



**DRAFT**

**FY 2010**



# MID PHASE INPUT OPPORTUNITY REPORT



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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, METRO (light rail) and the City of Phoenix Public Transit Department 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

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## INTRODUCTION

Federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which were recently extended through December 2010, 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.

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles changed for fiscal year (FY) 2009, but were back on track in FY 2010 and follow the phases outlined in the adopted MAG Public Participation Plan. Where possible, ADOT, Valley Metro, METRO and the City of Phoenix Public Transit Department participated with MAG in its public outreach efforts.

## INPUT OPPORTUNITIES

Various forums for input were used during the FY 2010 public involvement process. In addition to all of the committee meetings held during the fiscal year, MAG also received comment during a variety of events/meetings. To date, FY 2010 has included small and large group presentations, special event participation and a Transportation Public Hearing hosted by MAG in cooperation with the Arizona Department of Transportation, Valley Metro, METRO and the City of Phoenix Public Transit Department. A court reporter was in attendance to record public comment at the public hearing. A transcript of the hearing is included in this report. MAG also received comments via the Web site, e-mail and through telephone correspondence. To provide residents with answers to the comments and questions voiced during the public hearing, written responses are included in this report.

## **EVENTS**

To date, MAG has hosted and participated in a variety of input opportunities in FY 2010, including small and large group presentations, special events and public meetings/hearings. All events were held to provide input opportunities for residents in the MAG region. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. Events and presentations were conducted in cooperation with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and most recently with the City of Phoenix Public Transit Department, whenever possible. Many of the group presentations were a result of the efforts of MAG's Disability Outreach Associate working with the disability community to increase awareness of MAG and to foster participation of the community in the planning and programming process.

### **Special events and public meetings/hearings**

Martin Luther King Day Festival  
Scottsdale Area Association of Realtors Expo  
Hispanic Women's Conference  
Surprise Disability Summit  
Arizona Disability Expo  
Tres Rios Nature Festival  
Transportation Public Hearing

### **Group presentations**

STAR (Staying Together and Recover)  
Compass All Disabilities  
Foundation for Blind Children  
Behavioral Health Group  
People First Advocacy for Developmental Disabilities  
United Cerebral Palsy  
Venture Out Disability Group  
Muscular Dystrophy Support Group

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, Braille, and FM/Infrared Listening Devices, were available upon request.

## SUMMARY OF INPUT

A summary of input received thus far in FY 2010 is listed below. Each question/comment was answered either at the event/meeting or responded to after the event/meeting via e-mail, telephone, in person or written correspondence.

- ▶ What does MAG stand for?
- ▶ Are all of the cities and towns part of MAG?
- ▶ Is there any light rail coming to Scottsdale?
- ▶ Has the popularity of the light rail continued as time has progressed?
- ▶ Do you need one “disability card” to ride or several cards to ride transit?
- ▶ Do we need separate cards for transit and para transit?
- ▶ How soon are the Census results expected?
- ▶ How soon do you expect to get funding from the federal government as a result of the Census data?
- ▶ What questions are on the Census form?
- ▶ Do businesses pay for part of the cost of bus stops?
- ▶ Is the 101 highway on Indian land?
- ▶ Demand service on Dial-a-Ride should cost more than prescheduled trips.
- ▶ Is Dial-a-Ride Valleywide?
- ▶ I am very thrilled with Dial-a-Ride; drivers are incredible.
- ▶ I am very grateful for Dial-a-Ride.
- ▶ Making reservations on Dial-a-Ride has improved.
- ▶ There is a problem getting to the new Disability Empowerment Center on East Washington in Phoenix, especially if traveling west on light rail.
- ▶ There is no light rail stop right at the Disability Empowerment Center, so you have to take a bus or walk to the DEC.
- ▶ What is the difference between express bus and rapid transit bus?
- ▶ What are circulators?
- ▶ Are there only two circulators?
- ▶ What is the Link in Mesa?
- ▶ Do you have the streets that run along Smart (circulator corridor)?
- ▶ Are there any circulators in north Phoenix?
- ▶ Is there any rapid transit in north Phoenix?
- ▶ How far south does Smart (circulator) go?
- ▶ Sometimes the circulator comes only so close to your destination, but not close enough.
- ▶ There seems to be a short in the loud speaker system on some of the buses.
- ▶ Sometimes monthly passes are not working.
- ▶ Do the three-day and seven-day passes have to be used consecutively, after beginning to use the passes the first time?
- ▶ What is happening with making Dial-a-Ride a regional program?

- ▶ Is there any transit in the City of Maricopa?
- ▶ How much has the ridership increased for transit over past 10 years?
- ▶ Is the ridership on Dial-a-Ride increasing?
- ▶ Did the state get stimulus money for highways?
- ▶ Why are there layovers for buses?
- ▶ Are they still using the kudos cards?
- ▶ How much is Arizona going to get for stimulus funds?
- ▶ Does Valley Metro have any plans to expand the Buzz (circulator) to go to banks or grocery stores or shopping centers?
- ▶ How do MAG and ADOT interface?
- ▶ Is MAG looking for funds from the Stimulus Bill?
- ▶ How do you get signed up for Dial-a-Ride Service?
- ▶ MAG should be expanded to cover statewide planning.
- ▶ Do you have to be certified as having a disability to use Dial-a-Ride?
- ▶ How can Dial-a-Ride legally ask whether you have a disability?
- ▶ Is there any way to store a wheelchair on the light rail?
- ▶ Can you use a debit or credit card on light rail?
- ▶ Are there restrooms at light rail stations?
- ▶ Are there plans to extend the light rail?
- ▶ What is the status of the proposed increase in transit fares?
- ▶ How will persons with disabilities be able to get seats on the light rail train if there is no driver to request passengers to offer them a seat?
- ▶ It was suggested there be a yearly pass for just local buses in each city to cut down costs of sending out monthly passes. What might a yearly pass cost?
- ▶ There is very much enthusiasm for the new light rail!
- ▶ I have great concern about increased fares and decreased hours of bus service in very early mornings and late nights because some people need service at those hours to get to and from jobs.
- ▶ I'm am concerned about crossing from the light rail platform to the public sidewalk.
- ▶ Where can persons with disabilities get half fare I.D. cards?
- ▶ They (cities and Valley Metro) shouldn't be cutting Saturday bus service to Sunday schedules.
- ▶ How do you get a bus route east of Power Road in Mesa?
- ▶ What is the difference between Valley Metro and STS (Special Transportation Services) Program?
- ▶ Bus stops should be more convenient.
- ▶ What is difference between carpooling and vanpooling?
- ▶ How can we better coordinate the bus system and people needing buses?
- ▶ How does Dial-a-Ride work?

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# I. PUBLIC INVOLVEMENT PROCESS

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## INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), recently extended by Congress through December 2010, continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as Transportation Equity Act for the 21<sup>st</sup> 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 December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlining the public involvement process for receiving public

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.

opinion, comment and suggestions on 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, as defined in the MAG Public Participation Plan, is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings are designed to ensure early involvement of the public in the development of these plans and programs; the Mid-Phase process is for input on initial plan analysis for the TIP and Plan, and the Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis. Continuous involvement is conducted throughout the annual update process and includes activities such as providing presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

It is important to note that the public involvement process is tied to the planning and programming process. If there are changes in the planning and programming cycles, there will be changes to the public involvement phases. Due to a variety of factors, these cycles changed for FY 2009, but were back on track in FY 2010 and have, thus far, followed the phases outlined in the adopted MAG Public Participation Plan.

## **MAG PUBLIC OUTREACH PROCESS**

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public involvement in the planning and programming process. Federal law requires that each state designate a Metropolitan Planning Organization (MPO) for urbanized areas with 50,000 or more population. MAG was designated as the MPO for the Maricopa region in 1973, and undergoes federal certification as outlined in transportation regulations.

MAG is responsible for preparing both short-range and long-range transportation plans, and for seeking citizen input into these plans. For its short-range plan, MAG develops a five-year Transportation Improvement Program (TIP) that includes all transportation projects for the region. All transportation projects must be included, regardless of how they are funded. For its long-range plan, MAG is responsible for preparing a 20-year Regional Transportation Plan. Both plans are typically updated every year, and both must undergo an air quality conformity analysis to ensure that transportation activities do not contribute to violations of the federal air quality standards.

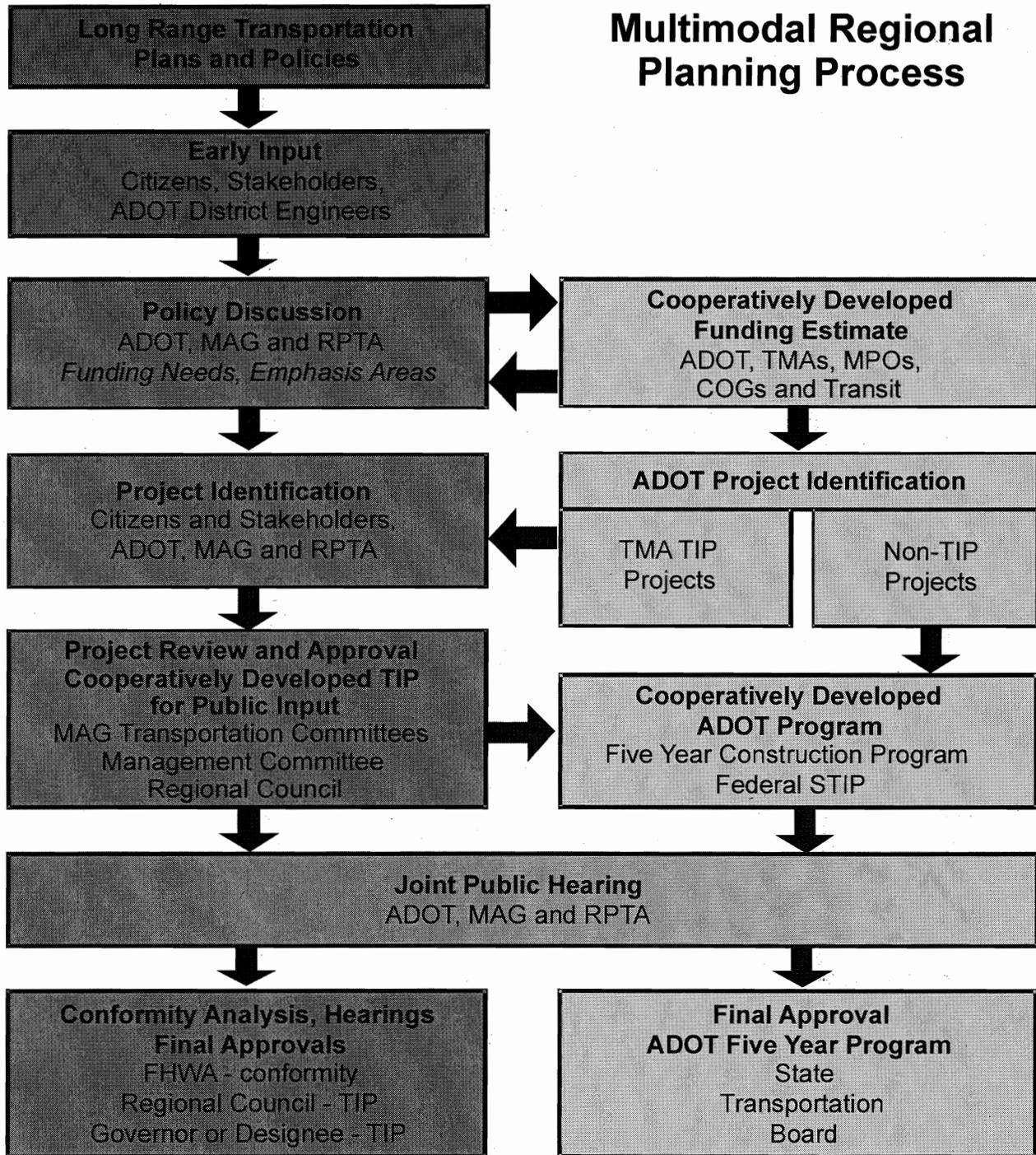
In 1994, the MAG Regional Council, which serves as the organization's governing body, adopted an aggressive public involvement program designed to provide Valley residents with as many opportunities for comment on MAG transportation plans as possible. This program was enhanced in 1998 and has been improved each year through a variety of methods, including consulting with Valley residents on the effectiveness of the process.

As a result of new requirements under TEA-21, in April 1999, 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, 1999, and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (STIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined (see page 10).

When SAFETEA-LU was passed in 2005, MAG once again updated its Public Participation Plan, which was approved by the MAG Regional Council in December 2006. 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 adhered to in the MAG process and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of online internet capabilities in garnering input. As noted earlier, MAG will examine the effectiveness of the participation plan in relation to future planning and programming cycles.

MAG's public involvement process currently adheres to all federal requirements related to public involvement. Through the years, MAG has coordinated public involvement processes and activities with the Arizona Department of Transportation (ADOT), the Regional Public Transportation Authority (RPTA/Valley Metro), Valley Metro Rail (METRO) and most recently with the City of Phoenix Public Transit Department. This coordination has helped create an efficient and effective public participation process.

# 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**  
**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 Plans 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**

During the current input cycle, the public was informed of public involvement events through a variety of methods. The Transportation Public Hearing was announced with press releases, targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, and advertised in the form of a public notice and display advertisement in *The Arizona Republic*. A postcard notice of the Transportation 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 (listed earlier) that were advertised on radio and television outlets, and in newspapers across the Valley. Public comment is encouraged at all of MAG's technical and policy meetings, which are noticed in accordance with state open meeting laws and posted on the MAG Web site at [www.mag.maricopa.gov](http://www.mag.maricopa.gov).



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## II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

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### INTRODUCTION

This section includes comments received during the Transportation Public Hearing held on March 19, 2010. A court reporter was in attendance to record comments verbatim. Comments made at the hearing received a formal response from MAG staff with assistance from the Arizona Department of Transportation, Valley Metro and METRO where necessary.

#### **Comments from Maria Hernandez, Phoenix resident**

**Comment:** Where I live in South Phoenix we're having an issue with the bus stop. We don't have a bench on the northeast side of our area.

**Response:** Requests for bus stop amenities can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. The staff at Valley Metro/RPTA will direct these requests to the appropriate operating agency.

**Comment:** Also, we've been having some problems with the Dial-a-Ride drivers. It seems like they're not picking up ADA riders in time. If they have an appointment with the doctor, they don't take them in time for their appointment, so I have friends complaining about the Dial-a-Ride service.

**Response:** Comments regarding Dial-a-Ride Service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

**Comment:** For the light rail and the buses, I'm a handicapped person. I'm not in a wheelchair or a walker or anything like that, but I have hard times getting on and off the bus. And I always expect the drivers to get closer to the curb for me or if they could lower the ramp to the bus as you get off. I just want the system to work better for everyone for the seniors for the handicapped and also for those who are having a hard time.

**Response:** Comments regarding bus service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

#### **Comments from Jeff Rosen, Phoenix resident**

**Comment:** I take the light rail nine times out of 10. It's my understanding that the seats are supposed to be up, but nine times out of 10, I have to beg, cajole and plead and people look at me like I have two heads.

**Response:** Valley Metro Rail has an established a code of conduct for riders. METRO ordinances and policies were enacted to protect the safety, security and health of its passengers. Violators are subject to fines ranging from \$50 to \$500 dollars and may lose their transit privileges. Regarding this specific issue, the Valley Metro Rail policy states that passengers are to “respect priority seating areas for passengers with disabilities. You may use them, but must surrender them to someone using a wheelchair or scooter.”

**Comment:** I also frequent the buses. I have straps on my chair. That tells the driver that’s what you connect to, not on the arm, not through the wheel. I just don’t know what to do anymore.

**Response:** Comments regarding bus service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

**Comments from Dianne Barker, Phoenix resident**

**Comment: (speaking on behalf of two people not present at the hearing)** Please extend the hours of more bus routes and tell all the people in government, from the mayor on down, to only use transit for a full week.

**Response:** Proposition 400 provides funding for expanding the regional transit system. However, plans for expanding service have been significantly reduced because of declining revenues resulting from the economic downturn.

**Comment:** When we’re looking at the transit plans, I think we need to get the next rail up and fast. We have more accidents after studying it around the US 60 coming around the Broadway curve and even on the I-10. I’d like to see it (rail) elevated in the future, go down to Tucson, become on where we already own the land because that's where a majority of money went for the at-grade rail. And have that paved and put it up into fast transit, bring it around the deck park, have it connect into express buses, which we need to have more of those even during the day. The express buses go up Grand Avenue and the fast rail goes out on the I-10 to Buckeye where it is one of the fastest-growing cities, and it sits on a water table, so we'll be able to support this in the future.

**Response:** The MAG Regional Transit Framework Study provides a long range blueprint for expanding the regional transit system. However, new sources of revenue will be needed to implement the study recommendations. Regarding rail options between Phoenix and Tucson, MAG will coordinate closely with the upcoming Arizona Department of Transportation’s Phoenix-Tucson Intercity Rail Alternatives Analysis.

**Comment:** We need to extend the road around the South Mountain, probably a toll road, because we don't have money to do that and we'll bring the fast buses all around.

**Response:** Presently, the Regional Transportation Plan fully funds the South Mountain Freeway for construction.

**Comments from Greta Rogers, Phoenix resident**

**Comment:** I would like to ask you to dedicate yourselves, along with ADOT and local communities, to real research and planning for a rail system that connects Tucson to Phoenix on to LA and commuter rail among and between the many communities that have grown and become very viable in Maricopa County. That will improve our air quality measurably and we have plenty of track. Plenty of track mostly used just for freight anymore since no passenger train comes here, but it's there and available and the planning should be facilitated.

**Response:** In June 2009, MAG joined the Western High Speed Rail Alliance to determine the viability of developing and promoting a high-speed rail network throughout the Intermountain West. Regarding rail options between Phoenix and Tucson, MAG will coordinate closely with the upcoming Arizona Department of Transportation's Phoenix-Tucson Intercity Rail Alternatives Analysis.

**Comment:** We have a critical and crisis situation that's been ongoing for years in this state on I-10. Now, between Picacho and Maricopa Road, and on I-17 from Anthem north to I-40, it looks like an old fashioned two-lane, each way freeway. Those haven't been built in other parts of this country for 50 years. Let's get up to date and remove the suicide I-10 and the suicide I-17 and facilitate traffic in a timely manner and safely.

**Response:** Over the past five years, ADOT has completed three projects that have widened I-10 between Tucson and Picacho Peak. A fourth widening project is under construction between Picacho Peak and Picacho. ADOT will open bids in April on another project to widen I-10 between Picacho and the junction of I-8. The Tentative Five-Year Construction Program that is currently being reviewed by the State Transportation Board has funding to widen I-10 between the junction of I-8 and Val Vista Road north of Casa Grande and to add two lanes to the highway between the Loop 202 and Riggs Road.

ADOT has two studies in progress to identify improvements to I-17 between New River and Flagstaff. Building highways through mountainous areas is very expensive; the current estimate to add one lane in each direction between New River and Cordes Junction is \$500 million. The highway will have to be improved in phases over a long period of time, with the first priority the segment between Black Canyon City and Sunset Point.

**Comment:** On the Pecos Road alignment that somebody drew a dotted line on a piece paper about in 1982 and the Regional Transportation Plan of Maricopa County approved in '85, that's 25 years ago. In that length of time the community of Ahwatukee is 99 percent built out residential. This is no longer a viable route for a main interstate or freeway. And to spend 300,000 plus a mile for 22 miles when it will not facilitate movement of traffic southeast to central Phoenix or west in any measurable manner. This road is no longer timely nor viable as an interconnection from 10 to 10 east to west and it will not

carry measurable traffic. And we don't need a truck bypass here. It should be 10 to 85 to 8 to 10. And that's your truck bypass.

**Response:** It is important to note that the South Mountain Freeway corridor is a regional facility that provides a critical link between population and employment centers in both the East and West Valleys, and is not strictly a freeway for the residents of Ahwatukee. MAG studies continue to show the demand for this facility that will carry in excess of 170,000 vehicles per day.

**Comments by Marcus Schmidt, Phoenix resident**

**Comment:** I'm wondering if the projections that were presented today and the plans take into account the recent decision by our lovely state legislators to reallocate the lottery funds away from transportation to other items.

**Response:** Area transit operators are currently convening to assess the impacts and potential service reductions that will result in the elimination of Local Transportation Assistance Funds (LTAF). Projections included in the Regional Transportation Plan will be updated to reflect the elimination of these funds.

**Comment:** I just spent a month in Denver, a city that is smaller than ours, but similar in a lot of ways to Phoenix, and dealing with a lot of same problems and yet there are three operational light rail lines there that run very frequently and very reliable, and they already have plans to soon add more. And why we can't find the money to do that is very clear. It's going into freeways and roads. I'd say the time for heavy rail is now. You don't need a new revenue source. You need to prioritize where you're spending the money and take it out of things that's just going to increase the pollution and increase the congestion on our roads.

**Response:** In addition to the legislated distribution of half-cent sales tax revenues to freeways, the Regional Transportation Plan (RTP) that accompanied the Prop. 400 ballot issue indicated that a specific portion of federal transportation funds would be spent on the freeway system. Voter approval of Prop. 400 indicated support for this distribution of federal funds to freeways, and it has been a key element in the RTP in response to the voter mandate. Increased investments in public transit are needed to increase service levels, providing travelers with transportation choices. However, more than 98 percent of the travel in the region is accomplished by auto, and shifting funding from the freeway program to other modes would eliminate vital projects, increasing congestion and reducing system performance.

**Comments from Denny Khav, Chandler resident**

**Comment:** My concern would be the lack of any type of public transit in the south Chandler area. There is many people who live in the neighborhoods who say I wish we had a bus or something to connect to the light rail, but there currently is no way other than driving your car on the one-lane road up to any type of public transportation. And I was just wondering if there is anything that can be done about this.

**Response:** Bus Rapid Transit Service on Arizona Avenue is scheduled to begin providing service in Fiscal Year 2011. The service will run between Chandler Boulevard in south Chandler to the light rail station in Mesa at Main and Sycamore.

**Comment:** I don't even know what's up with Route 156 not serving Phoenix anymore, because I actually used that portion a lot. And currently if the Alex gets cut like what people think it is, there will be no way to transfer from the 156 to the 56 bus to get up north and that whole entire section of Phoenix will be completely unserved at all because there is no transit and no buses to serve that area. If there is something that can be done about that to find a way to reconnect at least that portion of Chandler Boulevard to be able to use the bus to get over there without having to take a walk over that bridge. And I know there is a few people who rode that bus before who cannot walk over that bridge and they don't have the strength to. They need that bus. If the Alex really does get cut, then there is no chance of ever transferring to the 56 bus from 48<sup>th</sup> Street unless they do something with the 56.

**Response:** Route 156 service in the City of Phoenix was eliminated due to declining sales tax revenues. The City of Phoenix is currently considering reductions to other transit services, including the Alex Circulator, to balance the annual transit budget. At this time, a final decision on the potential reductions to Alex service has not been made.

**Comment:** There is also no way to get to the park-and-ride lot at 48<sup>th</sup> Street and Pecos by a local bus unless you take an Alex, which I don't know what is going to happen with it.

**Response:** The City of Phoenix is currently considering reductions to transit services, including the Alex Circulator, to balance the annual transit budget. At this time, a final decision on the potential reductions to Alex service has not been made.

**Comment:** Residents of south Chandler looked at the RTP plan and saw we're getting a bus in 2009 and then 2009 came and passed. And then here we are in 2010 and the year is going pretty fast and we still don't have a bus serving that popular shopping area at Gilbert Road and Germann and no bus to go even further south for people to come up who don't have a car.

**Response:** The 2003 Regional Transportation Plan included new transit service on Gilbert Road between Pecos Road and Riggs Road. However, the extension of this route has been postponed due to the decline in regional sales tax revenue. The Power Road Supergrid route, with service south to Pecos Road, was originally scheduled to be implemented in 2009 but was pushed back to July of 2010. This implementation timeframe could be further postponed due to the loss of LTAF funding and the continued depression of regional sales tax revenues.

#### **Comments from Sean Sweat, Phoenix resident**

**Comment:** Most people are pro transit here. I want multimodal choices, walking, biking, light rail, buses, taxis that could be my car maybe some day. But there is two problems I see in the TIP and in the RTP. We're spending a lot on highways that I don't think we need. I think a lot of people pointed out

the 202 we don't necessarily need that south thing. It was planned 25 years ago. We have the rail option now. Or the 303 it seems a little interesting. I think we're letting the tail wag the dog by responding to where people are going instead of letting people respond to where we're putting transportation corridors. You see that a little bit with buses too. I'm pro transit, but I think we take the buses too far. They don't need to be in east Mesa. They don't need to be down halfway to Tucson, unless you have a trans city route – intracity transit route. They don't need to be up in Surprise. If people want to move there, that's fine. But they need to drive. We can't afford to put buses there. It doesn't really serve much purpose. We need to integrate buses and rail, feeder lines, cross routes.

**Response:** The recently Regional Transit Framework identifies needed high leverage transit investments that are more competitive with other travel options. This approach is more “market based” than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Airzona (BQAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

**Comments from Elliot Fischer, Apache Junction resident**

**Comment:** I'm out in Apache Junction. We still don't have a bus out there, which is beyond me with all the talk in Pinal County with CAAG talking about all these numbers of people. You have to get the residents and the citizens of the Valley used to mass transit and rail if it's going to be successful.

**Response:** The recently completed MAG Regional Transit Framework Study identifies the need to future bus service between Apache Junction and the Phoenix urbanized area. However, the implementation of such service would require identifying new revenues for both capital and operating costs.

**Comment:** Commuter rail is a great idea or heavy rail connecting the cities. I suggest bring it if San Tan Valley is going to be what they're claiming it is and they're talking toll road, which I'm against, I think it is a bad way to go, put the rail system going to Tucson out east then south instead of from Phoenix straight down to Tucson. Utilize – if you're going to continue to go down the path of building freeways, utilize that corridor for your rail as well. When the light rail did go in I was for it because it was better than nothing. But it's still to me you were servicing the merchants and the real estate owners along the route rather than the people who need to use the system and that's the commuters.

**Response:** The recently completed Commuter Rail System Study evaluated several options for developing a commuter rail system in the MAG Region, including service in the emerging Superstition Vistas area in Pinal County. However, based on overall regional travel demand, the preferred corridor in the southeast valley would follow the existing Union Pacific-Phoenix Subdivision railroad corridor, which runs from Queen Creek into downtown Phoenix.

**Comment:** If you're going to have an interim bus system why not, like Seattle, electric buses string up the HOV lanes with your cables and run the electric buses from the suburbs in. It's clean, it's cheap. The roadway is there. The infrastructure is there. All you have to do is string up the power and the cables and run it from Apache Junction into Phoenix. I don't see why it hasn't been done, unless you don't want to compete with the automobile. In Chicago, New York, Boston where people are renting cars by the hour. There's not even a need anymore to have connecting routes.

**Response:** It is anticipated that the regional bus system will be in operation for the foreseeable future. Transit operators in the MAG region have been very progressive in using alternative fuel sources, including both compressed natural gas (CNG) and liquid natural gas (LNG).

**Comments from Ross Manicci, Phoenix resident**

**Comment:** My biggest concern is the elimination of the LTAF funding. The reason why for this is I've seen what happened in California with the elimination and now subsequent almost restoration of the state transit system program and I'm afraid what happened there will happen here because that's operational funding and all the progress that MAG, Valley Metro, Phoenix, Tempe, the whole region has made would be wiped away and that's definitely a concern. I'm just wondering what the consequences will be of this. I don't think the RPTA or any of the cities can stand a complete elimination of state assistance. So I urge you to please find a viable solution to help restore this funding.

**Response:** Area transit operators are currently convening to assess the impacts and potential service reductions that will result in the elimination of Local Transportation Assistance Funds (LTAF). Projections included in the Regional Transportation Plan will be updated to reflect the elimination of these funds. New revenue sources will be required to replace this funding source.

**Comments from William "Blue" Crowley, West Valley resident**

**Comment:** Fixed route performance. Even though the farebox recovery ratio went from just under 25 percent in 2009 to 36 percent to 40 percent, routes are being cut.

**Response:** The largest source of transit operating revenue comes from local and regional sales taxes. Transit services are being reduced due to the economic downturn and the resulting reduction in sales tax collections.

**Comment:** Hassayampa illustrative map projected population of six million is not reflected in the Arizona future population in the RTP. The Belmont Development can accommodate six million people and will be built over the next 20 to 30 years.

**Response:** The buildout population estimates used in both the Interstate 10-Hassayampa Valley and Interstates 8 and 10-Hidden Valley Framework studies are based upon the entitled development and general plans by MAG member agencies. The buildout figures also included the full development of the entitled Belmont community in the Tonopah area.

**Comment:** The private land ownership map in the Urban Atlas that MAG published in 1998 is not reflected in the RTP map.

**Response:** Land ownership is an important regional land use characteristic and it has been included in the environmental scans that MAG has been preparing as part of the transportation framework studies. The most recently available data is used in these scans and post-dates that used in the 1998 MAG Urban Atlas. The RTP is including findings from the framework studies primarily in the form of illustrative projects and corridors for future consideration in the planning process. Due to limited space in the RTP document, itself, environmental scan data has not been included.

**Comment:** The Supergrid timeline is insufficient when 75<sup>th</sup> Avenue does not get bus service until 2026. Litchfield Road does not have bus service even though there are east/west routes of Thomas Road, Indian School Road, and Camelback Road that cross it.

**Response:** New Supergrid bus routes would require new revenue sources to implement.

**Comment:** No planning is being done for the project 80,000 people who will live in the area between Wittman and Wickenburg. The rail study only goes as far as Wittman.

**Response:** The Interstate 10-Hassayampa Valley Roadway Framework Study illustrates a roadway network proposal for this portion of Maricopa County. Additional information for this study may be found at [www.bqaz.org](http://www.bqaz.org).

**Comment:** The only improvements to SR-74 are right-of-way preservation and it needs rail to move people.

**Response:** Rail service is not considered a viable options for SR-74.

**Comment:** LTAF says that elderly are aged 60 and older, but the senior bus fares apply only to age 65 and older.

**Response:** Guidelines for the Local Transportation Assistance Fund (LTAF) program are established by the State of Arizona, and the senior bus fares are established by the Valley Metro/RPTA Board of Directors. Valley Metro/RPTA has a technical advisory committee on paratransit issues, which has been asked to review this issue.

**Comment:** An additional two percent tax should be charged – not only per gallon of gasoline, but also per mile of freight and bus pass. This way revenue could go for other purposes than highways.

**Response:** New approaches to obtaining transportation revenues are needed and warrant consideration. Providing adequate revenues to maintain and improve transportation facilities and services is a growing challenge, not only in Arizona but also in the nation as a whole. Traditional revenue mechanisms, such

as the “cent-per-gallon” gasoline tax, are losing their ability to provide adequate revenues, due to improved vehicle mileage rates and shifts away from gasoline and diesel fuel as transportation fuels. These trends are likely to worsen in the future.

**Comment:** Operate light rail like heavy rail, where wheels have their own engines.

**Response:** Light rail and heavy rail are two distinctly different transit technologies with different configuration requirements.

**Comment:** Want transportation improvements to be more green and less expensive.

**Response:** MAG is proceeding with several initiatives related to the topic of transportation and sustainable communities. These efforts, among others, involve the HUD Sustainable Communities Program, sustainable transportation-land use integration studies, a zero emissions mobility program, and work with the Urban Land Institute on sustainability and transit oriented development. In addition, MAG is pursuing an agency-wide effort to coordinate and integrate MAG planning programs to address sustainability factors, such as (1) reducing dependence on foreign oil, (2) promoting public health, (3) expanding housing choices to lower the combined cost of housing and transportation, and (4) improving the economic competitiveness of the region.

**Comment:** How accurate were the projections for the street improvements that appeared in the 1998 Urban Atlas?

**Response:** The arterial network identified in the 1998 Urban Atlas for the period through 2010 is essentially in place today. As part of the planning process, inventories of the MAG street network are annually updated to reflect the latest improvements that have been constructed. In addition, jurisdictions are surveyed to obtain the most recent projections of future improvements, which are then included in the transportation modeling networks MAG uses to forecast future travel demand in the region.

**Comment:** Need more coordination with the county to make MAG maps more accurate. Some of the roadways, specifically SR-74, are not shown on MAG maps. (Map of Maricopa County submitted for the record)

**Response:** Planning for SR-74 is a part of the MAG Regional Transportation Plan for freeway corridor preservation. The Interstate 10-Hassayampa Valley Roadway Framework Study continues this planning effort by providing further definition for the SR-74 corridor between the Hassayampa Freeway and Loop 303.

**Comment:** More freeway improvements are needed in the Northwest Valley.

**Response:** Work is under way on constructing Loop 303, which serves the Northwest Valley. Completion of the facility between I-10 and I-17 has largely been programmed in the current Draft

ADOT Five-Year Construction Program, which covers fiscal years 2011-2015. In addition, several new freeway corridors serving the Northwest Valley have been identified in the I-10/Hassayampa Transportation Framework Study, and have been included as illustrative corridors in the Draft MAG Regional Transportation Plan 2010 Update.

**Comment:** SR-74 is not shown on the maps.

**Response:** State Route 74 is a key regional facility in the MAG area and has been included on all maps in the Draft MAG Regional Transportation Plan 2010 Update. However, portions of the MAG area may not be included in certain illustrations, and the entirety of the route may not be visible. This was done in cases where the details of a planned transportation improvement is enhanced by including only that portion of the MAG area covered by the improvement.

**Comment:** More transit corridors are needed.

**Response:** The recently Regional Transit Framework identifies needed high leverage transit investments that are more competitive with other travel options. This approach is more “market based” than past transit planning efforts in the MAG region, and is dependent on determining what factors affect the choices that transportation system users make in selecting a mode of travel. A market based approach also needs to be informed by system compatibility factors such as land use, local plans and policies, and other regional and statewide efforts such as Building a Quality Arizona (BQAZ). In particular, this study has revealed that in order to attract new transit riders, the future regional transit system will need to provide clear benefits in terms of convenience and time.

**Comment:** Fifty percent of bus stops are just signs. We are spending a lot of money on park-and-ride lots, but we need to get the bus stops up to standard before spending \$3 million in Buckeye, \$10 million in Glendale, \$3.7 million in Mesa, \$3.7 million in Peoria, \$1 billion for a Skyway to the airport, and \$3 million in Laveen. Only \$700,000 is being spent for bus stop improvements.

**Response:** Because of the number of bus stops throughout the regional transit system, it is not feasible to provide amenities such as benches and shade structures at every stop. Valley Metro/RPTA has established criteria for ranking and prioritizing investments in bus stops. However, due to the economic downturn, regional funds for bus stop improvements and vehicle upgrades have been eliminated, except that \$19 million was retained to support the regional vehicle communications system upgrade (700 MHz system). In addition, three of the 14 programmed park-and-ride facilities have been postponed beyond 2026, and nine of the 13 programmed transit center projects have been postponed beyond 2026.

**Comment:** The RPTA member community Sun City should be Maricopa County.

**Response:** Supervisor Mary Rose Wilcox represents the unincorporated portions of Maricopa County on the Valley Metro/RPTA Board of Directors.

**Comment:** Rural route transit tickets do not count toward a daily pass.

**Response:** Due to the expense of operating long-distance, rural transit routes, Valley Metro/RPTA has established a separate fare structure for rural transit routes.

**Comment:** Transit ticket dispensers are needed at Desert Sky Mall and Arrowhead Mall.

**Response:** Requests for ticket vending machines at specific locations can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. The staff at Valley Metro/RPTA will direct these requests to the appropriate operating agency.

**Comments from Kay Carol Kollock, Valley resident**

**Comment:** ADOT cut into the asphalt on Tegner and constructed planters in place of 2½ lanes of traffic. The road is already deteriorating and pot holes are developing where they made the cuts and paved the road and crosswalk with bricks.

**Response:** The planters were installed by the Town of Wickenburg and are not part of the ADOT project. The planters were constructed under permit by the town.

**Comment:** There are no reflectors on the planters, which is a safety issue.

**Response:** The planters were installed by the Town of Wickenburg and are not part of the ADOT project. The planters were constructed under permit by the town.

**Comment:** ADOT cut down 60-year-old trees because they would interfere with the utilities, but then planted new trees in the same place.

**Response:** Unfortunately, the root systems of four old trees interfered with necessary utility work and were in conflict with the needed improvements. ADOT, as part of the project, replanted a number of new Chilean Mesquites in locations that should avoid conflicts in the future while providing for a more uniform landscape appearance.

**Comment:** The grade of the ramp under the bridge might not meet ADA specifications.

**Response:** ADA has different requirements for different site conditions and uses. For example, a building with only one means of access, provisions are rather strict. For a multimodal path, they are far less restrictive. The goal is to be less than 5 percent (with no limit on how long the 5 percent is maintained). ADA allows for grades up to 8.3 percent for distances of up to 200 feet. For the path around the bridge, the steepest grade is 4.6 percent for under 100 feet, with far flatter approaches, all meeting ADA requirements.

**Comment:** The county is not doing all of the improvements to roadways when they are doing construction on them, such as painting bike lanes.

**Response:** The roadway cross-section of all Maricopa County road improvements is sufficient to allow the designation of bike lanes on the facility. Bike lanes are generally not indicated on an upgraded facility until they can be tied into a significant bike lane facility, which avoids having small, isolated segments of bike lanes in the system. The goal is to expand the bike lane system so that it provides continuity and connectivity for the user.

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### III. PUBLIC HEARING AGENDA AND TRANSCRIPT

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# **AGENDA**

## **TRANSPORTATION PUBLIC HEARING**

Friday, March 19, 2010, Noon  
302 N. 1<sup>st</sup> Avenue, Second Floor, Saguaro Room

### **I. CALL TO ORDER/OPENING REMARKS**

- MAG Chair Peggy Neely will call the hearing to order.

### **II. PRESENTATIONS**

- *Draft 2010 Update of the Regional Transportation Plan*  
MAG Senior Project Manager Roger Herzog
- *Draft FY 2011-2015 MAG TIP (Includes ADOT 5-year Freeway Program)*  
MAG Senior Project Manager Roger Herzog
- *Regional Transit Update*  
MAG Transit Program Manager Kevin Wallace
- *Job Access Reverse Commute/New Freedom Update*  
Phoenix Public Transit Department Administrative Assistant Wendy Miller

### **III. PUBLIC COMMENT**

- Valley residents will provide input on plans and programs.

### **IV. ADJOURN**



TRANSPORTATION PUBLIC HEARING

Friday, March 19, 2010, Noon

COPY

1 MR. CHAIRMAN: Good afternoon. I'd like to  
2 call this meeting to order. I am Victor Flores. I am a  
3 District 1 representative of the transportation board.  
4 Councilwoman Peggy Neely is busy at this time. Hopefully  
5 she will make it before this meeting is over. I will be  
6 chairing this public hearing today on her behalf.

7 To those of you who came out to attend the  
8 hearing, I thank you for taking the time. Those driving  
9 to the meeting who parked in the garage can have their  
10 tickets validated -- which reminds me. Those using  
11 transit can get transit tickets with presentation of a  
12 valley transfer to MAG staff.

13 Now let's stand for the Pledge of Allegiance.

14 This public hearing is one component of the MAG  
15 public involvement process. For many years, MAG and ADOT  
16 have successfully coordinated planning the processes of  
17 the MAG Regional Transportation Plan, the MAG  
18 Transportation Improvement Program and ADOT Statewide  
19 Transportation Plan and program.

20 This hearing is your opportunity in the region  
21 to provide comment on both MAG plans and the ADOT plans  
22 at the same time with Valley Metro, METRO, Citizens  
23 Transportation Oversight Committee, and City of Phoenix  
24 Department of Public Transit representatives in  
25 attendance.

1           This is also our opportunity to listen. We are  
2 interested in hearing what you have to say regarding the  
3 Valley's transportation system. Those who wish to  
4 comment will have three minutes to express your concerns  
5 on any issue related to transportation in the Valley.

6           Any comments received here today will be taken  
7 down verbatim by the court reporter and staff will  
8 provide written responses to those comments. The  
9 comments and responses will be included in the MAG  
10 Transportation Public Involvement Report. This report  
11 will be distributed to all MAG policy committees and ADOT  
12 for review prior to taking action on any transit  
13 programs.

14           Next I would like other members of the panel to  
15 introduce themselves. We can start from the left.

16                   SPEAKER: Sharolyn Hohman with the CTOC  
17 Committee.

18                   SPEAKER: Kyle Robinson with CTOC  
19 Committee.

20                   SPEAKER: Nelson Ladd CTOC Committee  
21 District 3.

22                   SPEAKER: Good afternoon. Roc Arnett. I'm  
23 chair of the Citizen's Transportation Oversight  
24 Committee.

25                   SPEAKER: Felipe Zubia State Transportation

1 Board district 1.

2 SPEAKER: Jackie Meck mayor of Buckeye.

3 SPEAKER: Dennis Smith with MAG.

4 SPEAKER: Eric Anderson transportation  
5 director of MAG.

6 SPEAKER: Steve Hull with ADOT.

7 SPEAKER: Jim Mathien METRO.

8 SPEAKER: Dave Boggs Valley Metro.

9 SPEAKER: Roger Herzog MAG staff.

10 SPEAKER: Kevin Wallace MAG staff.

11 SPEAKER: Wendy Miller City of Phoenix.

12 MR. CHAIRMAN: Thank you. Thank you for  
13 being here. And I'm told that there may be other members  
14 that will join us as we proceed with the hearing. I  
15 would like to quickly go over the agenda for today.

16 First, we'll have some brief presentations given  
17 by MAG and the City of Phoenix. Following these  
18 presentations, we will take public comment on the  
19 information presented here today, after which we will  
20 adjourn.

21 For those of you wanting to make comments on the  
22 material presented here today, a speaker's request form  
23 is available from MAG staff at the registration table.  
24 Please complete this form so we are able to give everyone  
25 an opportunity to speak.

1           As you come up to the podium, please state some  
2 information for the formal record: your name and the city  
3 in which you live. Traditionally members of this panel  
4 do not answer questions, nor respond to comments from the  
5 hearing attendees. However, should a member of the panel  
6 feel compelled to respond to an inquiry, they may do so  
7 at their own discretion.

8           Presentation of the programs.

9           Item 1. Draft 2010 Update of the Regional  
10 Transportation Plan. MAG senior project manager Roger  
11 Herzog.

12           MR. HERZOG: Thank you, Mr. Chairman.

13           I would like to go over briefly the RTP, as we  
14 call it, the 2010 Update. The RTP has been around  
15 awhile. First adopted in 2003 prior to the half-cent  
16 sales tax election. It's been updated periodically and  
17 we're now at the 2010 update.

18           One of the things that intervened previous to  
19 this was the recession and that's had a big effect on how  
20 we've approached the update.

21           The plan itself consists of a lot of topics. I  
22 won't go through these, but as you can see it includes  
23 not only the major modes but also other modal programs  
24 and things like system operations.

25           Plan extends through fiscal year 2031 covering a

1 20-year planning period as required by federal  
2 regulations. And to aid in the discussion in  
3 prioritization, we've divided the plan into phases, as  
4 you can see, approximately five-year phases. We've  
5 included a Phase I which really shows the accomplishments  
6 to date through fiscal year 2010.

7 The funding sources for the plan in larger terms  
8 are broken out into regional funds and local funds about  
9 half and half for a total of \$58.8 billion.

10 Looking at regional funds more specifically,  
11 which is the focus of the plan, we have \$29.5 total  
12 including federal funds directed to the MAG area, ADOT  
13 funds for construction of the freeway system, and of  
14 course the half-cent sales tax.

15 As I mentioned, the recession has had a big  
16 effect on our planning process. This shows the effect on  
17 some of the revenue projections comparing the 2007 update  
18 and 2010 update. You can see half-cent revenues are down  
19 significantly about 25 percent for the planning period  
20 and ADOT funds also down 12 percent.

21 So we'll take a look now quickly at some of the  
22 modal components in the plan including freeways, streets  
23 and public transit. So far as the freeway system, the  
24 plan calls for improvements on a total of 380 miles of  
25 system. This first overlay shows what's been

1 accomplished to date or is underway or soon to be  
2 programmed.

3 And as you can see, we've improved the system  
4 throughout the Valley.

5 The next phase, Phase II, will be starting on  
6 the 303 and the South Mountain as well as widening  
7 additional segments throughout the system.

8 Phase III we complete 303 and the South Mountain  
9 and continue our widening efforts.

10 Phase IV, also a lot of widening plus notably  
11 improvements on I-17 in central Phoenix.

12 And then finally Phase V where we get into some  
13 of the new corridors such as 801 on the west side and 802  
14 in the East Valley.

15 Here's a look then at some of the new  
16 interchanges included in the freeway program. A lot of  
17 those have been completed, as you can see, in green. Two  
18 more are called for in Phase II, none in three, but in  
19 Phase IV we have two additional interchanges and then  
20 Phase V three more.

21 Looking at the arterial network, that's also  
22 part of the plan. We have regional funding in the amount  
23 of \$3.2 billion for arterial improvements. A total of  
24 about 189 project segments are covered. The green here  
25 shows what has been completed to date -- about 38

1 segments, an additional 37 in Phase II, 48 more in Phase  
2 III, an additional 61 in Phase IV and approximately five  
3 on out into Phase V.

4 And then so far as the transit component, first  
5 off we have about 32 BRT routes. We call them bus rapid  
6 transit express bus routes. Approximately 13 of those  
7 are in place already. We'll be adding four more in Phase  
8 II, two in Phase III, none called for in Phase IV, but  
9 then in Phase V an additional 13 routes.

10 Also as part of the bus plan we have what we  
11 call the super grid system. On this map the darker lines  
12 are already being funded by the City of Phoenix, but in  
13 Phase I we added approximately seven routes. Phase II  
14 we'll add six more, Phase III three routes, Phase IV  
15 eight more routes and Phase V nine additional routes.  
16 The funding going into the bus program in total is about  
17 \$4.8 billion.

18 And then finally the light rail component  
19 includes, as is shown in red, the minimum operating  
20 system, as it's called, that's been funded through the  
21 City of Phoenix and Tempe. But in addition to that --  
22 which by the way, that opened in December 2008 and the  
23 ridership is continuing above the forecast -- in Phase  
24 IV, then, we'll be extending that out in Tempe and Mesa.  
25 In Phase IV then extensions out in west Phoenix and

1 northwest Phoenix, and then in Phase V additional  
2 extensions into northeast Phoenix completing the  
3 northwest extension, and then also the Glendale  
4 extension. The total funding into this program is about  
5 \$4.0 billion.

6 So just to look quickly then at the overall  
7 steps in our planning process, we're conducting the  
8 hearing today. In April we'll be moving through the MAG  
9 committee process to approve the plan for air quality  
10 conformity analysis, conducting the analysis in May.

11 Then in June we'll have another public hearing  
12 to review the air quality results and take a final look  
13 at the plan, and then anticipate moving through the MAG  
14 committee process in July for final adoption.

15 So, Mr. Chairman, that completes my  
16 presentation.

17 MR. CHAIRMAN: Are there any questions?

18 If you could go to Item 2.

19 MR. HERZOG: Thank you.

20 MR. CHAIRMAN: And this is the MAG FY 2011,  
21 2015 TIP and includes ADOT's five-year plan.

22 MR. HERZOG: Thank you, Mr. Chairman.  
23 That's correct.

24 And the fiscal year 11 to 15 TIP is one of the  
25 main implementing tools for the RTP. It's also a

1 response to federal regulations requiring regions have a  
2 Transportation Improvement Program.

3 All federally funded projects must be in the  
4 TIP. In addition, what we call all regionally  
5 significant projects, regardless of their funding source,  
6 need to be in the TIP. And this is a vital component in  
7 analyzing our air quality plans and to make sure that our  
8 future projects don't affect the air quality plans.

9 The TIP, like the RTP, is updated every four  
10 years and it doesn't, however, include, local projects  
11 such as residential streets and that sort of thing. The  
12 TIP is prepared from a variety of information sources.  
13 Of course, the past plan which covers five years up to  
14 fiscal year 2012, we also draw information from the RTP,  
15 from our work program, and importantly from the programs  
16 of federal, state and local agencies.

17 And we work closely with them through a  
18 computerized data entry system to make sure we get the  
19 information in a timely way. Also during the course of  
20 preparing the TIP, we get input at meetings like this and  
21 other opportunities from the public, and MAG technical  
22 advisory committees, and MAG staff review of projects and  
23 needs.

24 The TIP contains a range of projects, as you can  
25 see, street projects, transit projects, freeway projects.

1 Also, we include what is termed ITS, intelligent  
2 transportation system projects, which help move traffic  
3 flow, such as freeway message signs and of course the  
4 signal system. We include other modes: bicycle,  
5 pedestrian. We also have air quality projects and TDM  
6 projects, transportation demand projects, which help  
7 decrease the demand on the system and enable us to use  
8 the existing facilities as efficiently as possible.

9 Funding for the TIP totals \$6.9 billion. As you  
10 can see there are federal, state, regional, local funding  
11 sources going into that. \$6.5 billion is directed at the  
12 street and highway projects. A big part of that is the  
13 ADOT freeway system that's being constructed and improved  
14 in the region. I said ADOT freeway system. Of course  
15 it's the region's freeway system. ADOT is the key  
16 constructor of that and operator of that.

17 Transit projects total about \$1.3 billion. As  
18 you can see, local and regional funding are very  
19 important components of that part of the program.

20 As we mentioned, the ADOT five-year construction  
21 program is in the TIP in its entirety addressing new  
22 freeway corridors, widening existing facilities. We also  
23 have a maintenance component for landscape and litter  
24 pickup and also things like the freeway management system  
25 to help smooth traffic flow.

1           The total contribution of the ADOT five-year  
2 program is about \$3.8 billion. As you can see,  
3 expenditures increase toward the end of the program. And  
4 this also includes a significant bonding component, so in  
5 this five-year program the ADOT component has a large  
6 impact. And again, the steps for approval and review of  
7 the TIP will parallel that of the RTP.

8           That completes my presentation, Mr. Chairman.

9           MR. CHAIRMAN: Thank you, Roger. Any  
10 questions from the committee?

11           Item 3 Kevin Wallace will provide us with an  
12 update of the regional transit.

13           MR. WALLACE: Thank you, Mr. Chairman.

14           I do have a brief presentation to provide an  
15 update on the regional transit system. Certainly the  
16 most important development in recent months has been the  
17 decline in local, state and regional revenues for  
18 transit.

19           Declining revenues have a significant impact on  
20 our ability to secure federal funds for capital and they  
21 have also reduced existing transit services and will  
22 impact future services that are planned in the RTP.

23           In the past two years projections for regional  
24 Proposition 400 funds for bus capital and operating  
25 services have been reduced by approximately \$655 million.

1 Local funding for transit has also been significantly  
2 impacted and the amount of anticipated federal revenue  
3 again has also been impacted by these declining revenues.

4 The next few slides will show some of these  
5 impacts for the planned bus programs. This first map  
6 shows the planned regional bus system. Lines in yellow  
7 show the future routes that have been delayed or reduced.  
8 And lines in red show routes that have been delayed  
9 beyond the year 2026.

10 The next map shows the planned express bus  
11 system. Again, lines in yellow show future routes that  
12 have been delayed or reduced. Lines in red show routes  
13 that have been delayed beyond 2026.

14 This next map shows planned transit facilities  
15 including transit centers, park-and-ride lots and  
16 maintenance facilities. Again, using yellow -- the boxes  
17 in yellow show future facilities that have been delayed  
18 or reduced and in red shows facilities have been delayed  
19 beyond the year 2026.

20 Revenue shortfalls have also impacted the  
21 planned light rail system. In the past two years the  
22 projections for regional Proposition 400 funds for this  
23 program have been reduced by approximately \$500 million.

24 Projected local funding for the rail program has  
25 been reduced by approximately \$191 million. And again,

1 the amount of federal revenue that would come into this  
2 program has also been reduced because of these funding  
3 reductions.

4 This map shows the 57-mile high capacity transit  
5 system. It is included in the Regional Transportation  
6 Plan. Locally funded rail extensions have been the most  
7 significantly impacted in these changes.

8 What you see in the boxes are the changes by  
9 year of the planned opening dates. So for example, the  
10 northwest extension in Phoenix would move from a 2012  
11 opening date to 2023 opening date. And the Glendale  
12 extension would move from a 2019 opening to a planned  
13 2026 opening.

14 The region is also looking at this time at  
15 future transit needs to identify long range transit  
16 improvements in programs that would need to be  
17 implemented. I will mention a couple just briefly.

18 MAG has completed a regional transit framework  
19 study which identifies regional transit improvements  
20 beyond what's currently included in the Regional  
21 Transportation Plan. This framework does provide a  
22 technical blueprint to help guide future transportation  
23 discussions and transit improvements in the future.

24 MAG has also been engaged in three studies to  
25 look at the feasibility of implementing commuter rail in

1 the region. Study results do indicate that commuter rail  
2 is a viable option for the region on a long term basis  
3 but will require new revenue sources to implement.

4 That concludes my presentation. Thank you.

5 MR. CHAIRMAN: Thank you, Mr. Wallace. Any  
6 questions? Carrying on. Job Access Reverse Commute/New  
7 Freedom update by City of Phoenix Windy Miller.

8 MS. MILLER: Thank you, Mr. Chairman. Good  
9 afternoon everyone.

10 The City of Phoenix is holding this public  
11 hearing as the designated recipient for the federal  
12 transit administration job access and reverse commute and  
13 new freedom program on behalf of the Phoenix-Mesa  
14 urbanized area. This is a joint public hearing with the  
15 MAG Transportation Improvement Program process.

16 The Job Access Reverse Commute program supports  
17 new, expanded and existing transit services that connect  
18 welfare recipients and persons with low income to jobs  
19 and employment services such as training, education and  
20 child care.

21 The New Freedom program supports new public  
22 transportation services for persons with disabilities and  
23 also to encourage public transportation alternatives  
24 which provide services and facilities improvements to  
25 address needs beyond those required by the ADA.

1           For fiscal year 2009 the City of Phoenix held  
2 two competitive selection processes as required by the  
3 FTA which resulted in the selections for award in the  
4 amount of just over \$1.1 million for the JARC program and  
5 over a million dollars for the New Freedom program.

6           Eligible recipients for this funding include  
7 local transit agencies and nonprofit organizations.  
8 Valley Metro Regional Public Transportation Authority and  
9 the City of Phoenix were selected for funding via the  
10 competitive processes in 2009 that were administered by  
11 the Phoenix Public Transit Department.

12           The JARC projects for Valley Metro RPTA include  
13 funding for marketing, vanpool purchases and operating  
14 assistance for local routes. The City of Phoenix is  
15 receiving program administration funding to administer  
16 these funds and also to support MAG to administer the  
17 human services coordination transportation planning  
18 process.

19           The New Freedom projects for Valley Metro RPTA  
20 include funding for mobility management programs, taxi  
21 voucher programs, travel training and also for operating  
22 assistance, and the City of Phoenix is receiving funding  
23 for a taxi voucher program for seniors.

24           And in conclusion of the public hearing process,  
25 mailed comments will be accepted after the meeting with

1 the postmark date of April 2nd, 2010, and electronic  
2 comments will be accepted at the PubTrans@Phoenix.gov Web  
3 address through April 2nd at 5:00 p.m.

4 And that concludes my presentation.

5 MR. CHAIRMAN: Thank you very much. Any  
6 questions? This brings us to our public comment portion  
7 of the meeting. We've got a number of folks that have  
8 asked to speak. So that they all can speak, we ask that  
9 you limit your time to three minutes. Timers at the  
10 podium will assist you. When you reach the two-minute  
11 period, the yellow light will come on, and at the end of  
12 three minutes a red light will come on. If you would  
13 please state your name and the city in which you reside  
14 as you come up. The first speaker is Maria Deniza,  
15 Phoenix.

16 MS. HERNANDEZ: It's Maria Hernandez.  
17 Phoenix. For the record I live in Phoenix, Arizona.  
18 And my concern is where I live in South Phoenix we're  
19 having an issue with the bus stop. We don't have a bench  
20 on the northeast side of our area.

21 And also we've been having some problems with  
22 the dial-a-ride drivers. It seems like they're not  
23 picking up ADA riders in time. If they have an  
24 appointment with the doctor, they don't take them in time  
25 for their appointment, so I have friends complaining

1 about the dial-a-ride service.

2 And also for the light rail and the buses, I'm a  
3 handicap person. I'm not in a wheelchair or a walker or  
4 anything like that, but I have hard times getting on and  
5 off the bus. And I always expect the drivers to get  
6 closer to the curb for me or if they could lower the ramp  
7 to the bus as you get off. Because if I have an accident  
8 in the buses, then that means that I'll have to get  
9 insurance from you guys. I don't want that. I don't  
10 want the insurance. I just want the system to work  
11 better for everyone for the seniors for the handicap and  
12 also for those who are having a hard time. So I would  
13 appreciate very much, gentlemen and ladies of the board  
14 and, Mr. Chairman, if that could be fixed in the future.  
15 Thank you very much.

16 MR. CHAIRMAN: Thank you. Jeff Rosen.

17 MR. ROSEN: Good afternoon. Good  
18 afternoon, Mr. Chairman, ladies and gentlemen.

19 I take the light rail nine times out of ten.  
20 It's my understanding that the seats are supposed to be  
21 up, but nine times out of ten, I have to beg, cajole and  
22 plead and people look at me like I have two heads. And  
23 it's true. People can't sit together. When they see a  
24 chair come in, please get up.

25 Number two, I also frequent the buses. I have

1 straps on my chair. That tells the driver that's what  
2 you push, not on the arm, not through the wheel. I just  
3 don't know what to do anymore.

4 MR. CHAIRMAN: Thank you, Mr. Rosen. Dede  
5 Barker.

6 MS. BARKER: Good afternoon, Chairman  
7 Flores and the joint committee. My name is Dede Barker.  
8 I reside in Phoenix and I earned a bus ticket. I came by  
9 the 50 bus which is on Camelback and then brought the  
10 light rail. On the way I encountered some of the people  
11 I know that use transit and some people that would like  
12 to use it but they give me a reason why they have to take  
13 their car, so I listen.

14 So I'm going to give you a couple of the  
15 thoughts or ideas actually from a woman that is a retired  
16 nurse. And she said, "Would you please tell the people  
17 that we need to put more buses to extend the hours?" And  
18 she was headed up to Paradise Valley from 40th Street and  
19 Camelback and so she would take two buses.

20 And even though she is retired she doesn't use  
21 it for work, I notice that she walks with a cane. She's  
22 over 70 and she goes to a lot of the museums like this.  
23 So, you know, she's from San Francisco. I guess that she  
24 is still able to drive but she chooses not to.

25 Then our friend Ed the dogger. Some of you know

1 him. He's been a businessman, paid a lot of taxes in  
2 this area. Had a lot of concessions in his younger years  
3 and is working. I won't tell his age. But he's still  
4 working every day. He's got concessions by the  
5 courthouse. He gave me a hot dog today and said would  
6 you please tell them that he wants all -- from the mayor  
7 down -- people in government to leave their car at home a  
8 week and only use our transit system. He says we don't  
9 need even all of the huge buses. He'd like to see more  
10 people using a multimodal system. He'd like to see  
11 smaller buses around town down here. I ditto that too.

12 When we're looking at the transit plans, I think  
13 we need to get the next rail up and fast. We have more  
14 accidents after studying it around the 60 coming around  
15 the Broadway curve and even on the I-10. I'd like to see  
16 it elevated in the future go down to Tucson become on  
17 where we already own the land because that's where a  
18 majority of money went for the ag grade rail. And have  
19 that paved and put it up into fast transit, bring it  
20 around the deck park, have it connect into express buses  
21 which we need to have more of those even during the day.

22 The express buses go up Grand Avenue and the  
23 fast rail goes out on the I-10 to Buckeye where it is one  
24 of the fastest growing cities and it sits on a water  
25 table, so we'll be able to support this in the future.

1           We need to extend the road around the South  
2 Mountain probably a toll road because we don't have money  
3 to do that and we'll bring the fast buses all around. We  
4 can get there, but if we don't watch out where we're  
5 going we could end up where we don't want to be. Thank  
6 you.

7           MR. CHAIRMAN: Thank you, Ms. Barker.  
8 Greta Rogers.

9           MS. ROGERS: Members of the committee, my  
10 name is Greta Rogers and I reside in Phoenix in the  
11 village of Ahwatukee. These things and I don't get along  
12 very well.

13           First of all, I would like to ask you to  
14 dedicate yourselves along with ADOT and local communities  
15 to real research and planning for a rail system that  
16 connects Tucson to Phoenix on to LA and commuter rail  
17 among and between the many communities that have grown  
18 and become very viable in Maricopa County. That will  
19 improve our air quality measurably and we have plenty of  
20 track. Plenty of track mostly used just for freight  
21 anymore since no passenger train comes here, but it's  
22 there and available and the planning should be  
23 facilitated.

24           We have a critical and crisis situation that's  
25 been ongoing for years in this state on I-10. Now

1 between Picacho and Maricopa Road and on 17 from Anthem  
2 north to 40 it looks like an old fashioned two lane each  
3 way freeway. Those haven't been built in other parts of  
4 this country for 50 years. Let's get up to date and  
5 remove the suicide I-10 and the suicide I-17 and  
6 facilitate traffic in a timely manner and safely.

7 On the Pecos Road alignment that somebody drew a  
8 dotted line on a piece paper about in 1982 and the  
9 Regional Transportation Plan of Maricopa County approved  
10 in '85 that's 25 years ago. In that length of time the  
11 community of Ahwatukee is 99 percent built out  
12 residential. This is no longer a viable route for a main  
13 interstate or freeway. And to be part of the counter mix  
14 highway system, it's absolutely insane and makes no  
15 sense.

16 And to spend 300,000 plus a mile for 22 miles  
17 when it will not facilitate movement of traffic southeast  
18 to central Phoenix or west in any measurable manner, you  
19 might as well take the money and throw it in a Weber  
20 cooker and have a big hot dog roast.

21 This road is no longer timely nor viable as an  
22 interconnection from 10 to 10 east to west and it will  
23 not carry measurable traffic. It will not be a reliever.  
24 And we don't need a truck bypass here. It should be 10  
25 to 85 to 8 to 10. And that's your truck bypass. Thank

1 you.

2 MR. CHAIRMAN: Thank you. Marcus Schmidt.

3 MR. SCHMIDT: Thank you. My name is Marcus  
4 Schmidt. I live in the City of Phoenix. And I'm  
5 wondering if the projections that were presented today  
6 and the plans take into account the recent decision by  
7 our lovely state legislators to re-allocate the lottery  
8 funds away from transportation to other items. That's  
9 going to have a significant impact. So if it hasn't been  
10 incorporated, you'll need to revise that again.

11 And hopefully, the leaders of the communities  
12 that represent at MAG fight back because I know that many  
13 communities have made great sacrifices to stop the  
14 cutbacks in transportation such as the City of Phoenix  
15 with the 2 percent sales tax that city council approve.

16 That reversed a lot of cutbacks that otherwise  
17 would have taken place. That's going to be a sacrifice  
18 for every Phoenix citizen. And for the state to come  
19 around and make us take four steps backward for one step  
20 forward is just not right.

21 The other thing is, you know, we have money for  
22 what we prioritize money for. I just spent a month in  
23 Denver, a city that is smaller than ours, but similar in  
24 a lot of ways to Phoenix, and dealing with a lot of same  
25 problems and yet there are three operational light rail

1 lines there that run very frequently and very reliable,  
2 and they already have plans to soon add more.

3 And why we can't find the money to do that is  
4 very clear. It's going into freeways and roads. We  
5 don't get it. I don't know how you're going to get  
6 environmental quality to improve your plan when you could  
7 be much better off pouring your money into public  
8 transportation than continuing to pour it into freeways.  
9 And besides, dumping money into the 303, how is that  
10 going to alleviate traffic on I-10 which is already a  
11 nightmare as people have stated.

12 If you had heavy rail carrying people from the  
13 northwest valley along the route, then you wouldn't have  
14 that congestion on I-10. I'd say the time for heavy rail  
15 is now. You don't need a new revenue source. You need  
16 to prioritize where you're spending the money and take it  
17 out of things that's just going to increase the pollution  
18 and increase the congestion on our roads. Thank you.

19 MR. CHAIRMAN: Thank you, Mr. Schmidt.  
20 Danny Now.

21 MR. NOW: My name is Danny and I live in  
22 Chandler. But I do frequent Phoenix a lot. And my  
23 concern would be the lack of any type of public transit  
24 in the south Chandler area. There is many people who  
25 live in the neighborhoods who say I wish we had a bus or

1 something to connect to the light rail, but there  
2 currently is no way other than driving your car on the  
3 one-lane road up to any type of public transportation.

4 And I was just wondering if there is anything  
5 that can be done about this. And I looked through the  
6 plans and it doesn't look like Chandler has any plans for  
7 public transit whatsoever. I don't even know what's up  
8 with Route 156 not serving Phoenix anymore because I  
9 actually used that portion a lot. And currently if the  
10 Alex gets cut like what people think it is, there will be  
11 no way to transfer from the 156 to the 56 to get up north  
12 and that whole entire section of Phoenix will be  
13 completely unserved at all because there is no transit  
14 and no buses to serve that area.

15 If there is something that can be done about  
16 that to find a way to reconnect at least that portion of  
17 Chandler Boulevard to be able to use the bus to get over  
18 there without having to take a walk over that bridge.  
19 And I know there is a few people who rode that bus before  
20 who cannot walk over that bridge and they don't have the  
21 strength to. They need that bus. If the Alex really  
22 does get cut, then there is no chance of ever  
23 transferring to the 56 from 48th Street unless they do  
24 something with the 56.

25 And another one would be the park-and-ride lot

1 at 48 Street and Pecos. There is also no way to get  
2 there by a local bus unless you take an Alex, which I  
3 don't know what is going to happen with it.

4 Also, residents of south Chandler looked at the  
5 RTP plan and saw we're getting a bus in 2009 and then  
6 2009 came and passed. And then here we are in 2010 and  
7 the year is going pretty fast and we still don't have a  
8 bus serving that popular shopping area at Gilbert Road  
9 and Germane and no bus to go even further south for  
10 people to come up who don't have a car.

11 And speaking of which, the road is also way too  
12 small, so if you want to bike up that road it's dangerous  
13 because there is traffic going 45 and over. And to add  
14 on more to it you can't even drive on that road because  
15 it is frustration. The signals aren't timed correctly.  
16 You get a green light only to get another red light at a  
17 small little, like, residential road traffic light, not  
18 even a major road traffic light.

19 And there are things that need to be done in the  
20 Chandler area that no one seems to pay attention to.  
21 That's all.

22 MR. CHAIRMAN: Thank you very much.

23 Mr. Sean Sweat.

24 MR. SWEAT: I didn't realize I was going to  
25 be a star up here for three minutes in front of

1 everybody. My name is Sean Sweat. I just moved to  
2 Phoenix about a month ago. I own a car. I'm not chained  
3 to transit. I enjoy driving. I notice how many people  
4 are here to talk about transit, how many people are here  
5 to talk about highways. I see a big disparity. There is  
6 not a lot of people here who are not really pro highway.  
7 Most people are pro transit here.

8 And while I don't need transit to get where I go  
9 every day, I don't need it day in and day out, I want it.  
10 I moved downtown a month ago because it is important to  
11 me that while I'm not chained to transit right now, I  
12 don't want to be chained to a car. I refuse to be  
13 chained by a car. I want multimodal choices, walking,  
14 biking, light rail, buses, taxis that could be my car  
15 maybe some day.

16 But there is two problems I see in the TIP and  
17 in the RTP. The first one is kind of the obvious one.  
18 We're spending a lot on highways that I don't think we  
19 need. I think a lot of people pointed out the 202 we  
20 don't necessarily need that south thing. It was planned  
21 25 years ago.

22 While I realize there is a lot of political  
23 reasons to keep moving to not fail in that endeavor, I  
24 think there is a political out now with the light rail  
25 that was not there 25 years ago. We have an option now.

1 We have an alternate option to put that money.

2 Or the 303 it seems a little interesting. I  
3 think we're letting the tail wag the dog by responding to  
4 where people are going instead of letting people respond  
5 to where we're putting transportation corridors. You see  
6 that a little bit with buses too.

7 I'm pro transit, but I think we take the buses  
8 too far. They don't need to be in east Mesa. They don't  
9 need to be down halfway to Tucson, unless you have a  
10 trans city route -- intracity route. They don't need to  
11 be up in Surprise. If people want to move there, that's  
12 fine. But they need to drive. We can't afford to put  
13 buses there. It doesn't really serve much purpose. We  
14 need to integrate buses and rail, feeder lines, cross  
15 routes.

16 I think we have a lot of opportunity to do  
17 things right and I think we have the right heads here in  
18 Phoenix to do it. I've done some studying on you guys.  
19 I think we need to make right decisions now because this  
20 is a good opportunity with the recession actually,  
21 especially with a lot of people relocating out of  
22 foreclosures. Maybe we can bring them to Tempe. Thank  
23 you.

24 MR. CHAIRMAN: Thank you. Elliot Fisher.

25 MR. FISHER: Thank you, ladies and

1 gentlemen, Elliot fisher. 547 East Quail, Apache  
2 Junction, Arizona. Last time I spoke at MAG I believe it  
3 was 1994. It was before the light rail was put in and I  
4 threatened you guys. I said if you don't do something on  
5 rail, some politician is going to come along and make the  
6 rail situation a cause and you're going to lose face. I  
7 would like to hope it was me who caused it, but light  
8 rail right after that was announced and we see that it's  
9 successful now.

10 I'm out in Apache Junction. We still don't have  
11 a bus out there which is beyond me with all the talk in  
12 Pinal County with CAAG talking about all these numbers of  
13 people. You have to get the residents and the citizens  
14 of the Valley used to mass transit and rail if it's going  
15 to be successful.

16 We don't have it in areas that are as close in  
17 many other cities that have links to suburbs. So you're  
18 already failing on that score in Apache Junction.  
19 Commuter rail is a great idea or heavy rail connecting  
20 the cities. I suggest bring it if San Tan Valley is  
21 going to be what they're claiming it is and they're  
22 talking toll road, which I'm against, I think it is a bad  
23 way to go, put the rail system going to Tucson out east  
24 then south instead of from Phoenix straight down to  
25 Tucson. Utilize -- if you're going to continue to go

1 down the path of building freeways, utilize that corridor  
2 for your rail as well.

3 When the light rail did go in I was for it  
4 because it was better than nothing. But it's still to me  
5 you were servicing the merchants and the real estate  
6 owners along the route rather than the people who need to  
7 use the system and that's the commuters.

8 Do something worthwhile. Don't be afraid to ask  
9 for the money. The public will support it. They support  
10 transit all over the world. Like I said, if you don't do  
11 it somebody will. Freeways even the federal government  
12 has said that for every 5 percent additional concrete you  
13 add, you have 10 percent more waiting time in traffic, so  
14 freeways are not the answer. They weren't the answer for  
15 California and they're not going to be the answer for  
16 Phoenix or anywhere else. Go with something worthwhile.

17 Also, if you're going to have an interim bus  
18 system why not, like Seattle, electric buses string up  
19 the HOV lanes with your cables and run the electric buses  
20 from the suburbs in. It's clean, it's cheap. The  
21 roadway is there. The infrastructure is there. All you  
22 have to do is string up the power and the cables and run  
23 it from Apache Junction into Phoenix. Very inexpensive.  
24 I don't see why it hasn't been done, unless you don't  
25 want to compete with the automobile.

1           Also, you have idle cars in Chicago, New York,  
2 Boston where people are renting cars by the hour.  
3 There's not even a need anymore to have connecting  
4 routes. Thank you very much.

5           MR. CHAIRMAN: Thank you, Mr. Fisher. The  
6 last speaker I can't begin to pronounce your name. It's  
7 Ross.

8           MR. MANICCI: Thank you very much. Good  
9 afternoon. My name is Ross Manicci and I reside in north  
10 Phoenix/Paradise Valley area. I'm here today because of  
11 my deep concern with the elimination yesterday.  
12 Obviously, no one here is going to get blamed for what  
13 happened, but my biggest concern is the elimination of  
14 the LTAF funding.

15           The reason why for this is I've seen what  
16 happened in California with the elimination and now  
17 subsequent almost restoration of the state transit system  
18 program and I'm afraid what happened there will happen  
19 here because that's operational funding and all the  
20 progress that MAG, Valley Metro, Phoenix, Tempe, the  
21 whole region has made would be wiped away and that's  
22 definitely a concern.

23           My understanding in the paper this morning the  
24 first thing I see in the valley/state section right next  
25 to each other big budget aside. I mean, I'm not going to

1 talk about specific routes because this is the MAG and  
2 I'm not going to go into the Orbit, Alex, et cetera.

3 The biggest concern has to do with this  
4 elimination. I'm just wondering what the consequences  
5 will be of this. I mean, I don't want to see all this  
6 progress with public transit to be eliminated because of  
7 a redirection of voter-approved funds into something that  
8 it wasn't originally allotted for.

9 From my understanding California has been  
10 somewhat trying to restore the funding. There's been a  
11 court case regarding their state transit assistance, but  
12 in this case my biggest concern is I just urge you guys  
13 to work. I know there is a budget deficit. I know the  
14 economy is bad. But I know there has to be sacrifices  
15 made but not to the extent of eliminating the LTAF  
16 funding.

17 I mean, I've heard -- when they cut, sales tax  
18 revenues went way down. I don't think the RPTA or any of  
19 the cities can stand a complete elimination of state  
20 assistance. So I urge you to please help find a solution  
21 to satisfy this need because we cannot afford to lose  
22 this much -- we cannot afford to lose any more service  
23 especially something that the voters approved.

24 So I urge you to please find a viable solution  
25 to help restore this funding. I know that there is

1 friends who are in the legislature and you guys who are  
2 passionate about that and I know you guys could do it.  
3 So that's all I have to say. Support transit funding.

4 MR. CHAIRMAN: Thank you, Mr. Manicci.  
5 That does conclude our public comment period. Thank you  
6 very much for being here.

7 MR. SMITH: I do have some written comments  
8 that I would like to read into the record, if that's okay  
9 with you.

10 MR. CHAIRMAN: Yes.

11 MR. SMITH: I believe both of these  
12 comments are from the Wickenburg/Wittmann area. The  
13 first one is K. Carol Kollock, K-o-l-l-o-c-k.

14 Her comment is ADOT cut into the asphalt on  
15 Tegner and constructed planters in place of  
16 two-and-a-half lanes of traffic. The road is already  
17 deteriorating and potholes are developing where they made  
18 the cuts and paved the road and crosswalks with bricks.

19 There are no reflectors on the planters which is  
20 a safety issue.

21 ADOT cut down 60-year-old trees because they  
22 would interfere with utilities, but then planted new  
23 trees in the same place.

24 The grade of the ramp under the bridge might not  
25 meet ADA specifications.

1           The county is not doing all of the improvements  
2 to roadways when they are doing construction on them such  
3 as painting bike lanes.

4           So that's Ms. Kollock's comments.

5           The second set of comments are from Blue  
6 Crowley.

7           The first one is fixed route performance. Even  
8 though the fare box recovery ratio went from just under  
9 25 percent in 2009 to 36 percent to 40 percent and routes  
10 are being cut.

11           Hassayampa illustrative map projected population  
12 of six million is not reflected in Arizona future  
13 population in the RTP. The Belmont Development can  
14 accommodate six million people and will be built over the  
15 next 20 to 30 years.

16           This next comment is a private land ownership  
17 map in the urban atlas that MAG published in 1998 is not  
18 reflected in the RTP.

19           The super grid timeline is insufficient when  
20 75th Avenue does not get bus service until 2026.  
21 Litchfield Road does not have bus service even though  
22 there are east/west routes of Thomas Road, Indian School  
23 Road and Camelback Road and across it.

24           The only improvements to State Route 74 are  
25 right-of-way preservation. No planning is being done for

1 the projected 80,000 people who will live in the area  
2 between Wittmann and Wickenburg. The rail study only  
3 goes as far as Wittmann.

4 LTAF says that elderly are aged 60 and older,  
5 but the senior bus fares apply only to age 65 and older.

6 An additional 2 percent tax should be charged,  
7 not only per gallon of gasoline, but also per mile of  
8 freight and bus pass. This way revenue would go for  
9 other purposes than highways.

10 State Route 74 needs rail to move people.

11 Operate light rail like heavy rail, where wheels  
12 have their own engines.

13 Want transportation improvements to be more  
14 green and less expensive.

15 How accurate were the projections for the street  
16 improvements that appeared in the 1998 urban atlas?

17 Need more coordination with the county to make  
18 MAG maps more accurate. Some of the roadways,  
19 specifically State Route 74, are not shown on MAG maps.  
20 And, I guess, he has indicated he has a map of Maricopa  
21 County submitted for the record.

22 More freeway improvements are needed in the  
23 northwest valley.

24 And regarding the transit framework study, State  
25 Route 74 is not shown on the maps.

1 More transit corridors are needed.

2 Regarding the TIP 50 percent of bus stops are  
3 just signs. We are spending a lot of money on  
4 park-and-ride lots, but we need to get the bus stops up  
5 to standard before spending \$3 million in Buckeye, \$10  
6 million in Glendale, \$3.7 million in Peoria, \$1 billion  
7 for a skyway to the airport, and \$3 million in Laveen.  
8 Only \$700,000 is being spent for bus stop improvements.

9 The RPTA member community in Sun City should be  
10 Maricopa County.

11 Rural route transit tickets do not count toward  
12 a daily pass.

13 And ticket dispensers are needed at Desert Sky  
14 Mall and Arrowhead Mall. Thank you, Mr. Chairman.

15 MR. CHAIRMAN: Thank you for being here.  
16 And thanks to ADOT, CTOC, Valley Metro, METRO, City of  
17 Phoenix Public Transit Department for joining us.

18 All comments provided today will be included in  
19 the official record and made part of the decision-making  
20 process. We hope to see you at the next hearing.

21 We stand adjourned.

22 (The public hearing was concluded at 1:07 p.m.)  
23  
24  
25

1 STATE OF ARIZONA )

2 )

3 COUNTY OF MARICOPA )

4

5 BE IT KNOWN that the foregoing proceedings were  
6 taken before me, Toni M. Gehm, a Notary Public in and for  
7 the State of Arizona; that the foregoing pages contain a  
8 full, true, accurate transcript of all proceedings had,  
9 all done to the best of my skill and ability.

10 I FURTHER CERTIFY that I am in no way related  
11 to any of the parties hereto, nor employed by any of the  
12 parties hereto, and have no interest in the outcome  
13 thereof.

14 DATED at Phoenix, Arizona, this 19th day of  
15 March, 2010.

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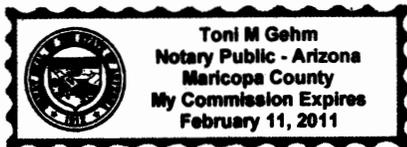
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*Toni M. Gehm*

Toni M. Gehm  
Notary Public



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**IV. APPENDIX A.  
PUBLICITY MATERIAL**

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# Transportation Public Hearing

Friday, March 19, 2010, Noon  
MAG Offices, Saguaro Room  
302 North 1<sup>st</sup> Avenue, Second Floor  
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit Department, will conduct a public hearing on the Draft Project Listing for the FY 2011-2015 MAG Transportation Improvement Program; Draft Regional Transportation Plan 2010 Update; ADOT Tentative FY 2011-2015 Five Year Freeway Program; Regional Transit Update; and Job Access Reverse Commute/New Freedom Grant Update.

The draft documents are available for review at the MAG offices, 3rd floor library, from 8:00 a.m. to 5:00 p.m., Monday through Friday. All comments and questions received during the public hearing will be included in the MAG Transportation Public Involvement Input Opportunity Report.

For more information or to arrange disability accommodation, contact Jason Stephens at (602) 452-5004 or via e-mail at [jstephens@mag.maricopa.gov](mailto:jstephens@mag.maricopa.gov).



# ON THE MOVE



**PARTNERS IN PROGRESS**

## Transportation Public Hearing

**Friday, March 19, 2010, Noon**

**MAG Office, Ste. 200-Saguaro Rm.  
302 North 1st Avenue, Phoenix**

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking in the garage below the MAG building will be validated, and transit 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](mailto:jstephens@mag.maricopa.gov).

# Please Join Us!

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Draft documents are available online at:  
[www.mag.maricopa.gov/event.cms?item=11428](http://www.mag.maricopa.gov/event.cms?item=11428)



**City of Phoenix**  
PUBLIC TRANSIT DEPARTMENT



**FOR IMMEDIATE RELEASE**

**CONTACT:** Kelly Taft  
Communications Manager  
(602) 452-5020

## **MAG Seeks Input on Transportation Plans Public Hearing March 19**

**PHOENIX (March 11, 2010)** – The Maricopa Association of Governments (MAG) is encouraging members of the public to attend a public hearing on Friday, March 19, 2010 to share their transportation priorities and provide feedback on the most recent transportation plans and programs.

MAG, in conjunction with the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee, Valley Metro, METRO, and the City of Phoenix Public Transit Department, will conduct a public hearing to provide information on the most recent transportation plans, including freeway, street and transit projects. The hearing will begin at **12 p.m. (Noon), Friday, March 19, 2010, at the MAG Offices, 302 N. 1<sup>st</sup> Avenue, Phoenix, Second Floor, Saguaro Room.**

Draft documents for the projects are available for review on the MAG Web site or under the “resources” tab at the following link: <http://www.mag.maricopa.gov/event.cms?item=11428>. Comments may also be sent via email to Jason Stephens at [jstephens@mag.maricopa.gov](mailto:jstephens@mag.maricopa.gov).

The Plans being discussed include:

- Draft Project Listing for the FY 2011-2015 MAG Transportation Improvement Program
- Draft Regional Transportation Plan 2010 Update
- ADOT Tentative FY 2011-2015 Five Year Freeway Program
- Regional Transit Update
- Job Access Reverse Commute/New Freedom Grant Update

Public comments received at the hearing or via email will be presented to the MAG policy committees in April for review and consideration before the plans are approved for an air quality conformity analysis. A second public hearing will be held in June before the final plans are adopted in July.

For more information about attending the hearing, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at (602) 452-5004. Parking under the MAG building will be validated, and transit tickets will be provided to those who use transit to attend the meeting. For media requests, please contact Kelly Taft, MAG communications manager, at (602) 452-5020.

###

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**PARTNERS IN PROGRESS**  
**Transportation**  
**Public Hearing**

**Friday, March 19, 2010, Noon**  
MAG Office, Ste. 200-Saguaro Rm.  
302 North 1st Avenue, Phoenix

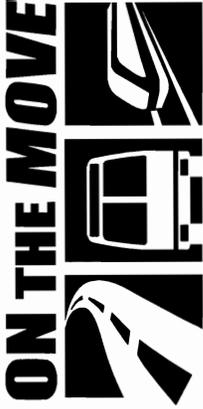


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**PARTNERS IN PROGRESS**  
**Transportation**  
**Public Hearing**

**Friday, March 19, 2010, Noon**  
MAG Office, Ste. 200-Saguaro Rm.  
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**PARTNERS IN PROGRESS**  
**Transportation**  
**Public Hearing**

**Friday, March 19, 2010, Noon**  
MAG Office, Ste. 200-Saguaro Rm.  
302 North 1st Avenue, Phoenix



 **MARICOPA  
ASSOCIATION of  
GOVERNMENTS**  
302 North 1st Avenue, Suite 300  
Phoenix, Arizona 85003

 **MARICOPA  
ASSOCIATION of  
GOVERNMENTS**  
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Phoenix, Arizona 85003

***You're invited!***

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***You're invited!***

***You're invited!***

---

**V. APPENDIX B.  
CORRESPONDENCE RECEIVED  
DURING MID-PHASE**

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## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Tuesday, February 02, 2010 4:01 PM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'Mike Frost'  
Email Address : 'frostyaz@hotmail.com'  
Subject : '202 south Mountain'  
Page : '/detail.cms?item=953'

Feedback :

'MAG,

Please lets make sure to consider running this truck bypass along the Riggs Road, Beltline, 51st Avenue corridor. . It already has the easement/right of way, and the land necessary for passage through the Gila Reservation. A two decker, trucks on bottom autos on top would be very inexpensive to build and no more land would be needed. The road and grade is already there. Trying to make the loop conjoined just for &quot;looks&quot; does not make it the best solution. This alternative would eliminate traffic before it hits Phoenix on the 10, keep it away form South Mountain disturbance, and away from Ahwatukee schools and neighborhoods.

Please make this part of the discussion. Save the tax payers money and take care of the traffic in one easier, less expensive, rational plan.

Sincerely,

M. Frost'

## Jason Stephens

---

**From:** Debra Callaghan [Debra.Callaghan@asu.edu]  
**Sent:** Monday, March 08, 2010 9:09 AM  
**To:** Jason Stephens  
**Subject:** RE: transportation

Thank you so much for taking the time to let me know this...I look forward to your updates

Debra

---

**From:** Jason Stephens [mailto:jstephens@mag.maricopa.gov]  
**Sent:** Monday, March 08, 2010 9:04 AM  
**To:** Debra Callaghan  
**Subject:** RE: transportation

Debra –

Thank you for your input. It will be made part of the formal record and forwarded to the Regional Council for review and consideration prior to any actions taken on draft plans and programs. MAG is currently working with Pinal County in an attempt to see what can be done to include them in the planning area. There are many issues being discussed and I don't expect a decision anytime soon, but we are working together and exploring options. Thank you again for taking the time to write and I wish you the best of luck. I will keep you informed of the talks between MAG and Pinal County.

Thank you,

Jason (602) 452-5004

---

**From:** Debra Callaghan [mailto:Debra.Callaghan@asu.edu]  
**Sent:** Friday, March 05, 2010 11:25 AM  
**To:** Jason Stephens  
**Subject:** transportation

Good morning Mr. Stephens,

Since I am unable to attend your March 19<sup>th</sup> meeting regarding public transportation, I am e-mailing you with my concerns. I live in Maricopa and work at ASU. I love my home and I love my job and right now I am able to get to work via the "Max", Maricopa express through the All Aboard Bus Company. It is a big possibility that this route will not be continued after the first of 2011. Hence, those of us who do take this bus will need viable transportation to get to work.

I have asked ASU's parking and transit department many times if we can get a bus pass as we would if we lived in Tempe to ride the buses at a lower rate. We've been told no, as we are in Pinal County and not Maricopa County. Parking costs here at ASU are exorbitant and I can not afford to park here.

Is there any way that these two counties can work together for the best of all employees to have a program that would allow us to get to work safely and at an affordable cost? ADOT is well aware of the Maricopa Express. We are trying to keep as many cars off the roads as possible. The I-10 to mention one huge thoroughfare.

I appreciate your time and attention to this concern.

Sincerely,

Debra Callaghan

Debra Callaghan  
Secretary Administrative  
Clinical Psychology Center  
Arizona State University  
480-965-7296



## Jason Stephens

---

**From:** Ben [scretired@cox.net]  
**Sent:** Tuesday, March 09, 2010 4:55 PM  
**To:** Jason Stephens  
**Cc:** maryroseandben@hotmail.com  
**Subject:** Grand Avenue Working Group Recommendations

Jason,

I am currently a member of the Sun City Home Owners Association Transportation Committee, but I also participated in the Grand Avenue Working Group, which met in a series of meetings during 2007-2008 to make recommendations for the Regional Transportation Improvement Plan--particularly looking at safety concerns along the U.S. 60 Corridor that is under construction from Loop 101 to Loop 303. After many meetings of the working group and participating in several public hearings to get additional testimony from area residents impacted by the U.S. 60 widening project, the Working Group recommended that improvements be made and in the following order as funds became available. 1. A safe crossing of Bell Road/Grand Avenue (Grade Separation) 2. A safe crossing of Grand Ave. at 103rd Ave. and 3. Improvement of the intersection of Thunderbird with Grand Avenue.

After reading through all of the documents attached to the meeting call for March 19 to review the proposed Regional Transportation Improvement Plan (2011-2015) I did not see any line items for any of the three recommended items of the Grand Avenue Working Group.

Am I wrong? To whom do I address my questions/concerns and when? I would appreciate your advice/counsel regarding the matter.

Respectfully,

Ben Roloff, Sun City Home Owner Association Board Member (Transportation Committee Member)

## Jason Stephens

---

**From:** Jean Duncan [Jean.Duncan@asu.edu]  
**Sent:** Wednesday, March 10, 2010 9:11 AM  
**To:** Jason Stephens  
**Subject:** questions/comments

Good Morning Jason,

My name is Jean Duncan and I am an employee at ASU in Tempe. I happened to see a yellow post card on campus for your "On the Move" meeting scheduled for next Friday. I cannot attend the meeting, but when I saw that I could send input to you – I jumped at the opportunity.

I ride the MAX Express every day from the city of Maricopa to Tempe. I can't begin to tell you what a wonderful resource these MAX buses have become for the growing population in Maricopa who commute every day into the Valley.

Are there any plans in the future for MAG to work outside Maricopa County and possibly partner with other counties (Pinal County in particular)? Some people that ride our bus get rate reductions or passes through their employer. ASU does not at this time offer any reductions or incentives for those of us who travel from outside Maricopa County.

Thank you for accepting my comments.

Jean Duncan  
Office Assistant  
Residential Life  
480-727-0482

## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Friday, March 19, 2010 12:14 AM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'Carolyn Pelzek'  
Email Address : 'pelzek@escapees.com'  
Subject : ' MAG Regional Bike Map 2008'  
Page : '/detail.cms?item=8884'

Feedback :

'A big list of light rail stations is right over a large section of the bike path map on the download version. Not very helpful'

## Jason Stephens

---

**From:** jmcglory@metrophoenixcomputers.com  
**Sent:** Friday, March 19, 2010 9:39 PM  
**To:** Jason Stephens  
**Subject:** Local Bus Routes in South Chandler

Is there a way you can send me the maps in todays meeting? Also I was wondering what is going to happen to Route 136 and the extension to riggs and val vista? What routes are getting cut due to LTAF funding redirections?

Thank You,

John McGlory  
Sent from my Verizon Wireless BlackBerry

## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Saturday, March 20, 2010 8:59 AM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'Michael'  
Email Address : 'msw1266@gmail.com'  
Subject : 'General Information'  
Page : '/detail.cms?item=11679'  
Feedback :

'I am currently a volunteer for the Valley of the Sun Clean Cities Program. I recently came across the MAG website but I am not sure who is welcome to participate nor what the goals and meetings are for. I've read the website materials but I am still having trouble getting a general sense about the daily tasks of MAG. Could you please sorta simplify MAG's goals and member's expectations? Also, are there opportunities for volunteers?'

## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Monday, March 22, 2010 10:48 AM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'John A. Heldt'

Email Address : 'jaheldt@excite.com'

Subject : 'Bike paths'

Page : '/about.cms'

Feedback :

'Hello. I recently downloaded your &quot;Bike Ways&quot; PDF and have a question. Where is the paved bike path pictured at the top of the map (the one surrounded by a lawn) located?

Thanks.'

## Jason Stephens

---

**From:** Kevin Wallace  
**Sent:** Monday, March 22, 2010 2:16 PM  
**To:** 'jmcglory@metrophoenixcomputers.com'  
**Cc:** Jason Stephens  
**Subject:** RE: Local Bus Routes in South Chandler

Mr. McGlory,

According to the recently adopted Transit Life Cycle Program, Route 136 (Gilbert Road) will be adjusted to provide: Weekday thirty30-minute (30) all day service with current route alignment. Weekend sixty minute (60) all day service with current route alignment. Total trips funded = 68 weekday/34 weekends.

Regarding your question on LTAF, the regional transit operators are just beginning to meet to discuss this issue. It is my understanding that Valley Metro/RPTA would conduct public hearings prior to the implementation of additional service cuts.

Kevin Wallace  
Transit Program Manager  
Maricopa Association of Governments  
Phone: 602.254.6300

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

**From:** jmcglory@metrophoenixcomputers.com [mailto:jmcglory@metrophoenixcomputers.com]  
**Sent:** Friday, March 19, 2010 9:39 PM  
**To:** Jason Stephens  
**Subject:** Local Bus Routes in South Chandler

Is there a way you can send me the maps in todays meeting? Also I was wondering what is going to happen to Route 136 and the extension to riggs and val vista? What routes are getting cut due to LTAF funding redirections?

Thank You,

John McGlory  
Sent from my Verizon Wireless BlackBerry

## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Monday, March 22, 2010 4:41 PM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'Jessica Alexander'  
Email Address : 'jalexander@glendaleaz.com'  
Subject : 'Bicycling Brochures'  
Page : '/display.cms'  
Feedback :  
'Greetings from the Glendale Visitor Center!'

The Glendale Visitor Center assists in approximately 1,500 visitors per month with their vacation and information needs.  
Your brochure has been so popular we are out of stock! We would love for you to send us your 2010 brochures.  
Please send us a supply of 100 MetroPhoenix Bike Ways brochures for our racks.

Please send to:  
Glendale Visitor Center  
Attn: Jessica  
5800 W. Glenn Drive, Suite 140  
Glendale, AZ 85301

Thank you for helping promote the wonderful experiences Arizona has to offer. If you have any questions, please contact us by e-mail at [jalexander@glendaleaz.com](mailto:jalexander@glendaleaz.com)

Warmest Regards,  
Jessica Alexander,  
Tourism Information Specialist'

## Jason Stephens

---

**From:** josephlagunas [mormon339@yahoo.com]  
**Sent:** Wednesday, March 24, 2010 3:39 PM  
**To:** Jason Stephens  
**Subject:** Dear jstephens

A High Speed train from Phoenix to Las Vegas ?

IT will be better for the people of valley of the sun because people are spending way more money getting to and from Vegas by the airline and driving up the dangerous highways. A High speed train will save people a lot of money and a lot of life !

## Jason Stephens

---

**From:** mag@theshortestpath.com  
**Sent:** Wednesday, March 24, 2010 2:23 PM  
**To:** Jason Stephens  
**Subject:** Feedback Received

Feedback received from 'David Moxley'  
Email Address : 'dmoxley@atiaz.com'  
Subject : 'Development Impact Fees Study'  
Page : NULL

Feedback :

'MAG did a study on Development Impact Fees back in 2002, are there any plans on a new study on these fees? Or are there newer studies that I missed?

Thank you.

David'

## Jason Stephens

---

**From:** josephlagunas [mormon339@yahoo.com]  
**Sent:** Wednesday, March 24, 2010 3:39 PM  
**To:** Jason Stephens  
**Subject:** Dear jstephens

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# Bus company probed after I-10 crash kills 6



DAVID KADLUBOWSKI/THE ARIZONA REPUBLIC

Workers remove bodies after a tour bus rolled over on Interstate 10 Friday, killing six people and injuring 16. The crash occurred at 5:25 a.m. when, authorities say, the bus rear-ended a pickup truck, fishtailed, swerved and then rolled down an embankment.

## Calif.-based carrier has a history of safety violations

By Robert Anglen

THE ARIZONA REPUBLIC



NICK OZA/THE ARIZONA REPUBLIC

Drs. Chris Cundiff and Rachel Levitan, at the ER at Maricopa Medical Center in Phoenix, treat passengers who were injured in the crash.

### Searching for answers

State and federal investigators begin the painstaking work of trying to piece together the cause of Friday's deadly bus crash on I-10, while other officials

The company that owns a tour bus that rolled over Friday on Interstate 10, killing six people, has a history of safety violations, no federal record of insurance and could not legally carry passengers in Arizona, *The Arizona Republic* has learned.

Transportation-safety records and federal regulators confirm the only two buses owned by Tierra Santa Inc. of Van Nuys, Calif., were not licensed to carry passengers across state lines.

But Tierra Santa's buses have been hauling passengers from Mexico across the Southwest to California, even though they were stopped and cited three times last year by state and federal transportation inspectors in Arizona, New Mexico and Texas.

Federal regulators were unable to say Friday why the buses were allowed to continue operating.

"I cannot comment. It is an ongoing investigation," said Duane DeBruyne, a Federal Motor Carrier Safety Administration spokesman,

# Millions in claims paid

## City employees average 1 vehicle accident a day, Republic analysis finds

By Scott Wong  
THE ARIZONA REPUBLIC

City of Phoenix vehicles are involved in at least one accident a day on average, according to an *Arizona Republic* analysis of liability claims paid by the city in the past five years.

From 2005 to 2009, Phoenix paid

claims for 2,339 accidents involving police cars, firetrucks, buses and other city vehicles, costing taxpayers about \$15.7 million. That works out to roughly 1.3 accidents per day, including weekends.

Figures for 2009 covered only part of the year, meaning the total number of claims likely will be higher when they are tallied this year.

Vehicle-related accidents have proven to be the most costly type of claim for the cash-strapped city, which this week cut \$64 million in services and eliminated nearly 520 positions from the general-fund budget.

But city officials say the large number of

See ACCIDENTS Page B6



MARK HENLE/THE ARIZONA REPUBLIC

Investigators inspect the mangled remains of a tour bus that hit a pickup on Interstate 10 south of Ahwatukee and rolled over, killing six people aboard and injuring the 16 other riders. To see a slide show of more photos from this story, go to [news.azcentral.com](http://news.azcentral.com).

## 6 passengers die in bus crash

### Authorities work to find cause, ID victims

By Glen Creno, Megan Boehnke  
and Eddi Trevizo  
THE ARIZONA REPUBLIC

Investigators are expected to spend weeks looking for the reasons an illegally operating tour bus rear-ended a pickup truck early Friday on Interstate 10 south of Ahwatukee and veered into a horrific rollover that killed or injured everyone onboard.

Of the 22 people aboard, four women

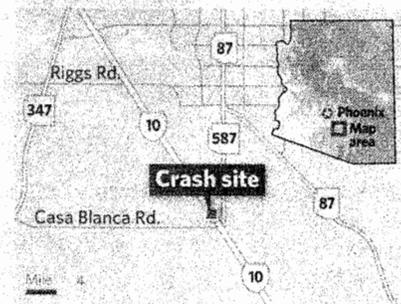
and two men died after they were tossed from the Los Angeles-bound bus, which started its journey Thursday in central Mexico.

The remaining passengers were taken to five Valley hospitals and included five passengers flown by helicopter in critical condition. Three children and the driver were among the injured.

Federal transportation officials said

See BUS CRASH Page B3

### Bus-crash site



Source: Department of Public Safety  
JACY SMITH/THE ARIZONA REPUBLIC

# Freeway to hell

By JON TALTON  
SPECIAL TO AFN

What will be the final nail in the coffin of the city of Phoenix?

I vote for the Loop 202 South Mountain Freeway.

If the freeway is built, it will be a gamble for everybody - a bet that the old sprawl model can work one last time to generate short-term profits for the Real Estate Industrial Complex by turning largely worthless land into sites for tilt-up commercial space, subdivisions, shopping strips, In-N-Out Burger boxes and the entire dreary aggregation of suburbia. Some stand to get very wealthy off the deal, including, apparently, Phoenix City Councilman Sal DiCiccio. Like so many "local leaders," he is not a high-tech entrepreneur, venture capitalist, stem-cell researcher, professor or clergyman - he's a real-estate guy. But with so much leverage still weighing down the development game and higher energy prices just around the corner, one has to wonder if the ol' Growth Machine has one more go in it. Yet Arizona is like a dinosaur whose tiny reptilian brain hasn't yet processed that its tail is on fire - so it will keep building out a 1965 transportation system.

It worked in LA in 1965 because Los Angeles actually had a real economy, not just a real-estate economy. And gasoline was still cheap; America itself had not yet had its national oil peak. Now Southern California has destroyed so much of itself with freeways and, facing the damage, has embarked on rebuilding its once-great rail infrastructure. Thus, LA now has one of the nation's most extensive light-rail systems and commuter rail operations. In Phoenix (and this deserves its own Phoenix 101 post), freeways were mostly about maximizing profits for landholders and developers whose property was otherwise good only for agriculture or worthless desert. The real economy always lagged, and finally stopped trying to keep up entirely. But the biggest loser from the freeways was the city of Phoenix.

Phoenixians paid by far the largest amount of sales taxes that then sucked development, residents and ultimately much of the region's already limited business base out of the city. Yes, the city nominally benefits from the development along the Loop 101 in far north Phoenix - but that area is not culturally, socially or historically part of the city - and it can't make up for the damage done by the Papago Freeway, or ultimately abandoned Paradise Parkway, or the probably hundreds of thousands of lost jobs. Much less can it make up for the damage done to the city economy by East Valley suburbs that exist only because of aggressive freeway building. And Phoenixians paid for this privilege.

The South Mountain Freeway would complete the encirclement of the city by suburban freeways. If the financial system allows it, it would lead to the predictable wave of soul-destroying warehouses and office "parks," most built on spec. The leasing boys would be about town luring companies in the central city out to new space on the loop. And so limited is the local economy - yes, it is largely a zero-sum game. While some of this might be nominally located in the city limits, it will pull companies and potential investment away from downtown, the central city, even the Biltmore area. Thus, like its predecessors, this new freeway will help deter reinvestment in the existing urban footprint while helping expand linear slums, tear-downs and empty land in the core.

The environmental consequences will be similarly atrocious. Car-caused pollution is already the largest smog problem in the region, which suffers from high asthma and other smog-worsened illnesses. This freeway will make it worse. It will help kill off the last of agriculture in the southwest part of the metro area, further aggravating the dangerous heat island. Apparently it will be the most expensive freeway yet built - that's helpful for a state that is selling off its crappy buildings just to stay out of hock. And at a time when the world is changing, it is a foolish diversion of resources and attention. The metro area should

be focused on providing frequent, convenient 21st-century transportation options, especially commuter rail, light-rail and trains to Tucson (and LA), as well as the Sky Train at the airport. These projects would create more jobs, especially permanent ones, than freeway-building. They would reduce pollution and give the region a chance, at least, in the higher-cost energy future.

Metro Phoenix has enough freeways. It has too many freeways. Need to bypass the city on Interstate 10? Do it at Casa Grande using Interstate 8 and then rejoin I-10 via Arizona 85, or vice versa.

The city of Phoenix is already at the tipping point. It has the majority of the metro area's poor, working poor, including low-skilled, first-generation immigrants with no way into the mainstream. It has the majority of social problems, linear slums and underfunded, underperforming schools. It lacks the economic size and diversity of any other city of its population, or even those considerably less populous. Thus it increasingly struggles to meet its "carrying costs" as a large city, much less compete in the world economy. Nor does it have the cool, energetic downtown and urban neighborhoods to attract young talent (choices its competitors all offer, while also having local-like subdivisions outside town, too). The spec crapola in places like Chandler and Goodyear, built in the mid-2000s, will siphon off more economic vitality in whatever tepid recovery might come.

The South Mountain Freeway has no redeeming value - unless you're one of the elites who will profit from it. Or one of perhaps the majority that can't even imagine another "lifestyle" that isn't built around endless driving and freeways. That's how they roll in "the Valley," right?

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