Sun City West, now does not require additional noise mitigation infrastructure. He was wasting our time, for everyone knows that 303 now is a 2-lane road with many traffic lights that does not connect to I-17 and cannot match Loop 101 for convenience to truckers who wish to travel between I-10 and US 60. So, where 303 is elevated and a few truckers can look into the bedrooms of Sun City West homes, there is practically no truck traffic. But the nearby interchange surely will cause many truckers in the future to use their very noisy Jake Brakes.

Furthermore, years ago, complaints were raised at both MCDOT and ADOT public meetings, held in Surprise school auditoriums (and Director Anderson was there, unable to answer my question on what the tax rate really should be for this 20-year period). It was pointed out that whatever model and entry data was used to arrive at the design of the Loop 303/US 60 interchange, the results made no common sense. Per usual, now that the first portion of the interchange is set in concrete, an appropriate fix - long overhead ramps - would cost far more than if the inadequate design, that we objected to, directly to engineers and consultants, had not been given the green light. The congestion there will be worse than what has been built into relatively new Loop 101 at many of its interchanges.

So, now, the taxpayers of the future will spend far more in lost time, in wasted fuel and in hospital bills than if that interchange were built to handle the 2025 and 2050 populations of surrounding areas. For at least four years, the plans of Buckeye, alone, to have a minimum of 120,000 homes west of the White Tank Mountains - have not been a secret. Now, look at the latest 2007 ADOT map of new highways planned west of Loop 303. There is none. That is sheer nonsense. MAG is the designated planner for the area. The time to let the public know where the future hospitals and colleges should be is yesterday. To compete with other States, they should be adjacent to the truly rapid transit lines - and have truly rapid and convenient and cost efficient schedules from and to Sky Harbor International Airport. So, what are your strategies to bring high-paying jobs to Buckeye, and Miami, and Globe?

When you complete the required audits and provide them to the public, you also might let us know what is being done to nullify the Arizona laws that prevent the purchase of right-of-ways at the current market value of the land - and long in advance of when the next four million new residents arrive in Maricopa County.

Since CTOC is not functioning as was intended by the legislature, I bring this directly to your attention.

Joseph B. Ryan
 13311 Paintbrush Drive
 Sun City West. AZ 85375

6/26/2007

**OUTLINE OF PRESENTATIONS TO CTOC AND MAG:
CRITICAL OVERSIGHTS IN MAJOR AREAS SHOULD BE
PLACED ON NEAR-FUTURE CTOC & MAG AGENDAS:**

A. STRATEGIES (Where are the planners' strategies?):

- **MAKE TRANSPORTATION MORE COMPETITIVE WITH OTHER STATES AND NATIONS - BOTH MORE CONVENIENT AND LESS COSTLY (Note A)**
- **ELIMINATE THE LAW THAT OVERPAYS FOR RIGHTS OF WAY AND THE LAW THAT DELAYS THE ACQUISITION OF RIGHTS OF WAY BECAUSE THE INFRASTRUCTURE MUST BE BUILT IN 2 YRS**
- **SERVE AZ - PROVIDE RAPID TRANSIT BETWEEN TOWNS AND BOTH THE INTERNATIONAL AIRPORT AND DOWNTOWN PHX LOCATIONS WHERE CERTAIN INDUSTRIES CONGREGATE**

B. SAFETY POLICIES FIRST (Where are they?):

- **HANDLE THE MOST CRITICAL SAFETY PROBLEMS FIRST (TRAFFIC-CREATED PM 2.5 POLLUTANTS MUCH DEADLIER THAN PM 10)**
- **DO NOT NEGATE SYSTEMS THAT REDUCE THE PRODUCTION OF PM 2.5 AND CARBON DIOXIDE (FOR EXAMPLE, DO NOT MITIGATE THE I.T.S.)**
- **DO NOT UNDERBUILD FACILITIES**
- **DO NOT ADD TO ALREADY LOADED FACILITIES**
- **DIVERT TRAFFIC FROM CURRENT AND FUTURE OVERLOADED FACILITIES**

C. OTHER POLICIES (Where are they?):

- **GIVE PUBLIC COMPLETE STORY (I.E., PROP 400)**

- **AUDIT DATA OF CONSULTANTS (I.E., LRT COSTS)**
- **BE FAIR (E.G., PM 2.5 LEVELS AT MARYVALE)**

**D. BE CREATIVE TO BE A WINNER IN THE FUTURE !
DEVELOP AND PROMULGATE REQUESTS FOR PROPOSALS AS
IS DONE IN MOST INDUSTRIES. ARIZONA'S SAFETY AND
ECONOMIC OBJECTIVES COULD BE ATTAINED WITH JOHN
SHAW'S CONCEPTS FOR ELEVATED, LIGHT-WEIGHT, HIGH-
SPEED AND WIDE-BODIED VEHICLES. THE VEHICLE IS
DESIGNED FOR FUTURE CONVERSION TO FUEL CELL
POWER. TO CUT COSTS, DESIGN FOR USE IN ALL-
PASSENGER, ALL-CARGO AND COMBINATION
CONFIGURATIONS.**

Note A. ARIZONA'S COMPETITIVENESS DEPENDS ON:

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AND TO THE MAJOR AIRPORT) FROM THE PERSPECTIVES OF BOTH
FREQUENCY AND SPEED.**

**It is understandable, from one perspective, that the City of Phoenix
should not want rapid transit services between smaller metropolitan
areas and Sky Harbor (where the parking lots are cash cows), but it is
completely illogical and counter-productive to prevent such services
between smaller metropolitan areas and the downtown-Phoenix
locations.**

**Joseph B. Ryan, 13311 Paintbrush Dr., Sun City West, AZ 85375
Home telephone: (623) 584-3300**

See what's free at AOL.com.

Jason Stephens

From: Eric Anderson
Sent: Wednesday, June 27, 2007 9:55 AM
To: 'TMCMRyan@aol.com'; Kelly Taft
Cc: MAG General Mailbox; rblendu@azleg.state.az.us; jharper@azleg.state.az.us; azgov@az.gov; AZRepLD4@aol.com; jburgess@azleg.state.az.us; jack@westmarc.org; gcunningham@az.gov; tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; khildebrand@auditorgen.state.az.us; Robert.Hollis@fhwa.dot.gov; jeff.flake@mail.house.gov; david.krietor@phoenix.gov; lindy.bauer@mag.maricopa.gov; Jason Stephens; mayorhawker@cityofmesa.org; senator_mccain@mccain.senate.gov; pora@suncitywest.org
Subject: RE: Transfer of Route 153 Deletion of Route 153 from the Transportation Plan

Dear Mr. Ryan,

Thank you for your input. I believe that when you refer to northbound SR 143 traffic entering I-10, I assume you mean "southbound" SR 143 entering westbound I-10. Please note that extensive changes are planned for the I-10/SR143 connection including substantial capacity enhancements, fully directional system level interchange at the junction of SR143/I-10, and the merge issue is being dealt with through the collector-distributor road system.

Eric J. Anderson
 Transportation Director
 Maricopa Association of Governments
 Office: (602) 254-6300
 Fax: (602) 254-6490
 Email: eanderson@mag.maricopa.gov

From: TMCMRyan@aol.com [mailto:TMCMRyan@aol.com]
Sent: Tuesday, June 26, 2007 10:13 PM
To: Kelly Taft
Cc: MAG General Mailbox; Eric Anderson; rblendu@azleg.state.az.us; jharper@azleg.state.az.us; azgov@az.gov; AZRepLD4@aol.com; jburgess@azleg.state.az.us; jack@westmarc.org; gcunningham@az.gov; tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; khildebrand@auditorgen.state.az.us; Robert.Hollis@fhwa.dot.gov; jeff.flake@mail.house.gov; david.krietor@phoenix.gov; lindy.bauer@mag.maricopa.gov; Jason Stephens; mayorhawker@cityofmesa.org; senator_mccain@mccain.senate.gov; pora@suncitywest.org
Subject: Transfer of Route 153 Deletion of Route 153 from the Transportation Plan

Dear Miss Taft:

At the last CTOC meeting, I saw a MAG visual that showed Route 143 northbound feeding into I-10 westbound after Route 153 has been transferred from ADOT to the City of Phoenix and deleted. Also, I saw traffic figures that indicated current volumes of the two routes are about 115,000 vehicles per day. That indicates the volume will be extremely high when the population of this MPO's region is 6 millions or greater. Yet, the northbound 143 ramp feeding into westbound I-10, that is depicted in the MAG visual, does what many other existing ramps do BEYOND EXISTING UNDER-BUILT INTERCHANGES. It very shortly dumps the entering traffic into the right lane of I-10. The effect snowballs and ultimately causes "rolling forward" traffic back-ups beyond the interchange. The cars, forced between the I-10 vehicles,, in turn, will "bump" traffic into the next left lane of I-10, and that causes cars to be bumped from that lane into the next left lane. That shortening of space between cars causes the entire flow to slow. That, as you know, reduces the capacity of the highway and, shortly, causes traffic to literally to stop. That typical congestion beyond MAG's under-built interchanges will cause additional production of PM 2.5 pollutants in an area of the City of Phoenix where we need more air pollutants "like a hole in the head"!

6/27/2007

Furthermore, there is no truly rapid transit system in this 20-year plan (2006 to 2025) that will reduce the traffic congestion that already exists at the High Stack and the Deck Park Tunnel.

Therefore, I plan to attend the June 27th MAG Regional Council Meeting and, whenever possible, address the Regional Council regarding some major and critical matters of oversight that really should be on the current agenda. My list of items in the presentation, for which I plan to give specific examples, follows. These are critical matters that pertain to the massive costs of health care that will result if our air pollution problems are permitted to increase. Therefore, according to both the applicable federal and state laws, I will speak for only a reasonable amount of time on each point. My relatively brief presentation, for what it covers, will take more than three minutes. (I note that government employees and consultants have spoken for much longer amounts of time on matters that are not the designated responsibility of the MAG, specifically transportation planning.)

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It is understandable, from one perspective, that the City of Phoenix should not want rapid transit services between smaller metropolitan areas and Sky Harbor (where the parking lots are cash cows), but it is completely illogical and counter-productive to prevent such services

between smaller metropolitan areas and the downtown-Phoenix locations.

Joseph B. Ryan, 13311 Paintbrush Dr., Sun City West, AZ 85375
Home telephone: (623) 584-3300

Please give this outline and my notice of intention to speak to these most important matters to all members of the MAG Regional Council.

Thank you for your assistance in this important matter.

Joe

Joseph B. Ryan

See what's free at AOL.com.

The Phoenix project, Prop 2000, was marketed falsely as "Rapid Transit". Those words were printed on the March 14, 2000 special election Proposition ballot. The proponents omitted from the light rail budget several real costs. Aside from the misery of added breathing diseases, here are several real costs that were left out of the Prop 2000 budget:

1. Relocating utility lines under the trolley tracks and stations
2. Refuges - the 2nd exits from stations required by federal regulations - that were not shown in the Parsons' engineering drawings, the basis for the FTA 9th Region Director's "Record of Decision" that was the basis for the federal government's full funding agreement for (the grant of) taxpayers dollars.
3. Destruction of existing street lanes, whose value on the City's balance sheet goes from tens of millions of dollars to zero according to generally-accepted accounting principles
4. Losses of local businesses because of the construction work
5. Destruction of more than just the lanes where the tracks and stations will be, as noted at a CTOC meeting by Bob McKnight and by Joe Ryan when he tried to drive down First Avenue and found that street to be completely torn up in several places between Central Avenue and Jefferson Street. Not only are the assets lost but also the use of the assets is eliminated. That cost would not be incurred and the destroyed lanes would remain if an elevated structure had been selected by the persons who selected the plan to have the tracks and the stations dangerously placed in the middle of the streets. (Note that earlier this June, only three years after Minneapolis began its light rail services, created in part by the same Parsons outfit that was party to the Big Dig fiasco in Boston, that small transportation operation suffered its 4th fatal accident.)
6. Additional driving that will have to be done in vehicles that will not be able to make left turns off the trolley route but will have to proceed to the new U-Turns and then drive back to where they turn left today
7. The slowing and stopping of traffic, thousands of vehicles, caused by the predictive programs that will always give the streetcars green lights as they move on a random basis in all four directions: north; south; east and west on the 20-mile route.
8. Several VMRI infrastructure and operating factors will cause increased air pollution that will increase breathing diseases and deaths. The medical costs will increase with added miles driven to and from the new U-Turns and the elimination of benefits from the I.T.S., caused by Item 7, above, and the added traffic congestion during peak hours when a relatively few streetcars cannot possibly carry the passengers and cargo, yes cargo, that would otherwise flow in the street lanes that will be occupied by tracks and stations.

Joe Ryan, Sun City West, June 27, 2007

**At the MAG Regional Council Meeting – Wednesday, July 25, 2001
During the Call to the Public Agenda Item
Mr. Chairman, Members of the Regional Council, fellow citizens:**

**My name is Joe Ryan, a resident of Sun City West.
I would appreciate your attention to an extremely important topic –
that is the quality of air that your children and love ones are going to be
breathing in twenty years. Please listen up, for current transportation
plans – from streetcar operations to a stadium in front of a major
runway – are scary.**

**For a few minutes, think about what the quality of air will actually be
like in view of the following factors:**

- The forecast for the population of this County is an increase by one and a half million people during the next twenty years. That is almost double the present metropolitan population. The increase in population translates into many carbon monoxide (CO) generators. It is essential for your air quality model to be accurate, not just for CO but also for all the other air pollutants. Otherwise, how can you have confidence that the air in 2020 will be healthy to breathe? Make sure you see the calculations for all CO emissions in 2020 and that they reflect an accurate estimate of, for example, the number of vehicles, including buses and trucks, on the surface streets and highways in specific areas.**
- The forecast for passenger departures from Sky Harbor is to increase from 32 millions to 60 millions per year by 2021. To serve them, there will be an estimated increase in commuting airport employees from 25,000 today to perhaps 45,000 by 2021. Autos are primary generators of CO. The anticipated technological upgrades will help eliminate oxides of nitrogen and oxides of sulphur. The anticipated technology will do little to reduce CO emissions from burning octane, our present primary fuel source for automobiles. The explanation stating CO emissions would be reduced by the elimination of sulphur in fuel violates the law of conservation of mass. Please question the forecast improved technologies and ask what each of those technologies would do to reduce or eliminate CO emissions from all CO sources.**

Page 1 of 3, plus an attachment.

It is incomprehensible to assume the metropolitan population will almost double and, at the same time, we will see significant reductions in the 2020 air pollution projected by the present air quality model. It appears that the projections are not consistent with the laws of chemistry that pertain to CO emission generators. What are the premises and assumptions that produce the reported results?

- Increased traffic of heavy, 18-wheeler semis and other heavy trucks, required to transport commodities for the increased population, may be significant on the I-10, Loop 202 and Route 60. Those vehicles burn hydrocarbon fuels and produce CO.**
- Increased aircraft traffic on Sky Harbor runways and flying in this area's airways also burn hydrocarbon fuels that create CO.**

In a recent draft MAG document, we have been told this area's 2021 air quality will be in compliance for carbon monoxide pollutants produced by only cars and light trucks. That's just a part of the array of CO emission generators' pollution. They all have to be added into the equation. No mention was made of CO pollution your children will breathe coming from other sources, including planes, heavy trucks, factories, power stations and homes, roughly 50 percent more CO.

Omissions and mistakes in the premises and assumptions will be reflected in flawed forecasts. Regardless of what the federal formulas require, omissions of CO emission generators will result in a flawed model. Question the completeness and validity of MAG's premises, assumptions and CO emission generators. To see how great the differences can be in the resulting forecasts, take a look at the numbers in the attachment. Consider 3 forecasts of carbon monoxide pollution, all paid for by us, the taxpayers. In the attachment, look at the wide differences in tons produced per day throughout the state and just in our County. On which numbers would you bet your children's health?

- It appears that new high-rise apartments are planned for downtown Phoenix and downtown Tempe.**
- Furthermore, the forecast traffic growth at Arizona's "Gateway to the World" exceeds the forecast growth rate for the County.**

Last Monday, some of MAG employees agreed with my prior statements that investments in a streetcar infrastructure, equipment and operations actually will decrease the capacity of streets and consequently will both increase traffic congestion and increase air pollution. Think about that. The planned light rail line will worsen the

Page 2 of 3, plus an attachment.

air quality. Other express and local bus services will not carry many of the new residents who will travel to, from and through Phoenix and Tempe. The prevailing westerly winds, not to mention temperature inversions, will make the air quality east of downtown Phoenix unacceptable without either controls on the creation of new residences or convenient and rapid mass transportation reducing auto travel.

- **National growth trends reflect higher growth rates in remote suburbs, comparable to Goodyear, Gilbert, Mesa, and Surprise, than in core city areas. This suggests that a major error has been made in the current 20-year plan for 39 miles of streetcar routes.**

These circumstances suggest new transportation strategies:

- **A multi-modal terminal should be designed at the west end of the Sky Harbor line of terminals. This terminal should anticipate the future needs for inter-connected platforms for both local and express services of several rapid-transit routes and many bus routes. This terminal would be truly a gateway for all Arizona.**
- **The principal markets to be served by new rapid-transit bus and light rail routes should connect the metropolitan Phoenix/Tempe area, including Sky Harbor, with the rapidly-growing suburbs and other Arizona cities. This would do most to reduce vehicle miles in already congested metropolitan arteries.**
- **The new right-of-ways for rapid transit and express bus services should not compete with the express bus routes already in existence. The new routes should be designed to draw away from the existing freeways as much traffic as possible in O&D markets that are not adjacent to the existing rapid transit bus routes. This would maximize the bang received from the new investments.**

Members of MAG, you should not just sit there and vote for every item that is put in front of you. If you want a better quality of life for your children, you should invest our MPO's federal, state and local taxes in better things than streetcars.

Thank you for your attention and your careful consideration.

Joseph B. Ryan, 13311 Paintbrush Drive, Sun City West, AZ 7/25/2001

SUGGESTIONS FOR MARICOPA COUNTY 2006 – 2025 TRANSPORTATION PLANNING WITH SPECIAL NOTE OF THE LOOP 303/US 60 INTERCHANGE

MAG's current plan for the interchange of Grand Avenue and Loop 303 has major negative ramifications for this part of the northwest sector of Maricopa County. I must digress for a minute to paint a wider picture of what we are looking at.

Consultants and government planners are making future traffic conditions much worse than they are today. I refer to the Independent's front-page report (Week of May 19, 2004) that El Mirage Road, north of Bell Road, is to be extended north to the new Loop 303 super-highway. Furthermore, El Mirage Road is to become a six-lane (yes, from two to 6 lanes) highway. Now, in 2004 the intersection of El Mirage and Bell is overloaded. Regularly, that intersection is the site of accidents. Two elements of MAG's current infrastructure plan will increase traffic, accidents and a higher production of pollutants, caused by traffic jams at Bell and El Mirage and at the Loop 303/U.S. 60 interchange.

The first factor is the County's population growth of 2 million more people and more than a million more cars, SUVs, pick-up trucks, vans and minivans. The 20-year regional forecast is for hundreds of thousands of new homes and probably over a million new residents to fill open spaces to the north and to the west of Glendale, Surprise, Peoria and the Sun Cities. Many of those new Maricopa County residents will be driving on both Bell Road and Grand Avenue. Already the Loop 101, Bell Road and Grand Avenue corridors are experiencing traffic jams. The traffic producing extra carbon monoxide and ozone is, for the most part, intra-region traffic. The new 20-year plan, tied directly to the planned new half-cent sales tax, makes no provision for a high-speed corridor or high-speed monorail infrastructure to carry regional east-west traffic.

There is another major problem with the bad plan. The north-south highway through Wickenburg, that would link Grand Avenue with I-10, is not funded in the plan. The question is, where will the long-haul CanaMex Highway traffic flow during the next 20-year period? The plan will cause much long-haul interstate and international traffic to flow over Grand Avenue and Loop 303. The planned interchange of Grand and Loop 303 is a deadly monster. All four of the ramps to carry the 4 traffic flows making left turns at the interchange will be UNDERGROUND ramps! All four curving ramps will meet at an underground intersection in the middle of the four curves. At all times, two of the traffic flows, some coming off the 75 MPH Loop 303, will be brought to a stop by a traffic light directly under grand-level Grand Avenue and elevated Loop 303!

At other new Maricopa County intersections where high-speed traffic is only slowed to 35 MPH on connecting ramps, there are traffic back-ups. Just imagine what will happen when 75 MPH traffic making left turns off Loop 303 is stopped by a red light at the intersection beneath Grand Avenue! That planned intersection chaos, alone, will divert more inter-city and international traffic to the planned 4-lane El Mirage Road linking Loop 303 with both Bell Road and Grand Avenue. This will intensify problems of the existing traffic jams and accidents at the intersection of El Mirage Road and Bell Road.

SUGGESTED IMPROVEMENTS TO THE PLANNED L-303/US-60 INTERCHANGE

The interchange of Grand Avenue (U.S. 60) and Loop 303, is just one tiny element of the multi-billion-dollar plan. I suggest the Region's planning assumptions should anticipate Grand Avenue becoming a limited-access, 75 MPH highway west of Loop 303.

Here are suggested improvements for the interchange to be adequate for the year 2025.

1. The four left turn ramps of the interchange should be above ground. The current concept of always stopping two of those 4 high-volume traffic flows (we are talking about the year 2025) underground, with "a simple two-street stop light" (described by a consultant at MCDOT's open house), regardless of the light cycle time, would be relatively dangerous even if the intersection were in full view to approaching drivers.
2. There is the need to produce less carbon monoxide and ozone. Wider, higher-speed ramps (than currently planned) with no traffic control light would do much to lower the production of air and water pollutants. (The proposed, very deep catch basins, with bottoms far below the level of the 4 below-ground-level left-turn ramps, would be major sources of highway run-off pollutants.)
3. All of the left-turn ramps should be above Loop 303, staggered so there would be only one additional level of roadway with appropriate sound barriers. (The noise factor at homes, purchased with full knowledge of where the highway would be, is a problem.)
4. If, because there is a shortage of funds for highways, a cheaper job were created now, it would cost the County residents dearly in the future. If there is not enough money to do it right the 1st time, wait until the public realizes the need to do it right and pays the price.

MAG's bad plan includes spend fifteen (15) percent of the 20-year tax for a streetcar (light rail) project that will serve a fraction of one percent of the County's forecast 5,000,000 residents. The objective of the pork project is to divert business and residents from the existing stores and homes to new stores and homes along the tracks. That project literally will increase traffic congestion by eliminating existing street lanes and blocking left turns. That pork project will cost 2.3 billion dollars! The bad plan and its appropriated tax should be defeated at the polls. There is plenty of time after November 2nd to come up with a better 20-year plan. A "NO" vote will force the MAG mayors and their Transportation Policy Committee to come up with a better plan and the required tax.

Respectfully submitted,

Joseph B. Ryan
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May 20, 2004
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A Message to Both the Management Committee
And the Regional Council
Of the Maricopa Association of Governments

From Joseph B. Ryan of Sun City West, Arizona
With copies to interested parties by e-mail on April 7, 2007

Subject: The Avoidable Creation in Maricopa County of the
Pollutant Carbon Dioxide That is a Significant Contributor to Global Warming

Ladies and Gentlemen:

You may recall, when Attorney William Beyer was the Chairman of the Citizen's Transportation Oversight Committee, the Maricopa Association of Government's (MAG's) manager of environmental protection made a PowerPoint presentation showing major reductions in the production of pollutants by vehicles for each of the four periods of the current 20-year planning period. Several citizens told MAG employees and the members of MAG that those reductions are chemically impossible when the consumption of hydrocarbon vehicles fuels is increasing by more than 45 percent every ten years.

Also, you may recall that I have pointed out in writing several reasons why the Central Phoenix/East Valley Light Rail Project will increase the production of both air and highway runoff pollutants. Your organization has denied those facts, using the same invalid excuse that the administration in Washington has been using since the Year 2001. Now, the Supreme Court of the United States has confirmed what you have been told, specifically that carbon dioxide really is a pollutant that contributes to global warming.

If any state has reason to be concerned with the problem of global warming, it is Arizona. Yesterday, I saw in a Valley Metro document the planned investment during this 20-year period of not one billion dollars but close to seven billion dollars in rail capital items. What in the world are you doing to the competitiveness of this land-locked state? Why haven't you even discussed the proposal for a completely new mode of transportation, called RapiTran, that was created years ago by a resident, Engineer John Shaw?

Ladies and gentlemen, in the web site of Maricopa County, you make no bones about the fact that MAG is the designated transportation planner of this region. Yet, while you see massive traffic tie-ups on our major highways and bye ways like Bell Road and Grand Avenue, last month your consultant and staff spent almost an entire meeting selling to yourselves the project of building a new office building and congratulating the people who spent a vast amount of money on the project. Why don't you pay attention to improving your faulty planning system that has created traffic jams all over Maricopa County? Transportation planning, not building office buildings, is your job. Why isn't the subject of pulling traffic out of your under-built intersections on your agendas? You have heard a proposal on that subject. Why don't you discuss RapiTran in public?

Respectfully submitted, /s/ Joe Ryan

ELEVATED ROUTES OF LIGHT-WEIGHT, WIDE-BODY, HIGH-SPEED SELF-POWERED “DESERT PLANES”

Codes for Arizona Desert Plane Runs
in the early phases of the system’s
development. Revised March 19, 2007
“PHX” is Sky Harbor International Airport.

Early East – West Routes:

CANYONRUN (G.C. Park – Flag - ABQ)	GCSUPERMALL near Grand Canyon
NORTHRUN (“w” blocks north of Bell Rd.)	AZA&MU at Peoria (a technical univ.)
BELLRUN (“x” blocks north of Bell Road)	AIT (AZ Inst. of Tech.) at W’burg
WESTAIRRUN (PHX to Avondale & west)	GCO (Goodyear corporate offices)
EASTAIRRUN (PHX to Mesa and east)	ASU at Tempe (gives MD degree)
PARADISERUN (“y” blocks north of I-10)	Downtown & Glendale Sports Centers
SOUTHRUN (“z” blocks south of I-10)	AZFLU in Avondale (foreign languages)
FARSOUTHRUN (El Paso – TUS – Yuma)	WESTAZU at Yuma (gives MD degree)

Early North-South Routes:

FAREASTRUN (Window Rock -- Douglas)	SOUTHEASTAZU at Douglas
EASTRUN (A.J. – Miami – et al – Tucson)	AJSUPERMALL at Apache Junction
CANYONRUN (PHX to Williams & G. C.)	WMSUPERMALL near Williams
NORTHAIRRUN (PHX – S’dale - Flagstaff)	NORTHSUPERMALL at Page
SOUTHAIRRUN (PHX to Tucson and into Mexico at Nogales)	CENAZU (Central Arizona University at Casa Grade with pre-med emphasis)
SPORTRUN (passes Glendale sports facilities)	AVONDALEU (Univ. gives RN degree)
WESTRUN (Flag. – W’Burg. – B’eye - Ajo – and into Mexico south of Lukeville)	AIT (AZ Inst. of Tech.) at Wickenburg
FARWESTRUN (Bullhead City – Parker - Quartzite – Yuma -San Luis and to Mexico)	WESTAZU at Yuma (gives MD degree)