

**Let's Keep
Moving!**



Regional Transportation Plan Input Opportunity Report



November 2003



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Cover page photo: Montage of public meetings

TABLE OF CONTENTS

EXECUTIVE SUMMARY/INTRODUCTION	1
SECTION I.	
PUBLIC MEETING/HEARING	
COMMENTS AND STAFF RESPONSES	7
SECTION II.	
PUBLIC HEARING TRANSCRIPTS	81
SECTION III.	
E-MAIL AND ONLINE COMMENTS AND STAFF RESPONSES	83
SECTION IV.	
COMMENTS RECEIVED VIA TELEPHONE AND U.S. MAIL	
AND STAFF RESPONSES	125
SECTION V.	
RESPONSES TO COMMENTS RECEIVED AT MAG POLICY COMMITTEE	
MEETINGS FROM SEPTEMBER THROUGH NOVEMBER OF 2003, INCLUDING	
THE FINAL PHASE PUBLIC HEARING HELD ON NOVEMBER 21, 2003	133
SECTION VI.	
LETTERS/CORRESPONDENCE	161
SECTION VII.	
SURVEY RESULTS/PUBLIC INPUT FORM	163

EXECUTIVE SUMMARY

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 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) has spent the past two years conducting intensive transportation studies and talking to thousands of people to identify future transportation needs. During Phase I of the Regional Transportation Plan and the first half of Phase II, MAG held hundreds of opportunities to solicit input from the public, transportation stakeholders, elected and appointed leaders, city planners, transportation councils, and Native American Indian communities. Results of public input opportunities prior to and through June 2003 can be found in the Regional Transportation Plan Input Opportunity Interim Report. This report is available on the MAG Web site at www.mag.maricopa.gov, or can be requested through the MAG office. The input from these public meetings and events was considered by the Transportation Policy Committee (TPC) in the development of the Final Draft Stage of the Regional Transportation Plan.

During the final phase of public input from July through November 2003, the MAG public involvement team conducted six public meetings/hearings, participated in special events and made presentations to several organizations. The purpose of these meetings and activities was to communicate the elements of the plan, provide both formal and informal opportunities to collect citizen comment on the plan, and ensure that the final plan incorporates citizen priorities and addresses public concerns.

This report focuses on input received from July 2003 through November 21, 2003.

INPUT OPPORTUNITIES

All comments received during the Final Draft Stage, along with staff responses to comments, are included in this Input Opportunity Report. Six public meetings/hearings were held at locations across the region, including the Central, Southwest, Northwest, Southeast and Northeast areas, as well as a Surprise/Sun City meeting and a Final Phase Public Hearing conducted at the MAG offices.

In addition to the seven public meetings, six business meetings were also held to solicit review and comment on the plan by members of the business community. The business community was identified early in the process by the TPC as a key stakeholder in the development of the plan, because of the impact of transportation on the Valley's economy. The TPC recognized that the movement of goods in and out of this region, as well as businesses' ability to attract high quality employees through an adequate transportation system, is vital to their livelihood and survival. Comments received during the business community meetings are incorporated in this report.

MAG also participated in special events such as the Latino Institute and the Grand Canyon Minority Business Opportunity Trade Fair and made presentations on the Final Draft Stage of the plan to the Mesa East Rotary Club and the East Valley Disability Advocacy Group. Dates and locations for the public meetings and other special events are listed below.

The transcripts of comments received are included in Section II of this report for review. All transcript comments were answered with a formal response, which are included in Section I of this report. Section III includes responses to comments received via e-mail and online. Section IV includes responses to comments received via telephone and U.S. Mail. Section V includes responses to comments received at MAG policy committee meetings from September through November of 2003, as well as comments received during the Final Phase Public Hearing held on November 21, 2003. Section VI includes letters and correspondence, and Section VII contains a copy of the public input form and survey results.

MEETING FORMAT

The format for the business meetings and public meetings was the same. Business meetings were held from 3:30 to 5:00 p.m. with a presentation at 4:00 p.m. Public meetings were held from 5:00 p.m. to 7:00 p.m. with a presentation at 5:30 p.m. An open house preceded the meetings featuring maps, informational materials and displays.

During the presentation portion of the meeting, information on the draft plan was presented followed by a question-and-answer period. Comments and responses made during the question-and-answer period were recorded in summary form and are included in this report. A court reporter was available in a designated area to record formal comments. In addition, a "public input form" was distributed to capture comments in a survey format. The results of this survey were tabulated and can be found in Section VII, Appendix A. results are tabulated by overall combination of results, public meeting combination of results, Title VI combination of results (includes comments from the Latino Institute,

Grand Canyon Minority Business Opportunity Trade Fair and the East Valley Disability Advocacy Group), and by individual meetings.

SUMMARY OF SURVEY RESULTS

The primary method for outreach conducted during the final input period was six public meetings/hearings that were held in six regional subareas, including a Central, Southwest, Northwest, Surprise/Sun City, Southeast and a Northeast meeting. A total of about 500 Valley residents participated in the six meetings.

Because the business community was identified early in the process as one of our key stakeholders, in addition to the public meetings, six business meetings were also held at the same locations prior to each public meeting to provide a specific opportunity for input from Valley employers and other business representatives.

We also hosted booths and made presentations to a number of other groups, including targeted outreach to minority and low-income (Title VI) communities. Other input was received via U.S. mail, online and over the telephone.

An overwhelming majority of respondents (97%) agreed there is a significant transportation problem in Maricopa County that needs to be addressed. A majority (78%) were aware that the half-cent sales tax passed by voters in 1985 will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County.

Respondents were asked whether they agreed with the level of improvements identified in the MAG Draft Regional Transportation Plan by mode. A total of 82% of respondents strongly agreed or agreed with the level of improvements identified in the plan for bus improvements. Approximately 80% of respondents strongly agreed or agreed with the level of improvements identified in the plan for freeway improvements. About 69% of respondents strongly agreed or agreed with the level of improvements identified in the plan for light rail improvements (with nearly half of respondents strongly agreeing), and approximately 85% of respondents strongly agreed or agreed with the level of improvements identified in the plan for street improvements.

When asked if they agreed overall that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs, 64% agreed with the Plan (27% strongly agreed, 38% agreed), while 24% disagreed, and 9% strongly disagreed.

Scientific Telephone Poll

In addition to the public input opportunities described in this report, a random-sample telephone poll of 600 registered voters was conducted by Behavior Research Center on behalf of the Transportation Policy Committee in August 2003. The poll indicated that 75 percent of Maricopa County voters would support the extension of the current half-cent sales tax for transportation, if the election were held today.

The support was strong within all geographic areas of the Valley. The poll also found that awareness of the expiration of the half-cent sales tax for transportation has risen since a similar poll was conducted in December, from 27 percent to 31 percent. Voters were also asked to rate their overall transportation spending priorities. Freeway, major street improvements and bus service were the highest-rated priorities, with six to seven in ten giving each a high priority. Light rail and Dial-a-Ride services received high priority ratings from 45 percent and 39 percent, respectively, while another fifth to a third rated each as “moderate” priorities. Voters also showed support for regional improvements, with 89 percent reporting that they favor a transportation system that improves how people get around the entire Valley, and only nine percent favoring one that improves how people get around their area of the Valley.

When asked the likelihood of utilizing various transportation modes in the future, 94 percent of respondents indicated they or a member of their family would use freeways, 55 percent indicated they would use light rail, 49 percent bus service, and 25 percent Dial-a-Ride.

Even when presented with arguments both for and against individual transportation modes, support for the tax extension remained high. The primary reasons voters gave for supporting the sales tax extension were that the overall transportation system in the Valley needs to be improved or kept current, improvements are needed to keep up with Valley growth, there is a need for more or updated freeways, and there is a need to reduce traffic congestion.

Information from the scientific poll was considered by the TPC in developing the Final Plan.

PUBLICITY

The meetings/hearings were noticed with a display advertisement and public notice in the Arizona Republic and through several press releases sent to media outlets throughout the Valley. Invitations for the business meetings were sent to business stakeholders and major employers. Other techniques used to notice the meeting included targeted mailings, e-mail and invitation by phone.

There were two separate front page stories in the Arizona republic that noted the meetings/hearings, as well as several editorials about the Plan in which the public was urged to participate in the meetings. There were a number of articles in the East Valley Tribune regarding the development of the Plan, and a variety of smaller local newspapers that also printed the meeting times. The meetings were announced frequently on KJZZ FM 91.5. The list of meetings was also on MAG’s Web site, on the Regional Transportation Plan Web site, and through a link from the KJZZ Web site.

LOCATIONS

The meetings/hearings were held in various locations throughout the Valley to accommodate residents in the MAG region. All of the 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, alternate materials, and FM/Infrared listening devices were available upon request.

The list on the following page represents the dates and locations where the meetings/hearings, special events and presentations were held.

<p>Latino Institute Washington Adult Community Center August 16, 2003 Phoenix</p>	<p>Central Public Meeting Burton Barr Central Library August 19, 2003 Phoenix</p>
<p>Southwest Public Meeting Public Safety Building – Second Floor August 20, 2003 Avondale</p>	<p>Northwest Public Meeting Midwestern University – Agave Hall August 21, 2003 Glendale</p>
<p>Grand Canyon Minority Business Opportunity Trade Fair Phoenix Civic Plaza August 27, 2003 Phoenix</p>	<p>Surprise/Sun City Ashton Ranch Elementary School September 2, 2003 Surprise</p>
<p>Southeast Public Meeting Mesa Rendezvous Center Superstition North Ballroom September 3, 2003 Mesa</p>	<p>East Valley Disability Advocacy Group September 8, 2003 Mesa</p>
<p>Mesa East Rotary Club Victory Lutheran Church September 8, 2003 Mesa</p>	<p>New River/Desert Hills Community Association September 9, 2003 New River</p>
<p>Northeast Public Meeting Community Design Studio September 10, 2003 Scottsdale</p>	<p>Final Phase Public Hearing MAG Offices November 21, 2003 Phoenix</p>

I. PUBLIC MEETING/HEARING COMMENTS AND RESPONSES

**Editor's Note: The following comments were received at different stages during the development of the Regional Transportation Plan, during which modal funding allocations were modified slightly by the Transportation Policy Committee. Therefore, responses to comments containing references to modal funding allocations may vary by meeting, but are included here as they were presented to members of the public at the time of the meeting. It should be noted that under the Final Plan, 57 percent of total regional funds are dedicated to freeway/ highway improvements; 32 percent are dedicated to transit (15 percent to bus service improvements, 15 percent to light rail extensions/improvements, and two percent to other transit programs); 9 percent to street improvements; and 2 percent to other programs such as safety planning and bicycle and pedestrian projects.*

CENTRAL PUBLIC MEETING – PHOENIX

FORMAL COMMENTS

Comment from Thormon Ellison:

“In my own words I would say that I will not support this plan unless it is paid for by gasoline tax.”

Response:

Because transportation needs are so great in the region, a variety of funding sources are used in the Regional Transportation Plan (RTP). Funding sources do include the gasoline tax, but 56 percent of the funding for the RTP would come from the extension of the countywide half-cent sales tax for transportation. There has been strong public support in the past at both the local and regional level to apply sales tax revenues to transportation needs. Recent polling also indicates a continuation of this support.

Comment from Walt Gray:

“I – one thing I would – I know it’s costly to extend light rail, but it might be good to add to the plan an extension on the light rail up to the new Cardinal stadium and Coyote stadium from I-10. Although the plan may not contain enough funding for that, maybe that could come in the next element or some future increase in funding.”

“There’s been some talk of a one-cent sales tax for the transportation plan. I am opposed to a one-cent sales tax. I do support a half-cent sales tax. But sales taxes are regressive and they put too great a burden on low-income people.”

“I think if more income is needed over the half-cent sales tax, the developers should pay part of that share.”

Response:

There is a desire by some to put additional light rail in the region. However, as you note, more projects in the Regional Transportation Plan (RTP) mean that more funding is needed. MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the RTP. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers will now need to consider how to integrate into the plan all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors. Some of the near-term corridors recommended in the HCT are included in the RTP, and the draft RTP also includes \$5 million in funding for additional study on implementing commuter rail.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

Several months ago, when deciding potential funding sources for the RTP, the MAG Transportation Policy Committee determined that a one-half cent extension was most feasible, since the existing one-half cent funding source for transportation will be expiring in 2005. A one-cent tax for transportation would be a tax increase, which would likely not be favorably supported by voters, especially in these difficult economic times.

Comment from Bob McKnight:

“My concern is that while we are seeing a plan for what happens if the sales tax passes, we are seeing no plan if the sales tax fails. It would seem that’s when we really need a plan is when the sales tax doesn’t pass and you are short all these billions of dollars that you expect the sales tax to finance. If it doesn’t pass, then what are you going to do? That’s what we need the planning for.”

Response:

Several months ago, when deciding potential funding sources for the RTP, the MAG Transportation Policy Committee determined that a one-half cent extension was most feasible, since the existing one-half cent funding source for transportation will be expiring in 2005. There has been strong public

support in the past at both the local and regional level to apply sales tax revenues to transportation projects. Recent polling also indicates a continuation of this support.

The transportation planning process continuously monitors future changes in potential revenue sources, growth and transportation needs that evolve over time. The planning process is designed to address change and adjust plans to respond to new conditions and trends, to be sure that the available transportation funding is dedicated to the projects that provide the most benefit to the public.

Comment from Jack Bourland:

“It’s my opinion that the percentages provided in this plan are opposite of what they should be. Rather than 59 percent plus seven percent for freeways and streets, and 32 percent for transport – yes, transport – it should be at least 67 percent for transport and a much lower percentage for freeways and street. As a matter of fact, it is my opinion that of the 15 billion that's in the plan, 14 billion should be spent on public transport, while one billion should be reserved for the freeways and the streets, with the bulk of that being spent on the HOV accesses. My concerns are environmental because not only do we have – already have a heat island here, but we have serious air pollution. We don't need more vehicles. We need people movers that are not polluting. For the public transport portion, we need rapid transit from the far outlying areas well beyond what we currently have, well beyond what’s presented in this current plan, and the public transport options need to be coming on-line very quickly, not in the far distant future.”

Response:

The percentage funding allocations were developed with the assistance of MAG’s Transportation Policy Committee. The stakeholders on this committee include elected officials, transportation agency staff, and representatives of the business community. To assist in the development of funding priorities, MAG also undertook an outreach campaign that gathered input from local communities, special needs populations, ethnic populations, and environmental groups. This outreach included face-to-face meetings with municipal officials, a telephone survey of registered voters in Maricopa County, a series of public meetings held in various areas of the Valley, and discussions with various stakeholder groups. This input has guided the development of funding priorities.

It should also be noted that the \$15 billion cited by Mr. Bourland includes several federal funding sources that are dedicated to funding specific activities and transportation modes. Federal Highway Grants generally cannot be used for the construction and operation of transit systems. For the same reason, federal transit grants cannot be used to construct freeways. The restrictions placed on the various pots of money must be taken into account when developing a transportation program.

Comment from Donna Neill:

“I totally oppose this. I oppose widening it. I oppose double-decking it. Plus, I might add that we talk about the heat, the highways next to our communities they're like 10 degrees higher than anyplace else

in the city. Adding more, they are going to probably double that. And ASU has done studies on this that proves this is a fact.”

Response:

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

Comment from Paul Bott:

“I just feel this whole emphasis is being made wrong, for freeways. I feel that we are making the same mistakes as we made in Los Angeles.”

“I believe it’s absolutely mandatory that the cities and MAG and the regional people make hard choices and come up within the half-cent extension with a suitable program. I am opposed to the double-deck concept for I-17.”

“I’m a little bit concerned about the amount allocated for rail until we are further along with the current rail program with the 20 miles, and think that it would be a good idea to perhaps reallocate some of the money devoted to the – going for light rail over to additional transit in the area of buses, express buses and additional bus lines.”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option.

The specific phasing of projects included in the RTP has not yet been determined, but the TPC will be having meetings in September to determine how projects should be phased. The polling results do show substantial support for providing funding to light rail transit. In addition, MAG conducted a high capacity transit (HCT) study to assist in the development of the RTP. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Some of the near-term corridors recommended in the HCT are included in the RTP, and the draft RTP also includes \$5 million in funding for additional study on implementing commuter rail.

Comment from Debbie Smith:

“This is in regard to the light rail station at Roosevelt and Central. They don’t have any intention of putting a crosswalk in from both sides of central to the station. And I think that’s something that needs to be taken under consideration, a pedestrian-controlled crosswalk where a pedestrian can push a button, the light goes on, and cross the street, and make it a lot safer.”

Response:

Signalized crosswalks can improve the safety of pedestrians seeking to cross busy thoroughfares. This being said, the number and location of mid-block signalized crossings can have a detrimental effect on traffic flow. Traffic signals in Phoenix are linked together to allow synchronization of the signals. This allows for smooth traffic flow and reduces congestion. Mid-block pedestrian activated traffic signals can throw this synchronization out of balance resulting in traffic backups. Before traffic engineers will consider siting a mid-block pedestrian signal they will first look at other alternatives that will address the needs of both the pedestrian and the motorist. Since station design is still in a very preliminary stage, Valley Metro encourages residents and other interested individuals to participate in the design process to ensure that the station, once constructed, will be an asset to the neighborhood and will meet the needs of transit riders.

Comment from Halina Szyposzynski:

“I really wish we would not be spending the vast majority of these funds on highways but instead on commuter rail and the bus station and the light rail system, and make it prestigious and popular for everyone to use public transportation, not just the people who are unfortunate enough to have no choice but to do so.”

“The increase in the amount of kids and adults suffering from asthma in the past three years in Maricopa County is horrendous, yet we are going to be spending millions and millions of dollars increasing highways. It’s ludicrous. Redirect that money to public transportation.”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional

Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

After the RTP is in final draft form, it will undergo a technical analysis to determine if the projects will meet federal air quality standards. This technical analysis will ensure that the projects in the RTP simultaneously help increase travel options while maintaining health in the region.

Comment from Martin Vogel:

“I’m concerned that too much goes to freeways as opposed to rapid transit.”

“An additional concern about the growth in the west side that I have is that we talk about the I-10 alternative as south of the current I-10. The example of appropriate allocation I had in mind was the lack of discussion regarding an alternative to the I-10 Reliever. We do have the southern pacific railway towards Buckeye that parallels I-10, the track exists, the right-of-way exists, and I believe it could be used to provide high-impact transportation to the West Valley. Why isn’t that being used today?”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately 2 percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

The draft plan does include funding for a I-10 Reliever, from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility. In addition, MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the Regional Transportation Plan. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers will now need to consider how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on

seven additional corridors, into the Regional Transportation Plan (RTP). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

Comment from Jonathan Reed:

“I think that the allocation of funds for this is somewhat backwards in that general transit – bicycle, pedestrian, and bus transit – should be more heavily funded than freeway funding.”

“I’m concerned overall that land use policy is driving this and that there is no – part of MAG's oversight is in land use, and that’s not addressed in this transportation funding allocation.”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately 2 percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Part of the underlying planning and analysis for the RTP includes a comprehensive look at the general plans of communities throughout the region. This information is used to compile future land use, and future employment and population forecasts have also been used in developing the plans. With the implementation of the Growing Smarter legislation, communities are required to obtain public support (votes) of their general plans. The general plans that provide the foundation for land use have had extensive community input and are subject to public scrutiny. And, these are the same general plans that provide the foundation for the transportation projects included in the RTP.

Comment from Chad Campbell:

“I just want to say that we are very supportive of the light rail portion of this plan. However, we do have a lot of concerns with the amount being spent on the freeways and road portion of the plan, and especially the way that the tax dollars are being spent in terms of the half-cent sales tax because the majority of the half-cent sales tax is being spent on roads and freeways, and that is a flexible tax that can be utilized for transit.”

“Our major concerns are, first of all, the last we had heard this plan was over budget. Tonight I was told it wasn’t any longer. I doubt that, so that was the first concern.”

“The second concern is the stacked freeway on I-17. We’re worried about the cost of it and the logistics of it.”

“Third, we are concerned about the prevalence of new lanes or the construction of new lanes on existing freeways, especially the freeways that have been completed in the past three to five years. If we are going back to retrofit freeways that are that new, what does that say about trying to address our future problems with new freeways?”

“Do the new freeways have adequate right-of-ways for future light rail routes possibly and bus routes?”

“This plan should cover the operation and maintenance costs to at least some degree for the light rail.”

“The next thing is this plan should have a fire wall that adequately protects the dollars earmarked for transit from being rated for funding freeway construction.”

“I want to know more details about the Grand Avenue improvements in terms of will this be adequate to contain a future light rail corridor as the plan says it would.”

“We are concerned about the Northern Avenue Super Street.”

“We are concerned about the lack of light rail in the South, the Southwest, and Southeastern parts of the Valley where most of the growth is focused for the next 10 to 20 years.”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives, and the impacts of each, before selecting the preferred option.

The public often asks why freeways are “always under construction.” Unfortunately, funding for freeways is not often available in one large lump sum that would fully fund the cost of the ultimate freeway design. Therefore, the design of freeways is phased, and so often additional lanes are added after the freeway is constructed. In addition, in order to meet needs for all modes of transportation, it’s important to phase projects so that they are available when needed to meet transportation needs. The RTP will include a phasing component, and the TPC will be meeting in September to determine phasing of projects in the RTP.

Light rail is only one component of a transit system. The RTP includes funding for 27.5 miles of light rail transit extensions, as well as some contributions toward the minimum operating segment and new routes. The RTP does not include and funds to operate light rail. Because development of the region’s transit system has happened largely without a regional funding source, different cities are at different levels of transit service. Just as we wouldn’t want all streets to be freeways, we don’t want all transit service to be light rail. Light rail also requires an underlying bus network on major streets, and other transit needs might include express bus or bus rapid transit. In preparation of development of the RTP, MAG conducted a high capacity transit (HCT) study. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT.

The draft plan is slightly over budget. Comments received on the draft will be helpful in making the final cuts to get to a balanced budget.

The draft plan provides funding for improvements to I-17 to add capacity. One option for the added capacity is double-decking, but other options may be possible. The final decision will be determined following a design concept study to be conducted by ADOT in the future that will provide a more detailed assessment of options.

The freeways are generally designed to be constructed in phases as a result of funding constraints (we cannot afford to build all facilities to their maximum capacity at the same time) and the pace of

development. It is not cost effective to build facilities to their ultimate design or maximum capacity if the surrounding area has limited development and that capacity will not be used.

Comment from Ron Gawlitta:

“I’m concerned that our transportation planning committee has totally dismissed the concept of elevated rail using existing right-of-ways along our freeways to bring people into the center of town where they can be effectively distributed by the dash and upgrades in our current bus system.”

“We should be putting these – these elevated systems along existing freeways beginning, I believe, with I-10 south to Ahwatukee, bringing people into a central drop-off in the center of Phoenix where they can use a distributor bus system; and once that has proven itself, we extend that out to Superstition. We can ultimately go up I-17, out I-10 west, which is already being talked about by many people on the west side, and actually create a system that will move people and not add to the crowding on the freeways.”

Response:

In preparation of development of the Regional Transportation Plan, MAG conducted a High Capacity Transit Study (HCT). The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

The RTP does include LRT along the I-10 corridor, an existing freeway route. The HCT also examined the use of the I-17 corridor north to Bell Road as LRT or bus rapid transit, although the level of analysis in the HCT was not sufficient to determine detailed engineering designs or alignments.

Comment from D.D. Barker:

“We need to have satellite transit centers. We have some in the Valley, but they are very little advertised and they really truly aren’t multimodal convenience centers.”

“I believe that we should have even a fixed transportation, a train, but we need to have it so we do not impair the disabled and elderly like with an idea of old transportation, the trolley at grade. We need to get this elevated and only at the minimum have it at grade or underground due to its problems and expenses.”

“We should be trying to do whatever we could to get people to use our present bus system.”

Response:

The Regional Transportation Plan does include funding for transit facilities, such as transit stations. The RTP also includes funding for 27.5 miles of light rail transit extensions, as well as some contributions toward the minimum operating segment and regional facilities. The RTP does not include any funds to operate light rail.

In preparation for the RTP, MAG conducted a high capacity transit study which evaluated the use of different high capacity options, including light rail, bus rapid transit and commuter rail. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT.

Funds for transit marketing are included in the “other programs” category in the RTP.

Comment from William “Blue” Crowley:

“I have problems with the plan; that it doesn’t have enough into considerations of roadways and maintenance. It’s the least of the funded and it’s the one that is most used by anyone.”

“You need to use paint as a weapon so that any upgrades of any minor or major arterials use paint as a weapon and put bike lanes and crosswalks.”

“That we should be with the light rail and freeways using the same right-of-way. But there hasn't been enough consideration of commuter rail.”

“With any of the freeway construction, we need to be doing HOV lanes at the same time and the park-and-ride lots at the same time, as was recommended in the 1989 transit plan.”

“I have a problem with Phoenix getting 20 miles of light rail. We don’t need Phoenix to have three spines of light rail – that’s not regional. What we need is interconnection within the communities.”

“This South Mountain Freeway should be a part of the equation. It should also meet at the 202 so we do have a circulator there and possibly closer connections with the I-10 Reliever.”

“In the 1989 plan, we expressed how we needed circulators for the smallest cities – that’s the Gila Bends, the Buckeyes, the Aguilas, the Wickenburgs – and circulators within them to the hubs for themselves as with – we have Gila Bend, where you have got Sentinel, Agua Caliente – and the other smaller communities, Mobile – so they would be connecting within that community, and then that community to the major metroplex, which is the city of Phoenix.”

Response:

The Regional Transportation Plan (RTP) includes eight percent of funding for projects on major roadways, including wider roadways and intersections, new roadways and widening of existing roadways. Maintenance of freeways has been an important issue to the TPC, and maintenance for freeways is included in the RTP.

The Regional Transportation Plan has addressed the needs of pedestrians and bicyclists by providing a fixed amount of regional funding for pedestrian and bicycle projects. In addition, MAG has done bicycle and pedestrian planning. For example, the regional bicycle plan advocates strongly for more bicycle lanes and recognizes the significant obstacles that freeways present to bicyclists. The Regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the Transportation Policy Committee to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project. Your comments on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

In preparation of development of the Regional Transportation Plan, MAG conducted a High Capacity Transit Study (HCT). The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. The HCT examined the use of light rail in the I-10 West and I-17 North corridors, but the level of analysis in the HCT was not detailed enough to determine specific alignments or designs. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT, including light rail along I-10 west – a freeway corridor.

Approximately 59 percent of funding in the plan goes to freeways. Projects include additional high occupancy vehicle lanes which can be used by express buses. The 57.5 miles of light rail (which includes the 30 miles in the minimum operating segment plus 27.5 miles of extensions in the RTP), include links to Glendale, Mesa, Tempe, West Phoenix and Northeast Phoenix. Other transit services will help support the light rail system, including a strengthened underlying bus network, bus rapid transit and express bus.

Funding for the south mountain freeway is included in freeway component the RTP. An environmental impact statement is currently being done for this project. The transit component does include connections to both Gila Bend and Wickenburg, as well as an expanded “super grid” system of transit service on major roadways in the region.

CENTRAL PUBLIC MEETING – PHOENIX

SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Central Public Meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the six business meetings which preceded each public meeting.

- More definition on the I-10 Reliever.
- More bicycle and pedestrian projects.
- The percentages of the plan should be opposite – it should be \$14 billion for transit and one for freeways.
- The I-10 reliever is going to break up neighborhoods.
- There needs to be an origin and destination study for light rail.
- will light rail decrease the road capacity?
Response: In some places, lanes will be removed. But, the people-carrying capacity of the light rail will help to increase capacity.
- Are we \$800 million over budget for the plan?
Response: The draft plan is slightly over budget. Comments received on the draft will be helpful in developing a fiscally balanced plan.
- Operation and maintenance costs should be covered for buses, but not for light rail.
- I-17 double-decking is a concern – the north and south exits into streets from the Double-decking will cause bottlenecks.
- Light rail should be going into growing areas, not just Phoenix.
- We need circulator buses for small cities with connector buses.
- Bike lanes should be on the arterials.
- The light rail should go down the existing freeway system which is a designated right-of-way.
- we should be asking for a one-cent tax increase to pay for everything.
- The light rail routes should be spread out.

- Light rail affects the public safety.
- We need more bus service and better bus service.
- I oppose the double-decking of I-17.
- Keep the half-cent extension, do not raise it to one cent.
- Move money from light rail to more buses.
- With an older population, do you think it's best to be building freeways?
 Response: Elderly mobility is a priority at MAG, and we are working to address the transportation needs of the elderly both through our transportation and human services divisions. ADA and paratransit services will be extended under the plan, including 800 new dial-a-ride vehicles for replacement and expansion.
- Transit needs better connections and we should have ITS (Intelligent Transportation System) improvements.
- Light rail will help us move better in the region.
- The George Washington Bridge is double-decked.
- We need more choices for transit.
- We need more right turn lanes for buses.
- Why don't we build a subway?
 Response: It is not feasible from a cost perspective.
- We should be using an “X” design for new freeways.
- We should be building light rail where people use it, then expand out.
- The light rail should move down the center of the freeway.
- We need more bus pullouts in the West Valley.
- We need more covered bus benches.
- Raise the gas tax to pay for improvements.
- Developers should pay for transportation improvements or at least subsidize them.
- I-17 concerns: don't elevate; build a sound tunnel over the freeway; beautification – create a greenbelt; maintenance and make it litter free; make an overpass design and build pedestrian bridges.
- I'd like to see more money in transit and less on highways.
- PR campaign for transit.
- We should have a gas guzzler tax.
- Use transit, not SUVs.
- Transit should be free, like the Dash.
- I'm concerned about the loss of street lanes to the light rail.
- We should look at where the transit needs are.
- We need an elevated light rail system along the freeway.
- More commuter rail.
- Light rail should connect I-17 to the 101.
- Mass transit for the entire country that runs through Phoenix.
- Need mass transit.

- We need to mitigate noise, congestion and air quality for the central city – I-10 will increase and will impact neighborhoods.
- South Mountain and I-10 bottleneck is a concern – we should move the intersection to align with the 202.
- I'm happy to see light rail and rapid transit. We need a connection from Phoenix to Tucson.
- What happens if the sales tax extension doesn't pass?
 Response: The plan draws on a range of funding sources and may have to be adjusted to respond to a variety of changing conditions, including which revenue sources will be available in the future.
- Monorail is cheaper and safer than light rail.
- Bikes are the most efficient means of transportation. We need assurance that the two percent allotted for bike projects will stay in the plan.
- Ridership vs. Population; how does this index change with the plan? The plan considers population and employment growth over the next 20 years. The TPC is now addressing phasing of projects.
- I'm concerned that the freeways are getting more money than mass transit.
- Political leaders need to get away from building freeways.
- Explain the \$800 million gap.
- Why are we adding lanes to freeways that were just built?
 Response: Lanes are added to the freeways as growth warrants and as additional funding becomes available for improvements.
- Did the TPC look at the regional system with anybody to oversee the plan?
 Response: Yes, the TPC has looked at the regional system. A number of oversight and accounting policies are in place to ensure accountability in implementing the plan.
- Have the projections been done for air quality and vehicle miles traveled?
 Response: An air quality conformity process will be conducted once the final plan is recommended for approval.
- Put a lock on the bike and pedestrian projects.
- Can the freeway user pay another way such as toll or gas tax?
 Response: Other funding mechanisms were examined by the TPC. Based on polling results, however, the TPC determined that the most acceptable to the public would be to seek an extension of the half-cent sales tax, since voters would not be paying anything more out of their pocket than what they are currently paying for transportation.
- Bus rates in Japan have rolling rates.
- Phoenix offered light rail at no cost and how did it turn out?
 Response: The city of Phoenix Transit 2000 election involved a .4 cent sales tax increase to pay for the cost of 24-miles of light rail in the city of Phoenix and bus improvements (65% of the money generated will be allocated toward bus

improvements.) the tax is a 20-year tax projected to raise \$80 million per year. The election was successful.

- We need toll roads.
- We need more details on the I-17 improvements.
- There should be priority list sent to the public.
- We need transit for our quality of life – we need commuter rail and light rail.

SOUTHWEST PUBLIC MEETING – AVONDALE

FORMAL COMMENTS

Comment from Joseph B. Ryan:

“Safety apparently was not a consideration when the plan was created. On the cover of the report, and ahead of each new starts report chapter, there are two pictures of light rail stations that are not in the middle of the streets. The bait, the advertised infrastructure, is safer than the actual drawings that support the report and the final Environmental Impact Statement. MAG management switched the plans to the far more dangerous configuration that has most of the stations both adjacent to intersections with much new U-turn traffic that are not in the no-build situation and in the middle of the streets. When the writer finally was able to see the trolley schedules, and saw that the scheduled time for stops at the stations is 20 seconds, he contacted the Valley Metro Rail, Inc’s., VMRI, information manager. I asked how could the vehicle operator check to see each wheelchair passenger not only had secured his or her wheelchair to the vehicle but also was restrained in the wheelchair. The VMRI manager answered by saying MAG has a committee of experts, including some handicapped persons, who decided that they do not want wheelchair tie-down equipment in the \$3 million streetcars. Furthermore, since the fare collection of the light rail route is on the honor system, there will be no VMRI employee in the passenger compartments. This part of the 20-year transportation plan does not make any sense from a safety perspective. The experts on the MAG committee should have noticed that all public and private transportation vehicles, including dial-a-ride vans and Valley Metro buses, have both wheelchair tie-downs and occupant restraints. The latter are similar to airline seat belts. The writer, no safety expert, suspects there are state and federal laws and rules, perhaps the ADA, OSHA and the federal motor vehicle safety standards, that require such equipment like the sure-lock systems that are found on many vehicles that transport wheelchair passengers throughout Maricopa County.”

Response:

During preliminary design of the LRT system, curbside running was considered and then rejected in favor of an alignment in the center of the street. There are several reasons for this. A curbside alignment generally eliminates the option of curbside parking which would not be acceptable to businesses abutting the corridor. If curbside parking was retained through the use of pull outs, then the sidewalk would have to be reduced in width, impacting pedestrians. Curbside parking with a curbside LRT alignment would also create a safety hazard as those parking their vehicles would constantly be crossing the rail alignment to access or exit parking spaces. Curbside LRT alignment without parking can be hazardous to

pedestrians crossing the rail alignment. Curbside alignments also create problems for right-turning automobile and truck traffic which tends to back up when there are pedestrians in the crosswalk.

As to the issue of wheelchair safety, the LRT vehicles are low-floor vehicles with interior areas specifically designed to accommodate wheelchairs. Whether or not wheelchair restraints are incorporated into the LRT vehicle will be done in accordance with applicable federal regulations regarding light rail transit vehicles.

Comment from Richard B. West III:

“The proposals that I have seen that address public transportation, particularly as it relates to rail, I am very in favor of using the Grand Avenue line and the Buckeye line for public transportation. I think it is important that the transit stops are determined early on where there will be high impact for employment. Grand Avenue would appear to me that Bell, Peoria, Glendale, and Indian School would be the primary transit stops. Going on the Buckeye line, you would at least need to be at Litchfield and Estrella and the 303 Cottonwood interchange. And then at least one stop in Buckeye before you start heading to the 101 and that crossing.”

“On the freeway system, the 303 to me is a very high priority. There are rights-of-way issues along the 303 as it goes north, south from Grand Avenue to the I-10. That needs to be addressed immediately. Same with off ramps and where those will be in ensuring those rights-of-way as development is incurring rapidly in the town of Surprise, particular at Bell, Greenway, Waddell, cactus, and then to Northern. With respect to the proposed parallel freeways to the I-10, that would run from the 202 east to the Highway 85 connection, I think that is a higher priority than people may now believe because the reliever of traffic is going to be essential. Even if it doesn't tie around to the – around South Mountain, the extension to the 101 part should be done as early as possible.”

Response:

In preparation of development of the Regional Transportation Plan, MAG conducted a High Capacity Transit Study (HCT). The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher

capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

Both Loop 303 and the I-10 Reliever are funded in the plan. Loop 303 was a commitment in the previous plan so it remains a high priority. Design studies for its construction are already underway. The I-10 Reliever is a new concept developed in the MAG Southwest Area Transportation Study and location/design studies have not yet been initiated. It will take some time to complete the studies and identify an alignment for the facility, so it is scheduled for construction later in the plan. The studies and (following the identification of an alignment) right-of-way acquisition will be completed as early as possible in order to avoid cost increases in the future.

Comment from Dick Wilson:

“My first concern would be the timing on the right-of-way acquisition related to the 303, I-10 stack interchange, that would occur at an early stage. The other thought that I would like to make known would be that when I-10 is widened, interchanges on Citrus and Sarival, the half interchanges, that will ultimately be there would be put in advance of the stack at 303. Also, I believe it is important for the West Valley to have the I-10 Reliever along Broadway Road.”

Response:

Loop 303 in general is a high priority in the plan, as noted above. The I-10 Reliever is also funded in the plan but, as noted above, is not in the same stage of development as Loop 303 and so will be completed later. Location/design studies and right of way acquisition as noted above will occur as early as is feasible in the plan. The Reliever is currently shown on the draft plan generally along a Broadway road alignment, but the alignment will not be finalized until the completion of location and design studies in the future.

Comment from Bob McKnight:

“This is on ITS, the Intelligent Transportation System. And we need to do that before we do anything else because until we know how to utilize the existing roads, as best we can, we don't know where we need new roads. If we would use the latest technology, would probably show that we don't need the freeways because with the intelligent transportation and enough sensors and algorithms we can, in fact, move the traffic on the existing surface streets. With proper algorithms we can easily double the amount of traffic that's handled on the surface streets and we can also increase the speed on the surface streets, which is one of the ways we're going to get more traffic.”

“Timing lights at 45 miles an hour and setting the speed limit at 35 just shows how far away we are from an ideal system. I don't see anything in the TPC that even mentions ITS and, yet, that should be the very first thing, to go through and maximize the existing streets and then figure out what we need to do to augment them.”

“Doubling up the arterial streets, if we could double the flow-through of the arterial streets, we would give more traffic throughput than we would with the freeways we built.”

Response:

Section 12 on System Management in the Regional Transportation Plan includes the write-up what is being planned for future ITS in the region. This includes expanding the number of miles of freeway covered by the traffic monitoring and surveillance systems that are part of the Freeway Management System. At present we have 234 miles, with about 87 miles or 37% instrumented. By 2007 the freeway miles will increase to 274, but we will only be monitoring 94 miles, or 34 %, included as part of ITS. In the RTP is funding for expanding the FMS to cover 275 miles of the 329 miles (84%) of urban freeway miles that we will have by 2025. In addition, the Freeway Service Patrol Program is funded and will continue. The RTP also includes implementing ITS on approximately 1,300 miles of arterial Smart Corridors. A number of these corridors will act as relief routes for freeways. The Smart Corridors will lead to higher efficiencies and improved safety across the entire network.

ITS will increase the efficiency of the system but huge increases in regional travel demand cannot be met by ITS alone and will require additional road capacity and multimodal solutions. The best brains in the world are working on developing smarter traffic control algorithms at various transportation research centers. A sophisticated adaptive signal control algorithm was developed by a research team at the University of Arizona and was tested in Tempe. However, this has yet to become available commercially. Many of these advances are being adopted by traffic engineering professionals in a systematic manner when these advances become a proven and feasible technology. Many of the older systems currently in place, work reasonably well and are gradually being upgraded by agencies.

Comment from Bill Brettner:

“I would like to express my strong opposition to extending State Route Loop 303 south of MC85 to Riggs Road east of Estrella Mountain Ranch up against the west side of the Estrella Mountains. Because of the extreme population growth in both Goodyear and Buckeye, this route should be sited further west to accommodate this population growth.”

“The Rainbow Valley alignment is not very populated, and it will be easier to acquire the right-of-way for the 303 between MC85 and Riggs Road, making the Rainbow alignment more attractive for tax payers. Only 90 homeowners will be disrupted by the Rainbow corridor. Currently, there are 500 – at least 500 Estrella Mountain Ranch residents will be affected if the Estrella Mountain Ranch corridor were selected. Make that 1,300. Currently there are 1,300 Estrella Mountain Ranch residents that would be affected in the Estrella Mountain Ranch corridor is selected, another reason to move the 303 further west.”

Response:

No decision has yet been made on an alignment for any extension of Loop 303 south of MC85 or the I-10 Reliever. An extension is shown to the west of Estrella Mountain Ranch on the ultimate concepts

map in the draft plan. If this facility is funded for construction in the future, its location or alignment will be determined by the MAG Regional Council following the completion of any appropriate location/design studies by the ADOT.

Comment from Sharon Nigh:

“Again, I reiterate what Mr. Brettner had said, but I will embellish in that 95 percent of the people living in Estrella Mountain Ranch are property owners and registered voters. Only five percent of the people living in Rainbow Valley are property owners and registered to vote.”

Response:

No decision has yet been made on an alignment for any extension of Loop 303 south of MC85 or the I-10 Reliever. An extension is shown to the west of Estrella Mountain Ranch on the ultimate concepts map in the draft plan. If this facility is funded for construction in the future, its location or alignment will be determined by the MAG Regional Council following the completion of any appropriate location/design studies by the Arizona Department of Transportation.

Comment from William “Blue” Crowley:

(Mr. Crowley entered several pages of a report titled *Regional Public Transportation System for Maricopa County* into the record)

“The Buckeye plan statement on Page A21 (1992, 1994). Another transit component should be investigated is a rail system that would use existing rail to provide commuter trains into the Phoenix area.”

Response:

MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the Regional Transportation Plan. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers will now need to consider how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors, into the Regional Transportation Plan (RTP). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western

U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

SOUTHWEST PUBLIC MEETING – AVONDALE

SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Southwest Public Meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the six business meetings which preceded each public meeting.

- The 303 south of SR85: who decides on that?
Response: Loop 303 was a commitment in the previous plan so it remains a high priority. Design concept studies for its construction are already underway.
- We need alternatives to light rail and heavy rail.
- We need more freeway off ramps.
- Why don't we ask for more than a half-cent extension?
Response: This was a policy decision by the Transportation Policy Committee based on polling information. It was felt that there would be more public support for extending the half-cent tax than for an increased tax.
- What will congestion look like with the plan?
Response: Congestion will be less with the plan than without it. Technical analysis indicates that the portion of intersections at LOSF or worse will be approximately 50% lower with the plan.
- We need to have a draft out to model the plan.
- Widen I-10 at the elevated sections.
- There should be transit that connects to the airport.
- How are we going to avoid the problems of future traffic around the new stadium?
Response: The city of Glendale is examining different options to address traffic around the new stadium. In addition, an interchange at Loop 101 and Bethany Home Road is part of the plan.
- How are you going to deal with the freeway bottlenecks in Tempe?
Response: Both additional HOV lanes and general purpose lanes are being added to the freeways in the Tempe area. In addition, a collector/distributor system will

be added along I-10 to help free-up through lanes for longer trips, reducing overall congestion on the facility.

- Freeway traffic on the I-10 is congested.
- Light rail and transit should only be in the I-10 median; it is more convenient that way.
- Have you factored the heat into the transit system?

Response: Yes, the transit platforms for the light rail project will have shade.

- We need some freeway landscaping in the West Valley.
- Has the plan been approved for air quality yet?

Response: No. Once the plan is approved by the Transportation Policy Committee and the MAG Regional Council, it will be sent out for air quality testing in a process known as Air Quality Conformity Analysis. The plan must demonstrate conformity or it can not be adopted.

- Check out the information from the '89 plan regarding transit. Why isn't there transit service in the rural communities?

Response: The plan includes rural transit service along MC85 and SR85 toward Buckeye and Gila Bend, as well as along us 60 toward Wickenburg.

- Does the model for the new plan show a reduction in pollution?

Response: A technical air quality analysis will be done after the plan is revised. We will be sure that the plan meets federal air quality standards. Preliminary analysis shows that there are lower emissions with the plan than without it.

- Don't make this an east-west fight.
- We need connectivity between the transit systems.
- What is the status of the CANAMEX project?

Response: The MAG Regional Council has recommended an alignment.

- There should be a campaign to educate the voters on what happens if the plan isn't passed.

- What is the alignment for the I-10 reliever?

Response: Has not been determined but is shown in the plan conceptually along Broadway Road south of I-10

- How is the Northern Avenue Super Street being funded?

Response: The plan includes a project to construct the northern avenue super-street and provides approximately \$200 million during the planning period. The project requires a 30% match from local agencies.

NORTHWEST PUBLIC MEETING – GLENDALE

FORMAL COMMENTS

Comment from Charles Cady:

“First, I recognize the problem of this city. This metropolitan area is so vast, so big, and of such a low population density, any sort of mass transit is difficult to justify financially, but we need it. All of the

mass transit plans I have ever seen coming out of our government call for getting people in and out of downtown Phoenix because that's where the government offices are.”

“I have lots of friends and I have been in a situation of living in the Northwest, working in the Southeast, or living in the Southeast and working in the Northwest. Neither of those groups want to go through downtown Phoenix to get one place to another.”

“My suggestion is we should look at the airline industry’s concept of hub and spoke airports. And since we have – even our planners have talked about Phoenix as being an urban’s core group with isolated urban cores. I think of those as kind of being the mega-mall areas. And I would suggest that we need to have high-speed express service tying just the mega-malls together, and then those would be the hubs of a bus system. And out of the mega-malls would be local buses that would go out into the areas nearby, neighborhoods, those urban centers, to service them so people can get on those feeder buses and come down to the high-speed express buses to go where they want. The buses might even circulate around the real areas of interest like the Northwest industry – Sun City, Peoria – or Tempe, Scottsdale, Chandler – circle around the industries and the shopping in that area so people can get on and get where they want to go. These feeder buses, hopefully, would be smaller and cheaper, and you have the big express buses that will give us the economy of scale.”

And, please, we need extended hours, not just 9:00 to 5:00 work hours.

Response:

The proposed transit program described in the Regional Transportation Plan (RTP) that would be funded by an extension of the countywide sales tax integrates several layers of transit service to meet a variety of travel needs. The plan includes funding for a “Super Grid” of local bus routes that will provide a consistent level and frequency of service across jurisdictions. The plan also includes a network of bus rapid transit (BRT) routes that will provide faster connections over longer distances using freeway HOV lanes. In addition, the RTP includes funding for an expanded LRT system that will ultimately link the communities of Glendale, Phoenix, Tempe and Mesa. These services will be supported by an underlying network of local bus and neighborhood circulator routes that will provide connections to regional transit centers as well as park-and-ride lots where riders can access the super grid, the BRT and the LRT routes.

Comment from Joseph B. Ryan:

“The interstate highway traffic jams are in the central sections of I-10 and I-17 and, critically, in the sections’ feeder roads. Rather than create infrastructures that will divert traffic away from those routes, MAG’s plan is to widen I-10 leading up to areas of massive congestion and to deck eight miles of I-17, at the cost of at least a billion dollars, that would put feeder roads, already in condition f in peak hours, into gridlock.”

“We have called for a new breed of rapid transit infrastructures. The common factor of Rapitran, the main line company, and other suggested infrastructures is that the suggested new configurations, including the stations, would be elevated. Those plans would use lightweight vehicles and, overall, would cost far less than the grade-level projects now included in MAG's plans for the next 20 years.”

Response:

Peak period congestion on the region’s freeway system points to the need for additional high occupancy vehicle (HOV) lanes. These lanes can be used by transit vehicles, carpools and vanpools and provide a means of bypassing congested general purpose lanes. The Regional Transportation Plan includes funding for the completion of the regional freeway HOV system and for the construction of freeway to freeway HOV connections that allow vehicles to transition from one freeway to another without having to weave in and out of the general purpose lanes. This weaving behavior contributes to peak period freeway congestion as cars brake to match speed with general purpose lane traffic or accelerate into the HOV lane. Both these actions impact traffic flow in both the HOV and general purpose lanes.

Elevated rapid transit systems are expensive to construct and visually impact adjacent residential and commercial districts. The need to provide access for ADA eligible patrons also means that all elevated stations would require elevators, further increasing the expense for construction and maintenance.

Comment from Paula Ashley:

“I’m interested in the 59th Avenue improvements north of Bell Road as I live three houses off the Avenue. I would like to express my preference to have the power lines put underground and, at any rate, to restrict APS from putting up those massive steel poles that they did south of Bell.”

Response:

The Regional Transportation Plan does include eight percent of total funding to projects on major streets, which includes Bell Road. The issue of whether to underground utilities varies between projects and from jurisdiction to jurisdiction. Since the cost of undergrounding utilities is costly, it is common practice to have power poles.

Comment from Bill Lince:

“I would like the policy committee to consider the fact that in the building of high-speed rail, you actually decrease the value of the properties adjacent thereto, so you reduce the revenue that comes in from the state, the county, and the communities; whereas if you build more freeways, you actually increase the value of the properties and raise the revenue to help pay for them.”

“I think the money should be spent based on the user demand. If you project less than 10 percent of the people will utilize bus and high-speed rail, then approximately 10 percent of the total fund should be spent in that area.”

“And I want to caution everyone that it is my understanding that they have included the cost of maintaining the high-speed rail and the buses in the plan, and it’s my understanding that every five years the cost to maintain it in the shortfall will almost equal the original cost to build it.”

“It doesn’t make a lot of sense to not complete the I-10 Reliever all the way to I-17.”

Response:

National research has shown that light rail and commuter rail can spur economic development, and increase the value of properties adjacent to them.

The Transportation Policy Committee (TPC) has worked to develop a transportation plan that meets a range of needs by providing different types of transportation options. Survey research sponsored by the TPC has shown that most Valley residents prefer to have a plan that provides funding to a range of transportation alternatives, including freeways, major streets, and transit options. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs, including bicycle and pedestrian projects. It’s important to note that operating costs of light rail transit are not included in the RTP, and will be the responsibility of the jurisdictions implementing the service.

Funding for an I-10 Reliever is included in the plan. A precise alignment, will be included in future engineering studies. The Reliever is scheduled to go from Loop 202 to SR85. There are some right-of-way issues closer to the urbanized area that may prevent the addition of new freeways.

Comment from William “Blue” Crowley:

“Our rural roads in Maricopa County, Highway 85, the CANAMEX corridor and cutoff, these are not being addressed in the plan.”

“I would appreciate that, instead of a half-cent, that if we were to ask for a full cent, divide it one-third to roadways and study of the commuter rail, one-third to the multiplicities of transit other than light rail, then finally a third of a cent to freeways and light rail for the use of right-of-way and construction.”

“Digressing back to the transit being at the highest expense, and that is operating, they need that third to get it up to speed.”

Response:

The suggestion to seek additional funds in order to complete additional projects is appreciated, but this option, which was considered early in the RTP development process, did not receive wide support from the Transportation Policy Committee. The challenge for the draft plan is to identify the best projects and services to provide the best regional system given limited funds.

Please note that some rural facilities are addressed in the draft plan, including funding for improvements to SR85 and the concept for the CANAMEX corridor (no funding identified).

NORTHWEST PUBLIC MEETING – GLENDALE

SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Glendale public meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the six business meetings which preceded each public meeting.

- Light rail should be going to Sky Harbor.
- Light rail should connect with the bus system.
- Light rail in the I-10 median would be faster.
- What is the status of commuter rail?
Response: MAG conducted a high capacity transit study in 2001-2002 that showed commuter rail as a viable option for the Valley some time out in the future, but one that may take some time to implement. The current draft of the plan includes about five million dollars for a commuter rail implementation study.
- The I-10 reliever ends at 51st Street, where will traffic go?
Response: An interchange will be provided with the South Mountain Freeway and there will also be a connection with the planned Rio Salado Parkway, which extends eastward south of the Salt River to 7th Street in Phoenix.
- What is the status of bus service for Happy Valley and Pinnacle Peak?
Response: The proposed regional super-grid bus network does not provide service along Happy Valley and Pinnacle Peak roads. North-south service crosses these streets in the I-17 corridor.
- Beardsley should connect to the 101.
- Any other route improvements for the Beeline Highway?
Response: This is a four-lane divided roadway. No additional improvements to Beeline Highway are included in the plan.
- Is there any more info about the light rail and the possibility of elevating it?
Response: The MAG plan includes 27.5 miles of additional light rail extensions beyond the 30-mile minimum operating segment. Due to the extensive cost of

elevated rail, there are no plans at this time for an elevated system, either in the starter segment or the extensions.

- How are the utilities going to be moved?
Response: A utility relocation and reimbursement stakeholders group has been formed to deal with that issue.
- Continue 303 with a connection to the 51.
- Coordinate companies to minimize disruption.
- Light rail is designed to serve business now, why move it to the I-10 median?
Response: The alignment for light rail along the I-10 corridor has not been determined. It may go within the median or alongside the freeway. The purpose of locating it along the corridor is to maximize existing right of way and prevent disruption of homes and businesses.
- Is there money in the plan for freeway landscaping?
Response: The draft plan identifies funding for maintenance on the freeway system directed at litter pickup and landscaping, along with freeway management functions. Together these components total about \$500 million or three percent of the total.
- Is there a cost/benefit analysis for light rail on how it will affect capacity?
Response: Each light rail transit extension will have to go through a technical analysis to determine its cost effectiveness and impact on capacity.
- There needs to be a parkway north to Jomax Road.
- Is there money in the plan for better safety walls?
Response: As the freeway system is expanded to its ultimate width for general purpose and HOV lanes, cable median barriers will be replaced with concrete barriers.
- Is there buy-in on the plan from employers?
Response: The TPC has been working closely with the Business Coalition on the plan, and we have six business representatives serving on the committee, so we have made every attempt possible to address the needs of Valley employers.
- What will be the hours of operation for the bus system in the new plan?
Response: The hours of operation will vary based on the route. It is expected that transit service will operate at a minimum of 30-minute headways, and there will be some limited service on holidays and weekends.
- Is there development planned for west of the 303?
Response: There are general plans that are developed by communities, and there is development planned for west of the 303.
- Will there be light rail in North Phoenix?
Response: One of the planned extensions is along State Route 51 to Paradise Valley Mall.
- The elderly population needs a connected dial-a-ride system.
- What are you going to do about the traffic on Bell Road?

Response: The plan calls for additional HOV lanes and general purpose lanes on Loop 101, which parallels Bell Road.

- What if the tax doesn't pass?

Response: The plan draws on a range of funding sources and may have to be adjusted to respond to a variety of changing conditions, including which revenue sources will be available in the future.

SURPRISE/SUN CITY PUBLIC MEETING – SURPRISE

FORMAL COMMENTS

Comments from Bear Shimmin:

“I see on the story boards that 303 is listed in the freeway, the new improved freeway program, and it is not currently in any MAG transportation plan as a freeway. I don't believe that actually represents the status of the roadway to the public. I would like to really voice that comment.”

“As Surprise grows we have yet to have any open environmental hearing from MCDOT, from ADOT, because we have been told it is not required. And when I looked in the Regional Transportation Plan, the three booklets that MAG sent me, it says that anything that adds lane capacity will be done to federal standards. We would appreciate an environmental hearing on the 303 before any more work is completed. Thank you.”

Response:

The development of major new regional transportation facilities is accompanied by an environmental review process, which includes extensive public involvement. We appreciate your past participation in these studies and look forward to your continued interest. It is anticipated that MCDOT and ADOT will be holding a public hearing in connection with the environmental assess of the segment of Loop 303 from I-10 to Grand Avenue in the February/March 2003 period. They will also have a public meeting in advance of the hearing to provide the public with the opportunity to become familiar with the findings of the environmental assessment prior to the public hearing.”

Comments from Martha Bails:

“I feel that they should go with more than one valid issue, meaning a half cent, a cent, a cent-and-a-half and two cents, to see what they can get the tax payers to approve to expand the transportation system, because we are too far behind the power curve.”

“No. 2 is we need to have Jomax put back in this plan. And they shifted monies around and removed it. So, therefore, if, in fact, you know, they can get a two cent approved, Surprise needs Jomax back in the plan.”

Response:

Early on in the planning process the Transportation Policy Committee established that a half cent extension was the most feasible way of putting together a plan that the residents of the MAG region could support. The TPC is also continuing to consider plan elements and phasing priorities. Its meeting of September 17, 2003 is being targeted for approval of a plan for recommendation to the MAG Regional Council.

Comments from Joe Ryan:

“Ladies and gentlemen, inferences made in the marketing of MAG’s 20-year transportation plan that is being sold at public meetings are unrealistic. Until there are major changes in the plan, it should not be approved.”

“In various marketing documents attendees are told in print that the light rail operations of Valley Metro Rail will create faster travel, save travelers time and would serve special events such as ball games. The VMRI has printed a four color marketing document showing a train in front of Bank One Ballpark in downtown Phoenix. The caption next to the picture says the trains can carry up to 600 passengers and the initial carrying capacity in one direction is 3,000 to 5,000 passengers per hour.”

“Is it realistic to claim you could save time by using streetcar services to a weekday Diamondbacks game? So, for example, in accord with the old saying, “take me out to the ball game,” consider how the VMRI services would serve you, the reader. First of all, between the northwestern terminal of the initial 20-mile route and Bank One Ballpark are 12 intermediate stations. Your Diamondbacks ball game starts at 7:35 p.m. and you want to reach the stadium at 6:30 p.m. The nearest streetcar station is at 19th Avenue and Bethany Home where you will have to find a parking space, park the car and walk to the station.”

“The marketing brochure notes trains leave every 10 minutes during a peak hour. It does not mention that passengers who want to get off at the 12 intermediate stops from where they are standing in a car packed with 200 passengers will be struggling to get to the exits while others will be pushing to get into the vehicle. The brochure does not mention the scheduled time for each station stop is only 20 seconds. And even with those brief stops, the scheduled speed southbound on Central and First Avenues down to Jefferson is only ten miles per hour.”

“To reach the ballpark at 6:30 you should catch the 5:50 scheduled departure. That will require leaving your home in the area around Surprise at approximately five o’clock. If you were to drive directly to the ballpark parking lots driving all the way via Grand, Loop 101, I-10, 7th Avenue and Jefferson, you would leave home around 5:30 p.m. the use of the VMRI services would take more time not less time.”

“The schedule for peak hour operations quoted in the advertising document to be every ten minutes makes no allowance for reserve vehicles. That schedule around the closed 40-mile-long loop of tracks with 20-second stops at 52 intermediate stations and 11-minute stops at the terminals require 14,600 passenger trains or 42 cars. And times I got from your schedules. To schedule six eastbound trains

carrying 600 passengers to the ballpark station in one hour would require six more vehicles than in the initial 36-car fleet. The inference the carrying capacity into the BOB station in one direction could be up to 5,000 passengers per peak hour is impossible.”

“I regret that the MAG three-minute rule precludes me from making further note of other discrepancies in MAG’s and the VMRI’s marketing of their current 20-year transportation plan. Thank you very much.”

Response:

Mr. Ryan’s analysis does not take into account the fact that the public will use the LRT system to access special events in Phoenix and Tempe for its convenience. Using the LRT will allow event patrons to avoid having to drive into downtown and having to cope with high volumes of pedestrian and vehicular traffic drawn to the event. The proximity of the venues to the LRT corridor means riders will be able to step off the LRT, and access the venue without having to walk long distances. The ability to board the LRT at all doors will speed boarding at station locations. The use of multiple car trains will ensure that sufficient capacity will exist to ensure a comfortable ride.

Mr. Ryan’s analysis also does not take into account that the LRT system is bi-directional, which means that his assumptions regarding carrying capacity should be doubled. Assuming ten minute headways, six trains will pass Bank One going eastbound and six more will pass the same point traveling westbound. Using Mr. Ryan’s 600 passenger figure for each train multiplied by 12 the total carrying capacity in the corridor at that location during peak travel times and special events would be 7,200 passengers per hour.

Mr. Ryan also does not take into account the underlying benefit of transit during special events. The riders that use the LRT system to access special events in Phoenix and Tempe would otherwise have driven to the venue in their own automobiles. By providing an alternative for accessing special events, the LRT system can reduce the number of cars on the road during special events, reducing congestion on city streets, and thus providing a more enjoyable experience for all those visiting the venue.

Comments from Ron Gawlitta:

“I am here to speak out against any at-grade transit systems, because at-grade systems do not take away from surface traffic, they add to it. And we have got to focus on an elevated mass transit system for Maricopa County.”

“Some people advocate simply a light rail that’s elevated along freeway right-of-ways that bring people in from outlying areas, other people advocate a monorail. One of the criticisms of the monorail is it’s too much like a circus ride or a theme park ride. My argument there would be what’s wrong with that? Shouldn’t it be fun to ride in from wherever you live to wherever you’re going? The streetcar system

can't compete with Surprise traffic in every category: long-term cost, safety, convenience, speed, they are all outweighed by an elevated system.”

“Nationwide there have been well over a hundred deaths directly attributed to surface transportation, specifically streetcars. However, we have advocates of the streetcar system who feel it's their duty to sell their employer's product to municipalities nationwide, and I think this is a major miscarriage.”

“There is no reason why Phoenix should be turning technology back by over 50 years instead of being on the cutting edge of what could be one of the most dramatic improvements in citizen movement that has ever been put on to the scene of the citizens of the state of Arizona, Maricopa County, city of Phoenix and surrounding cities. I believe that to overlook the elevated alternative, while it appears more costly initially, the fact that it is virtually an unmanned system, you can add cars when you need them, you can take off cars when you don't need them, and you don't have to worry about laying off motormen or whatever because everything is computerized. It can be coordinated with the bus system simply by having stops where the lines intersect and people can transfer to a bus system, or if they're coming to the center of Phoenix, which is so often the case, they can take the Dash system, which is magnificently effective, goes everywhere you want to go and does it quickly, conveniently, much more so than a streetcar is going to do.”

“And in the process those places that have installed the elevated systems have found, first of all, the construction time is less. The cost is not nearly as much as they had thought it was going to be. And it has been very, very popular with the citizens, which ultimately is the bottom line for the success of any mass transit system, that is the citizens believe it's going to work. At the moment few people believe that the streetcars will work. Confidence is only now being created in a bus system.”

Response:

This comment has been addressed in the responses to comments heard at the Avondale public meeting.

Comments from Darrell Anderson

“I would rather not see Northern Avenue used as an improved arterial route, instead I would rather see Glendale used either as an arterial route or turned into a freeway starting at the new stadium as it approaches Luke Air Force Base around El Mirage Road. I would like to see that cut up to between northern and cactus and then tie in with the 303. This would get people better access to different freeways and make it easier to get out of this particular area. This area is a high growth area and hopefully this transportation problem that we have out here will be addressed soon. Thank you.”

Response:

As part of the development of its transportation plan, the city of Glendale conducted in-depth technical analyses, with extensive public involvement, and determined that Northern Avenue represented the

preferred route for the establishing higher accessibility in the Luke Air Force Base area, as well as other parts of the West Valley. Consistent with the Glendale findings, the plan includes a “superstreet” project along Northern Avenue to provide residents with better access to different freeways and make it easier to get in and out of this part of the West Valley.

Comments from Mark Smith, Senior Planner, City of El Mirage:

“The city of El Mirage is concerned about the proposed limited access on Grand Avenue. That will seriously impact the access to the city of El Mirage. We plan to have a gateway along grand to our community and we don’t want to lose the access and the visibility that grand gives us. We would like to see connection of El Mirage across Grand Avenue, but this will require more careful planning and design than is shown in the plan. There is a lot of ownerships, there is a railway in the way, and so we need to find the best way to get across there.”

“Also there might be some consideration in the plan for reducing the number of trips by designing neighborhoods so that the services are close enough that people do not need to use their car to get there. And that’s a comment on the plan as a whole. Because it seems to be geared to finding more and more ways of getting more and more auto transportation on the road, so maybe some considerations should be given to reducing that traffic and reducing the need for travel.”

Response:

The plan includes the widening of El Mirage Road from Jomax Road to Northern Avenue. This includes a grade-separated crossing of Grand Avenue.

Comments from Tom Husband

“I would like to comment on the light rail system. Actually, it’s a trolley plan. We had trolleys in Detroit when I was growing up and they are, essentially, the same as what is proposed. I am here because I have been following Mr. Joe Ryan’s evaluation of some of the facts surrounding the system. And from reading materials that he has generated, I am concluding that the trolley as proposed is unsafe and it won’t improve air quality and it has about one-fifth the carrying capacity of a three-lane highway, therefore, we could spend five times more on highway development at the same cost and get the same capacity.

“Now, our problem that we have with funding this system on sales taxes, it’s going to suck dollars out of the economy. And these dollars are the oxygen for our capitalist economy, so it can only have a deleterious effect upon our economy over the long haul. The trolley is far more expensive per passenger mile than the bus and is much more expensive per passenger mile than the car. This trolley plan is totally unjustified on a cost basis. Everyone involved knows that it will require heavy subsidies. Its inflexible rails in concrete cannot be moved and cannot be rescheduled. Ridership forecasts will never be met. If this project were offered as a publicly traded company or stock, there would be no one who would buy in, but rather every knowledgeable person would sell it short. Thank you very much.”

Response:

In order to obtain federal transportation funding, major transit investments such as light rail must undergo extensive analysis and scrutiny to determine their cost effectiveness and benefits to the community. It's important to note that all forms of transportation, with the exception of toll roads, have a portion of public subsidy.

The Transportation Policy Committee (TPC) has worked to develop a multimodal transportation plan that includes different forms of transportation to meet future transportation needs. In developing the RTP, the TPC has considered extensive public input and scientific polling results. These results show that residents desire a balanced transportation system that includes freeways, roadways and transit. The draft Regional Transportation Plan is multimodal, and includes funding for freeways, highways, major streets, bus service and high capacity transit such as light rail transit. The plan allocates approximately 59 percent of the total funds to freeway/highway projects, 31 percent to transit improvements, eight percent to major street projects, and the remaining two percent to other regional programs. As part of the transit component of the plan, funding is provided for regional bus service, including fixed route, bus rapid transit and express routes; light rail transit (capital expenses only); study of commuter rail options; and other programs, such as paratransit service, the regional vanpool program, and rural transit services.

Comments from Gail Carson

“The presentation was very good. It was interesting, informative. My one problem was is that they didn't talk anything about the noise impacts and the potential air pollution problems, even though I did ask the question and the gentleman did answer it. And then after further discussion during the meeting we've just been advised that the Loop 303 is now being referred to as a freeway. Since it was taken out of the freeway plan in approximately 1995, and I'm not really sure of the specific date, it seems like it might have been earlier, just when and how was it reinstated and why are we just learning of this now? Surely other proper public notification should have been done to the citizens that are affected by having a freeway right outside their back door.”

Response:

The Transportation Policy Committee did determine that funding for the Loop 303 should be included in the draft Regional Transportation Plan (RTP). As part of the 1985 freeway plan, funding for right-of-way protection for Loop 303 was included.

The development of the Regional Transportation Plan (RTP) began more than two years ago, and is the culmination of substantial public input. Several formal and information public input opportunities have been provided, including presentations to community and neighborhood groups, and scientific surveys and polling data. The Transportation Policy Committee, who has been charged with the role of developing the RTP, has conducted surveys of the public which demonstrate a strong desire for a multimodal transportation system that includes a range of transportation options to meet future travel needs. The main goal of this most recent round of public meetings in late August and early September

is to obtain public input and comment on the draft plan, before it is finalized, and prior to scheduling the timing of implementation of the projects.

After the draft RTP is finalized, a technical analysis will be performed to be sure that constructing the transportation projects in the RTP will not negatively impact federal air quality standards. In addition, the development of major new regional transportation facilities is accompanied by an environmental review process, which includes extensive public involvement. It is anticipated that mcdot and ADOT will be holding a public hearing in connection with the environmental assess of the segment of Loop 303 from I-10 to Grand Avenue in the February/March 2003 period. They will also have a public meeting in advance of the hearing to provide the public with the opportunity to become familiar with the findings of the environmental assessment prior to the public hearing. We encourage your to remain involved in theses studies as the design of Loop 303 continues.

SURPRISE/SUN CITY PUBLIC MEETING – SURPRISE
SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Surprise/Sun City meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the six business meetings which preceded each public meeting.

- Concerned that not many business representatives here.
Response: Invitations were sent to top 100 employers and Business Stakeholders List.
- How much development will there be west of the White Tanks?
Response: (Referred to Master Planned Development Map, Slide #13 in presentation, showing planned developments.)
- You can make some improvements, but not many, to assist in the West Valley. Are there any improvements north of the 101, such as Jomax Road north of the 303?
Response: Not currently in the Draft Plan, but is being looked at as a possible project addition. Happy Valley to Jomax, west of 303 on Jomax.
- Bell Road is the only east/west corridor, are there any improvements planned to assist with east/west mobility?

Response: Bell is highly developed. Improvements planned along the Grand Avenue corridor, Loop 303 via Happy Valley Road/Jomax. Possible right-of-way investment on Jomax.

- With population explosion in Southeast/Central corridors, I understand the need for those improvements. But my concern is there are no bus routes to/from Buckeye area, and that's where most of our employees will come from.

Response: Regular transit service is planned just to about Dysart Road, but there will be rural transit service that will go down Baseline Road to State Route 85 that will serve the Buckeye area.

- When I first moved here, the 101 was like the Sun Valley Parkway, now it is at Level of Service "F" past I-17.

Response: There are improvements scheduled to add lane capacity on Loop 101.

- You have 59 percent of funding going to freeways. Are there any plans for toll roads in the future and express bus?

Response: Express Bus Service is planned, along with additional park-and-ride lots that will be built to make it easier for commuters to use for cross regional trips. Toll roads are not currently in the Plan, but many are looking at going that route. It would represent a major public policy shift.

- You have direct bus routes in the East Valley, but I don't see any here. If you started them here, there would be an overwhelming response.

Response: Will look at that, but there are Bus Rapid Transit routes planned for the West Valley in the Plan.

- People on jury duty can't get easily to downtown Phoenix.
- Need express bus into Surprise.
- Need express bus to Arrowhead and to I-17 and Bell Road.

Response: Express bus is planned for all freeways, serving downtown. Freeway Bus Rapid Transit is planned along 101, east/west on Northern as well as on Grand Avenue, along the I-10 corridor to Scottsdale Road. There are a lot of suburb-to-suburb trips which will continue. Timing of these routes will be that some will be implemented earlier than others. Grand Avenue, north Loop 101 will connect to Surprise.

- Safety needs to be first. When we had streetcars before there were very few vehicles and there were still fatalities at grade level. Elevated rail would be safer. Here in Phoenix, we are the capital for red light running. Plus you have rail mixed in with traffic. Narrow stations with exits on one side. You are only giving 20 seconds for wheelchairs to load, no tie-downs on cars, it is very dangerous.

Response: We have studied other light rail systems, and we believe 20 seconds is adequate amount of time for loading. As for tie downs, we worked with a disability committee in developing the system, and we learned that most wheelchair users do not like the tie downs, which don't work on every type of chair and are seen as interfering with independence. Wheelchairs have their own wheel locks and the

way the wheelchairs are positioned in the cars works very well in keeping users safe. This same design is used on many light rail systems across the country.

- Half-cent tax is not enough to take care of all of our needs.
Response: This was a policy decision by the TPC. It looked at implementing a one-cent tax but decided there would not be public support for a tax increase in current economic conditions and decided to ask for an extension only.
- Need Jomax Road to connect Sun Valley development to Bell.
Response: Connector on Happy Valley to 303 up to Jomax.
- Does the plan address noise and air quality issues?
Response: Yes and no. Did add rubberized asphalt on current system. Would like to see that continued but no specific money currently allocated in plan. In terms of air quality, the automobile fleet is getting much cleaner. Making good progress on ozone and carbon monoxide, particulates (PM-10) are still an issue. In the current plan, there is no extra money other than what would normally be included for neighborhood mitigation. SR 85 is a bypass to keep trucks out of downtown to help with air quality, noise issues.
- Need connecting road from Bell to 303 east of El Mirage.
Response: Current plan calls for improvements along El Mirage Road from Happy Valley down to Northern Avenue.
- Never had an environmental hearing on Loop 303.
Response: Those will be done as we go, but for now, Loop 303 is planned as a full freeway. It will undergo an environmental impact study and public hearings before final construction. Grand Ave to I-10, public hearing in August 2004.
- PORA has said that priorities for El Mirage Parkway was a priority for that community. Is there enough to fund that parkway by taking some landscaping money?
Response: Improvements are planned for El Mirage Road, but they won't come from landscaping money. We have heard strongly from the public that they want landscaping and maintenance.
- How can you expect support for the Plan without noise mitigation?
Response: As new freeways are built, ADOT is required after 3 years to do a continuous noise analysis and retrofit as appropriate.
- We've seen the forecast for an increase in population. Everyone admits there will be hundreds of thousands of people here but many projects are not being built. How much money would be needed to satisfy Northwest Valley needs?
Response: There are two million people in the entire Valley. I can't give you a figure on meeting all Northwest Valley needs. There are obviously more needs around the Valley than there is funding available. We have to take care of our needs today and build what we can as we go.
- Loop 101 is not next door to us. It's the only freeway we can use and it doesn't go downtown. Why not make Grand Avenue the freeway?

Response: Was part of the 1985 vote, but it would cost more than \$1 billion to do that so the next choice is flyover improvements that are in our current plan as well as the five new interchanges in the new draft plan. It's really a price tag issue. We would have to buy out a lot of business access.

- Why not rail?
- They are getting more in the East Valley than we're getting in the West Valley. There is nothing here in El Mirage to get us downtown faster.

Response: The eight flyovers on Grand should help.

- The Sun Health Corporation has 900 employees. Having more options in transportation is important to us.
- To see the development that is coming, it frustrates me that transportation as an infrastructure need has not been a priority. Build first, then look at making improvements. Douglas Ranch will absorb Bell Road but with all that is going in, I'm not sure what the fix is, we're not there.

Response: We are still playing catchup. Facing same dilemma on transit to get ahead of the curve. Looking at other financing possibilities.

- Which comes first – development or infrastructure?

Response: That is a difficult question. We try to plan infrastructure as developments are approved but there are funding flow issues that must be considered.

- It is not MAG's prerogative to do land planning. That's up to cities and they aren't looking at the impact to transportation.
- How many projects have been taken off the table based on funding?

Response: I couldn't say.

- Maybe we should consider going for more than half-cent to get what we need.

Response: Was considered by TPC and rejected on the basis that there would likely not be public support for a tax increase, better to go with an extension.

- Air quality conformity. How does this compare to an environmental impact statement?

Response: Environmental Impact Statement is a study done before a project is built to determine potential impacts to the environment. In a conformity analysis, projects are put through a computer model to demonstrate their impact on air quality. Building the Plan can't exceed certain emissions budgets and violate air quality standards.

- Will we be able to look at that analysis?

Response: Yes, we have a public process that allows for review and comment by the public.

- Bus routes to Pinal County?

Response. No. Our plan deals with Maricopa County only.

- Notices all over on ozone alerts. Trolley will slow down traffic and won't that make air quality worse?

Response: Don't agree with that premise.

- Light rail doesn't allow left hand turns so means more travel, which is bad for air quality.
- What is the authority of MAG versus a Regional Transportation District?
Response: We are designated by the federal government to do transportation planning for the region. A compromise in HB 2292 was to have the plan developed through the TPC and allow review by County, ADOT, RPTA.
- What do you mean when you say you are a certified transportation agency?
Response: Must certify that we meet federal requirements for transportation planning such as public involvement, etc. We undergo a certification process every three years.

SOUTHEAST PUBLIC MEETING – MESA

FORMAL COMMENTS

Comments from Roc Arnett:

“I appreciate all of the work that has been done to bring the program to this point in time. There are a few things in my judgment that need to be adjusted and finalized to make the plan approvable by the East Valley, understanding that 43 percent of the voters in the county are in the East Valley, 35 and a half percent of the population is in the East Valley.”

“There needs to be some regional equity with regards to the priorities of the plan. The issues of landscaping and maintenance need to be included in the program, and there needs to be some inclusion of sound walls and asphalt – rubberized asphalt for sound mitigation. In addition to that, there should be a corridor included that was in the Southeast Maricopa and Northern Pinal County study that has a corridor roughly along the Hunt Highway and North on Meridian Road. And those ought to be put on the line for future development, not necessarily with money at this juncture. That would help alleviate future growth in northern Pinal County.”

Response:

The issue of regional equity is still being discussed by the Transportation Policy Committee (TPC), who has worked to create a multimodal, balanced transportation plan. It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. For example, in central areas of the region, freeways already exist and some areas are completely built-out. In outer areas of the region, there is extensive housing and employment, both existing and planned, but few freeways and other transportation options. In developing the Regional Transportation Plan (RTP), the TPC has had to consider the balance of different transportation options to meet the very different needs in various areas of the region. Development has already been planned, and exists, in the areas of Williams Gateway and the Loop 303. These and other rapidly growing areas of the region desire to have transportation options that already exist in the more centralized areas, such as freeways, major streets and transit.

The draft RTP does include funding for maintenance and operations of freeways. The issue of whether to include additional corridors as the plan as revised can continue to be discussed by the TPC as they refine the draft RTP. Your comments will be forwarded to the TPC as the draft is refined.

Comments from Charlie Deaton:

“My primary concern is with the funding sources that we have talked about on various projects and how the distribution of those funds will fall based on the perception that the voters will have. I think it’s critical that we have equity in both funding and timing of the issues of construction. And it’s clear that if the East Valley voters don’t find that this equity issue is addressed to satisfaction, then it will be awfully difficult to get the vote necessary to pass the half-cent extensions, which we all feel are critical to all of the Valley, and we need to be sure that attention is paid to the projects that will bring about that equity. That’s it.”

Response:

The issue of regional equity is one of importance that is still being discussed by the Transportation Policy Committee (TPC). It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. For example, in central areas of the region, freeways already exist and some areas are completely built-out. In outer areas of the region, there is extensive housing and employment, both existing and planned, but few freeways and other transportation options. In developing the Regional Transportation Plan (RTP), the TPC has had to consider the balance of different transportation options to meet the very different needs in various areas of the region. Development has already been planned, and exists, in the areas of Williams Gateway and the Loop 303. These and other rapidly growing areas of the region desire to have transportation options that already exist in the more centralized areas, such as freeways, major streets and transit.

We understand that the issue of equity will continue to be discussed by the TPC as it refines the draft RTP.

Comments from Kathy Langdon, Gilbert Chamber of Commerce

“I have a letter that I will leave today also. But we just wanted to stress that we have been real supportive of the East Valley mayors and the cities in their quest to get geographical equity for this tax, as I think the previous speaker mentioned; that if we don’t have a plan that our voters are going to feel will address their needs, that it won’t pass at the ballot. We also support the \$300 million of additional projects submitted by the East Valley municipalities to be part of this project, which will go a long way towards us reaching our geographic equity.”

“And at this point we are not supportive of including the Hunt Highway as an expressway. We think that it could jeopardize many of the projects that we need in the East Valley at this time to put funds towards the Hunt Highway. And because we are such a rapidly growing community, we feel we need to be looking at addressing current congestion issues first versus building freeways.”

“The East Valley, but in particular Gilbert, from the last tax, we received our project at the tail end of the tax. And we understand that the current plan on board with the performance measures only put a few projects in Gilbert addressing congestion, and we would prefer that those would move forward in addressing the congestion needs at this time.”

Response:

The issue of regional equity is still being discussed by the Transportation Policy Committee (TPC), which has worked to create a multimodal, balanced transportation plan. It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. There are rapidly growing areas of the region that desire to have transportation options that already exist in the more centralized areas, such as freeways, major streets and transit.

The issue of whether to include additional corridors as the plan as revised can continue to be discussed by the TPC as it refines the draft RTP. Your comments will be forwarded to the TPC.

The implementation of the RTP remains to be discussed and finalized by the TPC. Unfortunately, given the timing of funding, it is not possible to build all projects at once. However, as the TPC moves forward to consider implementation, the timing of all projects in the RTP will be considered.

Comments from Patt Patterson

“I have a question regarding the distribution of funds. There was a pie chart in the MAG Web site that showed that the East Valley’s proportion of money resources being used compared to its population was lower than the Phoenix and West Valley’s proportions or ratio, the ratio between – I’m not sure exactly how that figure was arrived at. But my question is why is the East Valley not carrying its fair share of the load, at least that's what it looks like. I don’t know whether it's because of the lack of interest in creating economic development or what it is, but for some reason the percentage is lower for the East Valley, for the ratio, than it is for the West and for Phoenix. It looks as if Phoenix is carrying the major load for the whole Valley, for Maricopa County, compared to the East Valley.”

“And the second part of that is, in order to really plan for the future, 50 years from now there may not be any gasoline, or it may be very limited and may be very expensive. So we need to plan now for alternative means of transportation. And that’s why I would like to make sure that we don’t – for instance, Mesa just recently cut some of its bus service and there's some talk of some express bus service cuts. I would like to see Mesa and some of the other communities in the East Valley pick up on their responsibilities and not be as parochial as they appear to be. I’d like to see them cooperate more with the Valley as a whole.”

Response:

The issue of regional equity is still being discussed by the Transportation Policy Committee (TPC). It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. There are rapidly growing areas of the region that desire to have

transportation options that already exist in the more centralized areas, such as freeways, major streets and transit.

The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Brad Sharpe:

“I’m here on behalf of my daughter, Sara Sharpe, who couldn’t be here tonight because she passed away April 26, 2003, on Loop 101 in Glendale, because a driver went over the cables and killed her instantly. So my plea tonight is to have more money put on the cables, take them out and put in cement barriers.”

Response:

First, please let us extend our sympathies for your loss. The addition of concrete median barriers as a separate project has not been identified in the plan. However, concrete median barriers are usually installed when HOV lanes are added on a freeway segment and the plan calls for the addition of such lanes throughout the freeway network.

Comments from Amanda Ormond

“I am a Tempe resident, and I’m also on the Tempe transportation commission. When the Maricopa Association of Governments did an extensive amount of public input on the transportation plan -- and the thing that struck me in those presentations was the fact that the citizenry at large wanted half the funding to be used for public transit and alternate modes, and half the funding to be used for freeway construction. So I would just like to put on the record that when the elected officials that are responsible for developing the final plan are doing their deliberations, I want them to keep in mind this 50-50 split; and although there will be arguments on how money should be spent, the big picture should be kept in mind, which is people want alternate modes, they want different ways to travel, than just the freeways and cars.”

Response:

You are correct in noting that public input was considered by the Transportation Policy Committee (TPC) in creating the draft Regional Transportation Plan (RTP). The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the RTP, and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two

percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments about having more funding provided to alternative modes will be forwarded to the TPC as it considers refining the draft RTP.

Comments from Thomas Millebrant:

“I’m a member of the Citizens Transit Commission for the city of Phoenix. I have been working on the transit activities since 1988. Before that, I was a member of the Arizona Department of Public Safety for 34 years. And since retirement, I have been active in attempting to get options for transportation in the Phoenix metropolitan area.”

“I was very active on the passage of the Transit 2000 plan, which allowed Phoenix to expand their bus service, their dial-a-ride service, and provide for Sunday bus service for the city of Phoenix, which did not have Sunday bus service before, and, in addition, provided money for the light rail system. I would like to see that continue regionally in this plan as most major cities. I just visited San Diego on vacation and was able to ride their system, and it's a marvelous system. Our system is going to be modeled after San Diego and other successful systems like Dallas, Portland, St. Louis, and many others.”

“I would ask this too, that it’s very important that we have – that the citizens of the metropolitan area have options – that they can use the highway, that they can use bus transportation, they can use light rail transportation, and eventually maybe heavy rail between various cities in the area. It should be an overall program to accomplish these efforts. We shouldn’t be requiring a local match for transit just as there is no local match required for freeways. It’s important to have the 27 and a half miles in the program to supplement the locally committed miles in Phoenix, Tempe, Mesa, and Glendale.”

“It’s extremely important to allow Phoenix to expand their rapid bus system, which is – bus rapid transit system – which is now in operation. And it’s extremely important to have the light rail expanded to serve the West Valley on I-10, and also to push the light rail up State Route 51 to the Paradise Valley Mall. We should not be cutting the transit funding in the program in order to balance it. I would just like to remind the members that I have told them before that what we are working for is for our children's children, and we should keep that in mind.”

Response:

The Transportation Policy Committee (TPC) worked to develop a multimodal plan that is balanced among different transportation options. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. The draft RTP shows a light rail system will be 57.5 miles, which includes the 30 miles in the minimum operating segment already funded plus 27.5 miles of extensions in the RTP. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Phil Amorosi:

“I just want to make sure that within the transportation plan, that we spend as much money as possible on buses and light rail for all the handicapped people in the Valley, all the mentally ill people in the Valley, all the poor people in the Valley that can’t afford cars. And we also need to do that to help with the pollution problem.”

Response:

The Transportation Policy Committee (TPC) worked to develop a multimodal plan that is balanced among different transportation options. The needs of people with disabilities are an important consideration. Transit comprises 31 percent of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail.

Comments from Joseph Brennan:

“I have a few questions on why do they need four or five different entities to run one bus system. Why doesn’t either the city run it themselves and save the money they are paying ATC to run Mesa’s section, Tempe’s section, Phoenix’s section, and all the rest of them. Why do we need MAG to get transit money. Why do we need the RPTA to get transit money. Why does ADOT get transit money.”

“And the light rail system is a joke. Put it down the center of the freeways, and you will accomplish the same thing they are going to do downtown. And it won’t cost \$44 million a mile. And I can’t see where the \$44 million a mile is going to be spent.”

“They can put a monorail system in, same as they have in Disneyland. It’s 30 years old. It runs fine. The people running the systems in Mesa, Tempe, Phoenix don’t ride the system so how can they tell the people riding the system what they need. To me it’s totally idiotic.”

“That man right there, Ken Driggs, I used to drive him home every day – Ken Driggs, he’s the head of the RPTA. He won’t talk to me because I don’t like – I told him many times the RPTA is a useless organization, which it is. They don’t put the buses and the things where the people want to go. Each system – you get into Mesa and Mesa runs it. If you into Glendale, Glendale runs it. If you go into Scottsdale – it should be one regional thing. That’s what I thought. When he told us for the RPTA in ‘85, that’s what I thought was going to happen, it was going to be run by one organization. All we did is add another entity to pay to do the same job that all the rest of them are doing. And it’s a system that needs to be taken back by the public and the public get on these different committees to tell the rest of the public what we need. The people that ride the system are the ones they should talk to, not the bank presidents and all these so-called people that know everything.”

Response:

As noted in Mr. Brennan's comments, public transit services in Maricopa County are provided by several entities. This reflects the nature of transit funding in the region. Federal Transit Administration (FTA) 5310 and 5311 funds are administered by the Arizona Department of Transportation. The 5310 program funds senior transportation programs and the 5311 program funds rural transit programs. ADOT provides grants to communities across Arizona out of these programs to fund eligible transit programs. The FTA 5303 program funds transit planning to support the development and implementation of public transportation services. The dedicated recipient of these funds is the region's Metropolitan Planning Organization (MPO). In Maricopa County the MPO is the Maricopa Association of Governments. The FTA 5307 program provides funding for capital purchases associated with existing transit systems. These purchases include vehicles, passenger and maintenance facilities. The designated recipient for 5307 funds is the city of Phoenix, which then redistributes these funds to the other jurisdictions in Maricopa County based on the five year Transportation Improvement Program (TIP). FTA 5309 grants provide funding for major capital projects including fixed guideway transit systems, BRT systems and other transit purposes. On the operating side of the equation, the vast majority of transit operating funds comes from local sources including municipal general funds and locally adopted sales taxes. The various funding sources, combined with the large percentage of local operating funds, has resulted in a regional transit system comprised of many entities. Valley Metro, as the regional transportation authority, provides a framework for integrating these disparate elements into a regional transit system. It accomplishes this in several ways. First of all, it provides a unified customer service program that ensures that riders can navigate the regional transit system, purchase fare media, and know where to take their complaints for action. Second, Valley Metro also provides scheduling services to its members to ensure that bus routes that travel across multiple jurisdictions follow schedules that address regional as well as local needs. Third, Valley Metro provides \$5 million a year in funding for transit operations. This funding plugs the gaps in the regional transit network caused by lack of local operating funds.

As to Mr. Brennan's critiques of the planned light rail transit (LRT) system it should be noted that similar systems in Salt Lake City, San Diego, Portland, and Dallas, have been quite successful in drawing riders to transit, especially first time riders. LRT systems can also be a significant economic development stimulus. Rail station locations in other cities have become major development nexuses that capitalize on the auto and pedestrian traffic drawn to the station locations. Mr. Brennan argues that a monorail system would be a better investment but fails to note the greater costs, and significant visual impacts that associated with an elevated rail system. Elevated systems cost in the range of \$100 to \$140 million per mile to construct, compared to \$45 million to \$60 million a mile for a comparable surface running system. Part of the additional cost is for ADA accessible station stops which require elevators to provide access to street level for handicapped riders. The elevated structure also creates a significant visual impact on the street corridor, which is especially problematic where the line runs adjacent to residential neighborhoods. Mr. Brennan cites as an example the monorail systems at the Disneyland resorts in Anaheim, California and Orlando, Florida. It should be noted that these are amusement parks where an elevated rail system is viewed both as a way of getting around the park and also as an amusement

park ride. A monorail system is also being constructed in Las Vegas, Nevada to link the casinos and major hotels.

Comments from Tom Dorn

“I’m representing the East Valley Chambers of Commerce Alliance, which is a 5,000 member business organization representing the chambers from Mesa, Tempe, Chandler, Gilbert, and Apache Junction. We support the plan with the proposed amendments of the adding \$300 million for East Valley projects. Our priorities all along have been, number one, the Williams Gateway Parkway; number two, the widening of the freeway system in the East Valley by adding a general purpose lane, as well as an HOV lane for each of the freeways; number three, transit, increased transit. And we are satisfied with the arterials – I mean, with the new amounts that have been put in for transit, which include both rail and bus. And we want that fire wall so that’s protected.”

“And the last thing is the – as I already started, \$300 million – 295 to be exact – that is for additional funding for the East Valley. It’s critically important in order to achieve geographic equity with the reauthorization – the extension of the Regional Area Road Fund tax.”

Response:

The issue of regional equity is still being discussed by the Transportation Policy Committee (TPC), which has worked to create a multimodal, balanced transportation plan. It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. The TPC will continue to discuss the issue of regional equity as it refines the draft RTP. Your comments will be forwarded to the TPC for its consideration.

Comments from Richard T. Tracy, Sr.:

“I’m one of these people who do not mind paying taxes. However, I don’t like to waste it. In my 30 years here, I have seen a lot of failed projects put on by the Arizona Republic and the people downtown that have investments. They’re talking now of on the Civic Plaza, light rail, hotel, probably \$3 billion worth of money going downtown, but there’s nothing to go downtown for. The public will have to pay and subsidize light rail for the next 50 years. If they elevate it, it is going to be effective. If not, forget it because we’re going to wind up paying for a system which is not going to be productive. In addition, it will cause more traffic jams because it’s going to be on the ground level.”

“I have lived in New York, I have lived in California. I have seen all of the different transportation systems. What they are proposing we took off the road back in 1945. The buses would be far more effective.”

“I’ll vote against anything that has this kind of a light rail system, and I’ll ask that everybody else do the same. The Civic Plaza loses money because money goes to America West. The city is not interested in the taxpayer. Just the downtown interests seem to make their way through the Arizona Republic. And,

as I say, it's failed before. We have all kinds of projects that we have spent billions of dollars on. This is going to be the worst because it will be a billion and a half dollars."

"As I say, if they elevate it, it would be very effective. But you need four tracks so that you have express trains. I lived in New York City, Manhattan, and Long Island for 12 years. I rode the subway six days a week. This system was in the small towns, and they had to take it out. The buses and the trolleys were far more effective."

"We are going to have people get knocked off crossing the street to get on those trains at night. And it's just unbelievable that they would come up with this kind of a program and expect the public – and the public did vote for it in Phoenix, but that was about eight percent of the population that voted in favor of it."

Response:

There has been extensive discussion by the Transportation Policy Committee (TPC) on the role of transit in the Regional Transportation Plan (RTP). To assist in the development of the RTP, MAG conducted a High Capacity Transit Study (HCT). Early on in the HCT study, a comparison of different transit technologies was conducted. Monorail is a form of automated guideway transit, and may also be referred to as a "people mover." these systems typically operate on a small scale within areas such as office complexes, theme parks, and airports. There are also monorail systems in Germany and Japan, and Las Vegas is currently beginning a new, short-distance monorail system.

The capital cost of automated guideway transit systems are rather high, ranging from \$50 to \$100 million per mile, which does not include the cost of elevating the service. The higher cost is due to the limited number of manufacturers of this technology, and recent implementation of this technology. In general, because the technology is so new and has not been implemented on a wide-scale in areas such as the MAG region, there is limited feasibility for monorail.

The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Jim Davidson

"I'm speaking in support of mass transit in the plan. I think that we need to keep light rail and commuter rail on the table for discussion. It appears to me that commuter rail is starting to fall off, and I think this needs to remain a vital component of a multi-modal, integrated approach to mass transit. I am in agreement with how they split the dollars. Approximately a third of the dollars are going to mass transit in the form of buses, light rail, and bus rapid transit, and I agree with that approach. I urge MAG

and the members of MAG to not jeopardize that split, don't move more money from mass transit into streets and freeways.”

“I do agree with the amount of dollars going for street improvements. I do not agree with the number of dollars going to freeway construction. We can no longer continue to build farther and farther out into the desert. It’s a self-defeating model. We will never get the density inside the cities to support better mass transit if we are continuing to build freeways further and further out into the desert.”

“Finally, I think there needs to be clear equity with the financing. Right now Mesa represents 39 percent of the population, and we are only receiving 27 percent of the funds. There needs to be some effort given to equalizing the amount of dollars received per population that exists. So I’d like to see more revenue come to the city.”

Response:

As part of the Regional Transportation Plan (RTP) process, the Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the Regional Transportation Plan. The HCT study found that due to the significant growth projected for the MAG region, there will be sufficient future travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers have been considering how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors, into the RTP. The draft RTP includes \$5 million in funding for additional study on implementing commuter rail.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

At recent meetings, the TPC has discussed the concept of “firewalls” to protect modal allocations to freeways, roadways, transit and other programs. With firewalls, percentages allocated to these different types of transportation will remain intact throughout the future of the RTP.

The issue of regional equity is still being discussed by the Transportation Policy Committee (TPC), which has worked to create a multimodal, balanced transportation plan. It can be very challenging to develop a regional plan that meets the needs of a large number of cities with diverse transportation needs. The TPC will continue to discuss the issue of regional equity as it refines the draft RTP. Your comments will be forwarded to the TPC for its consideration.

Comments from William “Blue” Crowley

“With my three minutes today, I’d like to address some of the major issues that have been really bothering me. I look at your rural plan and I go back to the days when I was a young man in this city, 1950 and such, and I look at the roadways that were rural in 1950 – the Maricopa Road, the 51st Avenue, the Grand Avenue, and the road to Buckeye. I only see the northern parts of Grand Avenue, Highway 60, having rural because you have taken from Olive down to 7th Avenue and Van Buren off, so there is no Grand Avenue bus in the central city. You also don’t have anything on the Bush Highway, a rural road that’s been here since the 1930s. You have nothing on 51st Avenue south of Buckeye where we have the town – or village of Laveen that has been here since before any of the white settlement.”

“So when you talk about a rural part of the equation and you don’t even go to the rural communities within the metroplex, how can you say you are doing the job right. Where is the rural part where it attaches the cities of like Gila Bend with the other smaller communities and that with the major metroplex, where we have the Buckeye and the Douglas Ranch area. Where is that going to be interspersed into the system and the plan.”

“When I see that it’s light rail and you state rail, I don’t see anything about commuter or, as it’s known, heavy rail. We need to be using the heavy rail within this Valley. It touches every one of our communities except for those being Scottsdale, Paradise Valley, Fountain Hills, and the Carefree area. Now if we were to be smart enough to understand that transportation is also trade, that we need to have heavy freight rail going from this Valley to the major centers of the east and not have to go south through Texas or west through California. We need to go from the East Valley towards Albuquerque and Denver, Chicago, New York, Cleveland, et cetera.”

“As to the freeway and light rail, being as capital intensive as they are in their construction, why not put them both in the same right-of-way. But then you’d have highway – or Interstate 10 being worked on over 15 of the next 20 years, you have upgrades on the 51 over the next 10 years; and then as the phases of the light rail come into effect, you will then be tearing up the 51 to put that light rail in that right-of-way.”

“With the fire walls, I have a problem with it when its on the roadway. The roadways are supposed to be upgraded to have pedestrian and bicycle.”

Response:

Approximately 59 percent of funding in the plan goes to freeways. Projects include additional high occupancy vehicle lanes which can be used by express buses. The 57.5 miles of light rail (which includes the 30 miles in the minimum operating segment plus 27.5 miles of extensions in the RTP), include links to Glendale, Mesa, Tempe, West Phoenix and Northeast Phoenix. Other transit services will help support the light rail system, including a strengthened underlying bus network, bus rapid transit and express bus. The transit component does include connections to both Gila Bend and Wickenburg, as well as an expanded “super grid” system of transit service on major roadways in the region.

MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the Regional Transportation Plan. The HCT study found that due to the significant growth projected for the MAG region, there will be sufficient future travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers will now need to consider how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors, into the Regional Transportation Plan (RTP). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail, and light rail transit along I-10 west – an existing freeway corridor.

The Transportation Policy Committee has discussed the concept of firewalls to protect modal allocation splits for all transportation modes: freeways, transit, roadways, and other programs such as bicycle and pedestrian.

Comments from Richard Nolan:

“I just have a couple quick comments. I have seen a draft of the implementation plan for the sales tax. I’m concerned that the HOV lanes are in the second phase implementation, so that bus rapid transit and other mass transit issues are delayed to the second phase because there’s no HOV lanes. And I think that the HOV lane construction should go in the first phase, and that some of the freeway development should be postponed to the second phase to permit the development of mass transit, because you have got to have the HOV lanes for the bus rapid transit to come through, and I think they need to switch those things.”

“I have also looked at some of the performance statements and evaluation techniques for measuring the performance, and I am concerned that the standards they are setting up for performance measures really do not in fact measure what they say they are going to measure. For example, they talk about increased accessibility for people with physical handicaps, and the performance measure is increased frequency of travel time on the highway; and that doesn't have anything to do with increased

accessibility for people with disabilities to use a mass transit or the freeway system. So I think the performance evaluation criteria needs to really reflect an outcome.”

“My last comment is that I’m concerned that there’s been a shift from the initial polling, which showed a pretty much 49-49 percent split for freeways and streets versus pedestrian, transit. And now we are down in the 30 percent for transit and the 60 percent – or 67 percent for freeways. And I think that it needs to come back in line to what the original polling showed that would be supported. And I just think that we are short-changing transit for freeways, and I think that needs to get back balanced.”

Response:

The Transportation Policy Committee (TPC) is currently working on phasing and implementation of projects as it refines the draft Regional Transportation Plan (RTP). For express buses on freeways, HOV lanes are needed.

Transportation alternatives were evaluated using a set of performance measures that were tied to the goals and objectives established for the region. These performance measures were used to provide information regarding the advantages and disadvantages of various approaches to meeting future transportation needs. Based on the findings of this analysis, a hybrid plan was developed that provided the basis for the draft plan.

The TPC has considered the results of scientific polling when determining the projects in the RTP. Unfortunately, there are many good projects and funding is limited. Polling has shown that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately 2 percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. We will forward your comments to the TPC for their consideration as the draft RTP is finalized.

Comments from Steve Bass:

“I support the plan that’s been put forward with some modifications. Maricopa County citizens have consistently indicated in polling results an even split between transit and freeway spending for the 20-year plan. This plan doesn’t do that.”

“There seems to be an overemphasis upon freeway projects, such as the Interstate 10 Reliever, Interstate 10 widening project, the South Mountain Freeway, to the detriment of public transit and pedestrian and bicycle modes.”

“In order to ensure continued employment and residential balance between the West Valley, the East Valley, the downtown area, it’s important that there be high density corridors, such as light rail, bus rapid transit.”

“My recommendation is that the level of expenditures be more balanced between alternative modes and freeway expenditures.”

Response:

There has been extensive discussion by the Transportation Policy Committee (TPC) of the role of all different types of transportation modes in the Regional Transportation Plan (RTP). The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. The amount of funding provided is approximately equivalent to the amount of funding currently provided to regional bicycle and pedestrian projects. Your recommendations on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Comments from Patt Patterson:

“And just for information purposes, I’d like to explain – I have been with the Light Rail Task Force in Phoenix since 1996, was one of the first people involved in the public input into the light rail system. And the reason that the light rail first initial phase is going down central and past the airport and into Tempe and Mesa, on the edge of Mesa, is for economic reasons. Since this is the first spine, it was a lot cheaper to go with that and it hit the major employment areas in the Valley, and meant that the system has a better chance at success.”

“I have heard people talking about, well, why can’t they go with monorail or down the center of the freeways or commuter rail. And commuter rail is loud and noisy compared to light rail. Light rail is quiet. Light rail will move 600 people every five minutes. That’s the equivalent of probably 20 – between 15 to 20 buses going past a point every five minutes. For an example, at the Super Bowl that was held in San Diego, Jack Murphy Stadium was let out and there were 90,000 people there in that vicinity; and out of those 90,000 people, there were 30,000 of them that were moved by the light rail system out of that area. So that reduced the congestion tremendously. If you take 30,000 people, if those 30,000 people had been in cars instead of being able to use the light rail, there would have been a lot of congestion.”

“So for the reasons why light rail is being used, that doesn’t preclude the possibility of rail, other kinds of rail, eventually feeding into that or coming off of it. But when you talk about the major employment areas, a monorail going down a freeway is not going to do any good in the center of Phoenix or the major population areas we have in the Valley. So that’s part of the reasons for the light rail.”

Response:

Scientific polling used by the Transportation Policy Committee in creating the draft Regional Transportation Plan shows that residents in the Valley desire to have a balanced transportation system with a range of transportation choices, including freeways, streets and transit, including light rail. The total planned high capacity transit system in the region includes 57.5 miles of light rail transit, with 27.5 miles of extensions being funded through the Regional Transportation Plan. While the draft RTP does not direct any regional funding to the operating costs of light rail, approximately 14 percent of the RTP is allocated to the light rail element.

Comments from Mary Hartle-Smith

“I am a transit user, and I represent the National Federation of the Blind of Arizona, East Valley Chapter. I am the co-chair of the transit committee. And as blind persons, we need transit as our main method of mobility throughout the Valley. We believe this plan needs to incorporate a significant portion of public mass transit to catch up to the needs of the Valley that includes people who are blind, people with other disabilities, and people in general who need to commute more efficiently and with less congestion and less air pollution. I believe more emphasis should be given to mass transit, to improving bus transit, and to extending light rail.”

“The National Federation of the Blind of Arizona, East Valley chapter, believes that any park-and-ride station that's connected with the light rail service should be connected with buses at the other end. So that when people get off the light rail, they will be able to get onto buses to go to their final destination.”

“If I could just say that I did not receive any materials in an alternate format that I requested so that I could really study the plan very effectively to give more complete and specific comments.”

Response:

The Transportation Policy Committee (TPC) has spent much time discussing the role of transit in the Regional Transportation Plan (RTP). The draft RTP includes 31 percent of funding for transit, including a “supergrid” regional bus network, express bus, bus rapid transit, light rail transit, and additional study of commuter rail. Because many agree that transit needs to receive a larger share of regional funding than in the past, the proposed one-half cent sales tax extension will dedicate a much larger portion to transit.

Both Valley Metro, who operates the regional transit system, and Valley Metro Rail, who will operate the light rail system, are working to be sure that the light rail and the bus system integrate. We will be happy to provide you with materials in alternative formats as needed.

Comments from Roy Hoyt:

“The first comment is that, as a lifelong resident of the Valley, having grown up here starting in 1947, I have seen a dramatic change both in the population base, the transportation, the needs, and more depressingly the degradation of the quality of life, which unfortunately has come with the increased population.”

“I’m concerned about the imbalance with the freeway expansion, which tends to encourage the sprawl and the degradation of the region. I don’t see any evidence in conjunction with these proposed expansions of a serious study of resource management, such as water availability, electricity, all the other infrastructure elements. Can the Valley realistically support the kind of population that this expansion will bring along with the added sprawl?”

“As to the positive aspects of transportation, I would like to see an increased focus on the alternative modes – bus, fixed guideway, and light rail transportation – to foster infill and to encourage the concentration of both population resources in a more manageable, defined area. I would like to see increased hours of service, both early in the morning and late in the evening, potentially 18 to 20 hours a day with higher frequency to offer people the opportunity for alternative work schedules, rather than being locked into the 9:00 to 5:00 or 8:00 to 5:00 concept, which tends to lead to inefficient use of people’s times.”

“Also like to see that arterial street improvements would focus on local service needs. I would think that given the population base as we are growing, that much of the infrastructure improvement that affects the outlying areas should be a State Department of Transportation funding requirement because of the impact on the state overall.”

“Lastly, I would like to see an expansion of bicycle and pedestrian opportunities, both as an alternative mode, but also for healthy living, healthy lifestyles. And as it is said quite often, as some bicycle riders who are offended by people who try to crowd them off the road, every bicycle is one less car on the road.”

“And the same would equal for pedestrians. Every time you get one or two people off the road, that’s an increase in capacity for those who do not have the opportunity to use alternative modes.”

Response:

According to population projections, there will be six million people in the region by the year 2030. Accommodating the transportation needs brought about by this growth is a key objective of the MAG Regional Transportation Plan. To do this, we must use all of the tools in our toolbox, including new freeways, freeway improvements, bus service, light rail transit, and other tools such as Freeway Management Systems and Intelligent Transportation Systems. On the local level, Valley cities are continually evaluating their resources to ensure that planned developments have the resources in place to accommodate that development.

Improvements in the Regional Transportation Plan do call for increased peak hour frequency of service across the regional “super-grid” of transit services.

The Regional Transportation Plan has addressed the needs of pedestrians and bicyclists by providing a fixed amount of regional funding for pedestrian and bicycle projects. In addition, MAG has done

bicycle and pedestrian planning. For example, the Regional Bicycle Plan advocates strongly for more bicycle lanes and recognizes the significant obstacles that freeways present to bicyclists. The regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the Transportation Policy Committee to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project. Your recommendations on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Comments from Rick Cannon:

“I think that there needs to be more of a focus on light rail and a focus on specifically funded segments, similar to what we did with the original 1985 plan for the freeways. According to the numbers, like about 90 percent of the funding goes to freeways in one form or another. We need to focus more on mass transit.”

“And there are other ways we can help to actually increase the revenue even more. We could use economic partners, such as businesses who would directly benefit from improved transportation, such as malls and various businesses – various places where employees would be able to get there on time, better and easier.”

“Also, tollways I think should be considered more in some forms or another because – or at least should be examined because they could provide easier funding and be used as higher capacity than most other freeways.”

“Also, more cities should be involved in the light rail plan and -- such as, I heard Gilbert express an interest on extensions of light rail, where it would be sort of almost a hybrid between that and commuter rail where you would have longer lines and less stations actually, but using the same technology. Like some specific corridors I think should be used, like I-10 south into Ahwatukee and Chandler.”

“I am sure that this has been previously addressed, but it would be good if more coordination between different modes of transportation would be worked, such as 10 minutes after light rail would stop at a particular station, two or three different buses would stop in the general -- in close proximity, so that it would be easy to maintain mass transit commutes over further distances from the light rail line.”

“Also, an excellent place to put a light rail line would be to connect it with the Williams Gateway Airport development in Mesa as eventually it can become a full passenger airport.”

Response:

The Final Draft Stage of the Regional Transportation Plan currently allocates 59 percent of all regional funds to freeways/highways, 31 percent to transit (with approximately 14 percent of that to light rail transit), eight percent to streets and two percent to other programs such as safety planning. Adding additional money into light rail would mean a decrease in funding to one of the other modes.

The Transportation Policy Committee has sought to work closely with the business community in the development of the plan; in fact, six members of the committee represent the business community. Additionally, the committee has partnered with the Business Coalition in seeking input on the plan. This partnership will continue in the future, and opportunities may present themselves to partner economically with these important stakeholders.

Tollways have been discussed at length at a policy level in this region, and ADOT has pursued possible public/private partnerships for developing freeway corridors. In addition, high occupancy toll (HOT) lanes have been studied for the region. Scientific polls conducted in the region indicate a significant lack of support for toll roads by the public. Another difficulty is that because of our comprehensive arterial system that would allow users to take alternative routes, toll roads may not work well here. The potential applications of roadway pricing in the region will continue to be reviewed.

In terms of coordinating light rail segments with bus service, we agree with your premise, and as light rail segments come on line, coordination of bus and light rail service will take place to the greatest degree possible to ensure the convenience of passengers.

SOUTHEAST PUBLIC MEETING – MESA

SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Mesa meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the six business meetings which preceded each public meeting.

- How can transit passengers connect to the airport?
Response: There will be a rail station at 44th Street that they would use.
- Will there be available spots for luggage on the light rail cars or buses?
Response: Will be on the people mover at the airport, but no specific luggage carriers on the buses or rail cars.
- What are the prospects for getting this passed at the legislature?

Response: We believe they are very good. We are optimistic that there will be a strong consensus. We have been communicating with the legislature as we go and working with an ad hoc committee, so they have been in the loop as the plan has progressed.

- Before building freeways, why not do more one-way streets? We have to take care of our infrastructure. That would be a cheaper way to do it, one-way streets over freeways.

Response: We could look into that.

- Carpool lane is tied up way too long, for seven hours a day. Should only be a carpool lane from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. You would move a lot more people if you reduce the carpool-only hours.

Response: We could look at that.

- I commute to North Central Phoenix, and there is a lack of Express Bus. Transit time in anywhere from one hour and twenty minutes to three hours. Are we going to increase the speed of transit?

Response: There are many improvements planned on the super-grid system, including an increase in greater peak frequency than the current service.

- What is a fixed guideway system?

Response: It is where you have dedicated right-of-way where other types of traffic are excluded.

- Why isn't LRT going in the center of the freeway?

Response: Actually, having it along the median is being considered on the I-10 corridor.

- The cost is \$50-60 million/mile for light rail. Why not monorail?

Response: Building an elevated system would cost significantly more and is not considered feasible economically at this time.

- I would vote against a “street car” system.

- We need more bus.

- How do you board Light Rail Transit in the middle of the street? In Mesa?

Response: You would cross the street halfway to enter the platform at designated crossing areas.

- In monorail you would board above.

- I support geographic equity and projects to the East Valley.

- Will bus stops be called out for the visually impaired?

Response: Yes. Inside the bus, drivers should already be calling out major stops and any stops requested by the passenger. Among the planned improvements for the near future is an automated annunciator, so when the bus pulls up to a stop, it will specify the location automatically.

- What about wheelchair access? Will it be safe for light rail?

Response: There will be wheelchair access on the light rail line. The design will be in conformance with ADA standards and is being developed with input from the disabled community.

- To me, the Plan appears reactive, not proactive and dismissive of Commuter Rail.
Response: A lot of work would be needed to upgrade the current freight lines to the standard of passenger rail. These are considered "dark corridors," the freight companies would require lease time that would need to be negotiated. Locations are not always in the neighborhoods we need to serve. Union Pacific has not been receptive at this time. Commuter rail is also expensive to operate.
- Light rail may be good for downtown areas, but monorails in the freeways might work better in outer areas?
Response: Monorail too expensive to be feasible. Some corridors, such as I-10, are being looked at for having light rail running in the median.
- I support commuter rail. It works in Dallas and Salt Lake City.
- Mesa may not be getting full share of its funding per capita.
Response: Geographic equity is one of the issues considered by the TPC and we've looked at East, West, Central, etc. It's important to remember this is a Regional Plan, people use the entire system. Geographic equity is needed, but a dollar-for-dollar return in every case is difficult.
- Why not include tollways?
Response: Have been discussed at a policy level, and ADOT has pursued possible public/private partnerships for developing freeway corridors. In addition, high occupancy toll (HOT) lanes have been studied for the region. Scientific polls conducted in the region indicate a significant lack of support for toll roads by the public and may be considered at some point, but would be a major shift in public policy. The potential applications of roadway pricing in the region will continue to be reviewed.
- Business should pay for light rail and freeways.
- Need a better light rail plan.
- Tollways may work in far West Valley.
- Is there a security plan for light rail and for the park-and-ride lots?
Response: Yes. Valley Metro will have security and CCTV.
- Light rail should be expanded now to various areas to have for future budget crunch, so that people everywhere can use it.
Response: Not designed as a door-to-door service, operates in high capacity corridors only. Contingency funds are included in all projects.
- Monorail versus light rail - light rail tears up streets, and you could run monorail alongside fo freeway.
- There is no dial-a-ride or bus service in Gilbert/Queen Creek area. We need for Gilbert Community College.
Response: There will be more service in the Gilbert area under the plan. Will need to look up the information for you regarding Gilbert Community College. (Added after follow-up: Route 136 serves the Gilbert Community College along

Gilbert/Pecos. Dial-a-ride would be offered as a complementary service in a 3/4 mi buffer along that route.)

- Under current implementation schedule, you have HOV lanes in Phase II. You need to move up to Phase I for mass transit.
- I am concerned about safety on Loop 101. I lost my daughter in an accident with cable median barriers. How soon will you be replacing those barriers?

Response: They will be replaced by concrete barriers as soon as the HOV lanes are constructed.

- How will you promote before the election, and what are you going to do for the East Valley?

Response: MAG will not be involved in the election campaign. There are a broad range of transportation improvements in the East Valley area of the region. These include improvements to the Superstition Freeway, I-10, Loop 101 and Loop 202, as well as a new freeway corridor to Williams Gateway Airport. In addition there is a series of arterial improvements and new bridges in the East Valley area, new and enhance bus service and an extension of high capacity transit along Apache Trail.

- Looking at the growth, more needs to be put toward transit instead of freeways.
- Must be oversight of funds, including citizen oversight.

Response: There will be oversight of funds, including citizen oversight through the Citizens Transportation Oversight Committee. We are also looking at implementing firewalls so that money can not be transferred between modes. We also have a Life Cycle Program Management policy in place, as well as a material cost change policy.

- Completed Light Rail Transit study, found that it could attract ridership if certain criteria met.
- Why are the future Light Rail extensions on SR51 instead of Scottsdale Road?

Response: Scottsdale Road was studied for High Capacity Transit, but there does not appear to be interest in a Scottsdale Road alignment at this time. Transit 2000 showed Phoenix willing to put commitment into light rail, and so the SR51 corridor was selected as the corridor to serve the Northeast Valley.

- Need more funding and more regional expenditures in rural areas.
- Concerned about firewalls and funding of projects.
- Depending on TEA 21 reauthorization, how much flexibility to address changes?

Response: The Plan will have to be flexible to accommodate change. Most likely, a monitoring process will be established and the Plan will be updated periodically, perhaps every five years.

- Need spending equity by subregion.

NORTHEAST VALLEY PUBLIC MEETING – SCOTTSDALE

FORMAL COMMENTS

Comments from Gerald P. Spellman:

(See attached “Spellman” Exhibit in Section II of this report.)

Response:

Mr. Spellman’s comments largely advocate for SkyTran as an alternative to light rail transit. Mr. Spellman also suggests that a portion of the Regional Transportation Plan be devoted to high-tech research and development programs for transportation.

The decision to choose light rail as a transit technology is the result of years of research and analysis. A transit project that uses federal funds must undergo extensive analysis on potential alternatives, including benefits and costs. This research for the existing Central Phoenix/East Valley Light Rail Transit Project has followed all of the necessary federal guidelines for analysis, and has been recommended to advance to the final design stage by the Federal Transit Administration.

There has been extensive discussion by the Transportation Policy Committee (TPC) on the role of transit in the RTP. To assist in the development of the RTP, MAG conducted a High Capacity Transit (HCT) Study. Early on in the HCT study, a comparison of different transit technologies was conducted. In general, because the technology is so new and has not been implemented on a wide-scale basis in areas such as the MAG region, there is limited feasibility for SkyTran technology.

The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Dianne Barker:

“I am a supporter of multi-modal transportation, many modes. However, I found the need to go to the City of Phoenix grant hearing, FTA hearing yesterday, and I’m delivering the information, which I did today at the MAG managers meeting and I left them in the care of Valerie Day.”

“The letter has to do with my objection for the 5309 and the CMAQ funds of 2003 that the City of Phoenix is asking of FTA, and also the fact that on the MAG TIP for 2004, Valley Metro Rail, under 401T, is asking for 305 million; and there also is another Valley Metro request, which is totaling near the same amount. Of course, the federal share is much less. The reason I’m objecting to the funds being used this way on this kind of at-grade, in-median design is because of their safety; and even FTA in their letter to Ed Zuercher, Z-u-e-r-c-h-e-r, the Phoenix Transit Director – I have it here and I have handed it in – it is saying that they are – their concerns, one of which is safety, and they are expecting, the FTA,

that ADOT would have safety oversight evaluation and it would be done this summer. Having checked with the authorities in transportation, local and state, there is, however, no safety evaluation.”

“And also the modeling that is being done at MAG, per the letter of Valley Metro August the 28th to Mayor Giuliano, it says the EMME2 modeling for ridership is without results of the modeling input; therefore, it is unreliable.”

“Finally, this letter supported by Mr. Crowley and Mr. Rich Bank. And Mr. Bank has informed me Growing Smarter requires a vote along with Tempe, Apache Boulevard Rail Line, and the people have not voted. Therefore, you can’t – that’s inoperable to use those densities.”

Response:

During preliminary design of the light rail transit (LRT) system, curbside running was considered and then rejected in favor of an alignment in the center of the street. There are several reasons for this. A curbside alignment generally eliminates the option of curbside parking which would not be acceptable to businesses abutting the corridor. If curbside parking was retained through the use of pull outs, then the sidewalk would have to be reduced in width, impacting pedestrians. Curbside parking with a curbside LRT alignment would also create a safety hazard as those parking their vehicles would constantly be crossing the rail alignment to access or exit parking spaces. Curbside LRT alignment without parking can be hazardous to pedestrians crossing the rail alignment. Curbside alignments also create problems for right-turning automobile and truck traffic which tends to back up when there are pedestrians in the crosswalk.

Comments from Lynn Edwards:

“These are my recommendations regarding the Regional Transportation Plan.”

“I would recommend that the plan move forward toward a 50-50 allocation between transit and streets and freeways rather than the current allocation. I think that’s more forward thinking over the next 20 years.”

“I would recommend that all of the express buses be regionally funded and regionally controlled. I’m currently a commuter on the 510 express, and that bus route is funded by the City of Scottsdale. So it was very vulnerable to their budget cuts this year. It’s still in a vulnerable situation, although we were able to save it for one year.”

“I would like to see that the tax extension would guarantee extra express routes, that cross jurisdictions are covered regionally. I would like to see some gaps in the transit grid filled in the transit grid. If you look at the transit grid, there’s a big gap east-west between Camelback and Shea Boulevard. So I would like to see us have a bus that goes from Scottsdale Road and Lincoln to Lincoln and 22nd Street, which would hook up with an existing route.”

“And in particular that would help serve the Veritas Preparatory Academy, which is a new charter school that currently serves about 150 kids, and it will grow to serve four to six hundred kids over time.”

“And, finally, I would like the regional plan to clearly identify the bike and pedestrian projects that would be funded, and allocate at least one or two percent of the total funds to off-street bike and ped systems.”

(See Attached “Edwards” Exhibit.)

Response:

The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The transit component of the RTP includes a “supergrid” system of bus routes that will operate on many major arterial streets. The intention of this system is to provide a basic level of access to bus service to residents throughout the region. The transit element also includes express buses that will operate on freeways and bus rapid transit.

The Regional Transportation Plan addresses the needs of pedestrians and bicyclists by providing a block of regional funding for bicycle and pedestrian projects. In addition, MAG has done bicycle and pedestrian planning. The Regional Bicycle Plan advocates strongly for more bicycle lanes. The Regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the Transportation Policy Committee to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project.

Comments from Ian J. Kerr:

(See Attached “Kerr” Exhibit.)

Response:

Mr. Kerr’s comments largely refer to an increased need for public transit services. The Transportation Policy Committee (TPC) has spent much time discussing the role of transit in the Regional Transportation Plan (RTP). The TPC sponsored polling to determine community sentiment on transportation, and the polling shows that residents desire a blended transportation system that is

balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Louise Lemke:

“I too am a founder of Families for Loop 101 Safety. My daughter, Christina Laux, was killed in the same accident that killed Stephanie Monongya in August of 2002.”

“Victims who – who lost loved ones on the Loop 101 Freeway formed Families for Loop 101 Safety out of a concern that more wasn't being done to address safety on this dangerous highway. It's so dangerous that the Arizona Republic newspaper calls it “the Highway of Tears.” That description has unfortunately been accurate. According to statistics derived from the Arizona Republic, there are average of 67 accidents every month on the 13-mile Scottsdale portion of the freeway alone.”

“In spite of these statistics, nothing has been done to make the road safer. In fact, as I speak, the state is spending \$34 million to lay rubberized asphalt on the 101 to make it quieter. But there's no guardrails in place for Loop 101 safety. Why are miles of the highway paralleling a 20-foot-deep drainage culvert unprotected by any type of barrier? This problem has not gone away. Just about a week ago, I heard another story on the news about a car that veered off the Loop 101 roadway and into the drainage channel. This madness has got to stop – and I need to – before we address future transportation.”

“Our organization's Web site has been swamped by support from citizens who agree that the state has misplaced its priorities. We want Arizona to put safety first. The transportation leaders need to know that we are watching to see how our tax dollars are spent, and we are not pleased about it.”

“August 1st of this year marked the one-year anniversary of my daughter Christina's death. It was a hard day for me. It was even harder for her four children. I ask all of you here today, how much are your children and grandchildren's lives worth to you? How much would you spend to keep them safe? Is approximately \$235,000 for one mile of guardrail any less important than \$16.1 billion you are addressing tonight for transportation for the next 20 years?”

“As an organization, we will not rest until Loop 101 has been made safer. We owe it to our loved ones. Let's take care of our current Loop 101 Freeway before we plan on addressing the needs for the next 20 years.”

Response:

We would like to extend our sympathies for your loss. Although safety planning is included in the two percent “other” category of the plan, it should be noted that safety is an identified objective in the Regional Transportation Plan and is inherently considered as part of the cost allocated to each project. We are unsure if there are any design issues with the 101 Freeway, and that is something that the

Arizona Department of Transportation would need to investigate. We will forward your comments to ADOT for its review.

Comments from Jesse Monongya:

“My name is Jesse Monongya. My daughter was Stephanie Monongya that died on the 101, that horrible scene that we see on the pictures of every television, the pickup truck that was rolled over in the culvert, and they weren’t discovered until the next day. And it’s been very hard for us. And then to hear about the safety wasn’t mentioned, like it’s only two percent, it’s a little upsetting. And I think safety should be first before building the road.”

“And so we started with Legends Cadillac to start a rail -- to get funds and – and put up a rail on our own. So that’s what we are doing today. And we are going to keep fighting until it gets done. And that's about it.”

(See Attached “Monongya” Exhibit.)

Response:

We are sorry for your loss. Please see the response to the prior comment.

Comments from Carl Bruning Jr.:

“I’m a Phoenix native, born and raised here since 1961. I have mainly four comments today that I would like to make to the committee. The first one is regarding the light rail system. I’d like to know if electric trolley buses were considered instead of light rail. Those electric trolley buses could have been upgraded in the future to fuel cell. So that's my first point.”

“The second is telecommuting. Has that been considered in this plan as an option?”

“The third is that the 60 percent spending on new highways is too much. I think it’s time to put the brakes on sprawl. Highway construction is just a subsidy for the real estate developers; and if we do build it, they will come, and I don't think we need more people in the city.”

“And my last point is regarding tollways on certain roads, like on Ahwatukee Loop or sections of the 303, if those are built. Thank you.”

(See Attached “Bruning” Exhibit.)

Response:

The Central Phoenix/East Valley Light Rail Transit system will use an overhead catenary wire as an electric power source. Telecommuting is included in the Regional Transportation Plan (RTP) in the category of “other programs.” This category includes items such as funding of rideshare and trip reduction programs, and bicycle and pedestrian projects. We might also note that MAG currently

provides \$140,000 per year in funding for promoting telework to employers and assisting them in implementing telework programs.

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment on transportation, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Tollways have been discussed at length at a policy level in this region, and ADOT has pursued possible public/private partnerships for developing freeway corridors. In addition, high occupancy toll (HOT) lands have been studied for the region. Scientific polls conducted in the region indicate a significant lack of support for toll roads by the public. Another difficulty is that because of our comprehensive arterial system that would allow users to take alternative routes, toll roads may not work well here. The potential applications of roadway pricing in the region will continue to be reviewed.

Comments from Marc Payalla:

“I would like to enter into the official record my opposition to the light rail system that is being proposed and planned.”

“I do live on Central Avenue, and I am a bus rider. I believe that the plan is a wasteful – wasteful proposal that will neither help commuter or drivers.”

“I think that a better proposal is a system of express buses on the existing freeways that would stop every mile to pick up passengers that could connect to artery streets and artery bus routes. This is used extensively in San Mateo County, California, as well as other communities throughout California.”

“We have already built the freeways, we have already spent a considerable amount of money for this system, yet none of the system is really used for bus commuters except for rush hour on a limited number of routes.”

“So I would like to have my opinion for the record. Thank you.”

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment on transportation, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The transit element of the RTP contains a variety of elements to meet various needs. Just as we wouldn't want all roadways to be freeways, we wouldn't want all transit to be light rail. Light rail, express buses and the "supergrid" of bus service will all complement one another to meet the different transit needs of people in the region.

Comments from Wendy Riddell:

"Wendy Riddell with the law firm of Beus Gilbert, and we represent a number of the property owners out in the West Valley. And we would like to state our support of the I-10 reliever concept. We believe that the concept as well as its funding are crucial for the viability of the West Valley."

"The primary reason for our beliefs are, number one, the blooming growth in the West Valley and, number two, the level of service on the I-10 with this growth. So really we just want to illustrate to the committee that the I-10 Reliever concept is of paramount importance. And that's it."

Response:

Funding for an I-10 Reliever is included in the Regional Transportation Plan.

Comments from Mike Milillo:

"My name is Mike Milillo... ADDRESS DELETED... I am a transportation planner by training and have worked as a transportation planner, and I'm a former member of the Pave the Planet Foundation. I understand about dispersed commuting patterns. I also understand this is a very capital intensive plan with 89 percent of the funding going towards highway and transit capital programs and only 11 percent toward operating and maintenance."

"I have questions and comments. Number one, when will MAG be funded and allowed to do real transportation planning? I support transit, but transit will not work in this Valley until land use planning is integrated with transportation planning. We will never be able to lay enough pavement. Every transportation planner knows demand always increases to fill capacity."

"Number two, when will decision makers wake up to the fact that our transportation problems are directly related to inefficient sprawling development patterns, segregated land uses and zoning, lack of incentives for communities to manage growth and development."

"I noted a slide during the presentation that mentioned sustainable transportation. Do you really believe we will improve air quality, improve the urban heat island effect, and improve this Valley's sustainability with this plan?"

"Our goal should be to reduce the VMT, be proactive instead of reactive to growth. We should improve the mobility of people, not vehicles."

Response:

The Transportation Policy Committee (TPC) has worked to develop a transportation plan that meets a range of needs by providing different types of transportation options. Survey research sponsored by the TPC has shown that most Valley residents prefer to have a plan that provides funding to a range of transportation alternatives, including freeways, major streets, and transit options. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs.

Part of the underlying planning and analysis for the RTP includes a comprehensive look at the general plans of communities throughout the region. This information is used to compile projections for future land use, and future employment and population forecasts have also been used in developing the plans. With the implementation of the Growing Smarter legislation, communities are required to obtain public support (votes) of their general plans. The general plans that provide the foundation for land use have had extensive community input and are subject to public scrutiny. And, these are the same general plans that provide the foundation for the transportation projects included in the RTP.

MAG will conduct an air quality conformity analysis once the draft RTP is refined to make sure that federal air quality standards will be met when the projects in the RTP are implemented. The results of this analysis will be open to the public and available for additional comment and review.

Reducing VMT, or vehicle miles is traveled is very difficult in the fastest-growing county in the United States, where people are highly mobile. For many years, VMT has been growing at a faster rate than population, which means that people are traveling more miles. Much of this increase in miles is due to social and recreational travel. Because alternative modes can be used to meet some of this travel demand, the TPC has developed a plan with a range of transportation types.

Comments from David Kennedy:

“My name is David Kennedy. I'm from Scottsdale. I have lived in Phoenix for the past 19 years. I grew up here.”

“I'm concerned that they didn't touch on the health effects of pollution during the presentation. The answer to our transportation problems are not more freeways. They are not the answer. Even when cars become more efficient and hopefully one day completely pollution free, that does nothing to solve our transportation problems. It does nothing to address the problems of traffic gridlock.”

“So I'm very concerned at how little money is being allocated to light rail transit in comparison to what's being allocated to freeways and roads. The recent gas crisis proved that we are entirely too dependent upon our cars. We must have an alternative to that. And I know it's a utopian vision to hope that cars are on their way out, but I'm also a realist and I know that we have to have at least an alternative.”

“We need an expansive light rail mass transit public transportation system where more roads are not the answer. It wastes enormous resources of land, oil. It subsidizes developers and increases sprawl. Not to mention that we get more for our money with mass transit. It might be \$60 million a mile, but the cost payoff, the benefit payoff, when you compare health effects, sprawl, everything that comes with what this subsidizing more freeways and more roads is going to do. When you compare that to an expensive mass transit system, we are getting more money, we are getting more bang for a buck.”

“And so basically I just wanted to give my strong recommendation for more light rail transit routes and to allocate more money towards that, because that is the solution to our future, our future transportation problems.”

Response:

Health impacts of transportation investments are an important consideration. MAG will conduct an air quality conformity analysis once the draft RTP is refined to make sure that federal air quality standards will be met when the projects in the RTP are implemented. The results of this analysis will be open to the public and available for additional comment and review.

The Transportation Policy Committee (TPC) has worked to develop a transportation plan that meets a range of needs by providing different types of transportation options. Survey research sponsored by the TPC has shown that most Valley residents prefer to have a plan that provides funding to a range of transportation alternatives, including freeways, major streets, and transit options. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs.

Light rail is only one component of a transit system. The RTP includes funding for 27.5 miles of light rail transit extensions, as well as some contributions toward the minimum operating segment and new routes. The RTP does not include and funds to operate light rail. Because development of the region’s transit system has happened largely without a regional funding source, different cities are at different levels of transit service. Just as we wouldn’t want all streets to be freeways, we don’t want all transit service to be light rail. Light rail also requires an underlying bus network on major streets, and other transit needs might include express bus or bus rapid transit.

There are many good transportation projects. The TPC has had the difficult task of picking as many of these projects as possible, given the limitations on available funding.

Comments from William C. "Blue" Crowley:

“I have some serious reservations about the current plan. When I crunched the numbers for the City of Phoenix, \$202 billion, \$400 million in just their light rail projects, would take all the money from transit. I also note that with the gas being what it's been, why aren't we doing a gas tax, you know. The citizenry have already shown they will take a 60-cent increase in cost. It went from a dollar-fifty to two

twenty-nine, and now it's only back to one ninety-seven, one ninety-five in some places. I don't know why it's not back from one forty-nine. So if we can take that much out of our drivers because they want to be in their car that much, we need to get some more gas tanks under the situation."

"As I stated before, I want one cent to be divided three ways: one-third roads; one-third rubber tire transit, which is buses; and one-third freeway light rail so that the freeway and the light rail can be in the same right-of-way, the biggest part of the expenses."

"I note that the bus rapid transit, I-10 express terminal, does have \$80,000 to be looked at. But when I see your plan, you didn't even consider it. When I hear Mr. Anderson say drivers, drivers, drivers, he needs to get out of that car and become multimodal. It's not just cars. As I stated at the podium, what I see is a reference to the laws of Sam Steiger, an agency will protect its existence more than do the job. And right now all I see MAG doing is making sure they keep on existing and they are not doing the job. Sixty percent for freeways is not the job."

"We were promised in 1990 a 50 percent of the half-cent sales tax specifically for rubber tire buses. In this new plan, just with light bits of math of \$64 million for 15 miles of light rail in the City of Phoenix and another \$120 million a mile for the 12 miles of elevated come out to 240 – or two billion four hundred million, which is one-third of your transit tax."

"So with those numbers could somebody tell me how I'm going to get buses? I want a bus on any roadway that's good enough for a car. We need to start looking at the job of government. One of those is transportation, and that's more than building roads and freeways. That's taking care of the bus ridership, those economically disadvantaged and those with disabilities. The law says you are supposed to do it. Get it done."

Response:

Because transportation needs are so great in the region, a variety of funding sources are used in the Regional Transportation Plan (RTP). Funding sources do include the gasoline tax, but 56 percent of the funding for the RTP would come from the extension of the countywide half-cent sales tax for transportation. There has been strong public support in the past at both the local and regional level to apply sales tax revenues to transportation needs. Recent polling also indicates a continuation of this support.

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment on transportation, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

NORTHEAST PUBLIC MEETING – SCOTTSDALE

SUMMARY COMMENTS FROM QUESTION-AND-ANSWER PERIOD

Note: Along with the formal opportunity for comment conducted through the court reporter, the format of the public meetings involved an informal question-and-answer period. This opportunity was designed to serve as a direct dialogue in which staff responded to questions and comments as they were raised. As noticed at the meetings, these comments and questions, along with some staff responses, were recorded in summary format only.

Following is a copy of the summary notes recorded at the Northeast Public Meeting. In some cases, responses have been fleshed out or added for the convenience of the reader. Please note that the following summary includes comments made during the business meeting which preceded the public meeting.

- I work for Wells Fargo, and we are interested in more park-and-ride lots to serve our employees.
- When will the South Mountain Loop be completed?
Response: The Transportation Policy Committee will determine the phasing of projects during its September meeting. Currently it is anticipated the South Mountain would be completed in Phase 2 of the Plan, which occurs between 2011 and 2015.
- The South Mountain freeway has been talked about for a long time. I would like to see it completed sooner.
- Would South Mountain be used by trucks as opposed to going through downtown?
Response: I will need to get you the information on projected vehicle splits. (Added after follow-up): About nine percent of the traffic will be truck traffic, which is consistent with other freeways around the region. Many people are concerned that a lot of trucks will be using South Mountain as a bypass around Phoenix. However, traffic modeling has found that in fact most trucks will continue on into Phoenix because they have deliveries to make there.
- What are you doing for those of us in the older age demographic (in terms of transit)?
What about covered bus shelters?
Response: MAG has been studying the issue of elderly mobility for the past several years, and in 2002 hosted a National Conference on Elderly Mobility to further examine these types of issues and discuss potential solutions. Up until now, there has not been much funding dedicated to this type of infrastructure. There will be additional improvements under the new plan, including bus shelters that provide shade and seating. As an added note, the 26 planned light rail stations will include shading structures, seating, cooled water fountains, ticket vending machines, telephones, lighting, and signage. The design incorporates a number of shading elements, including overhead and vertical panels and trees, to provide shade at all times of day.
- I am opposed to spending 60 percent on freeways. Stop sprawl.

- Have electronic trolley buses been considered?
Response: The light rail system will operate using an overhead catenary wire, which is electric.
- I would like to see a telecommuting option in the City.
Response: We currently provide \$140,000 per year in funding for promoting telework to employers and assisting them in implementing telework programs. Another issue that we found recently in a study of home based businesses is that some city ordinances run counter to having businesses in the home, so that is an issue that needs to be addressed.
- How long until we reach gridlock? We need mass transit. No more roads like LA. We need other options than autos.
Response: Certainly congestion will worsen dramatically if we don't implement this plan. The current plan is multimodal and focuses on providing a variety of transportation choices.
- Why should Scottsdale participate in the plan? We give more than we receive. I don't want to work through MAG for our arterials. I am against light rail and double-decking the I-17.
Response: Geographic equity is one of the issues considered by the TPC. It is important to remember this is a regional plan – people use the entire system. Geographic equity is needed, but a dollar-for-dollar return in every case is difficult. In a recent scientific poll by Behavior Research Center of 600 Maricopa County voters, respondents were asked: “Which is most important: building a transportation system that improves how people get around the entire Valley, or one that improves how people get around in your area?” Eighty-nine percent of respondents said it was more important to them to build a transportation system that improves how people get around the entire Valley.
- I support multimodal. We need to educate and motivate people to use mass transit. We need a regional plan. The train should be fast and safe.
- I'm concerned about the transit grid system. Tempe has neighborhood Flash service. Does your proposal have this?
Response: Yes. There will be a feeder bus system to supplement routes.
- Expenditures for light rail are not positive, the money should be used for other transit. Phoenix ridership issue.
- Is MAG listening to public comment?
Response: Yes. In the past two years MAG has held dozens of input opportunities and spoken with thousands of people on their transportation priorities for the region. Opportunities included five public workshops across the region to get early input into the plan. That input was considered by the TPC in development of the draft plan. The Scottsdale meeting was the last of six public meetings held to receive comments on the draft plan.
- Why 23 miles of light rail only in Phoenix if this is a regional system? What are the numbers? I want 50 percent for bus.

Response: The current plan includes 31 percent of total regional funding for transit, including 14 percent for light rail. The original 20-mile minimum operating segment is paid for by the cities of Phoenix, Tempe and Glendale. An additional five miles is currently planned as a committed extension to Metrocenter, and another five miles into Glendale. The 27.5 miles of extensions included in the draft plan include an 11-mile segment that extends along I-10, a 12-mile segment that extends along SR 51 to the Paradise Valley Mall, a two-mile segment in Tempe along Rural Road to Southern Avenue, and a 2.5-mile segment into Mesa (which may/may not be light rail, depending on which technology the city determines appropriate).

- I want a full penny tax, to be split 1/3 to bus, 1/3 to roadway, and 1/3 to light rail and freeway.

- I am with a group here concerned about safety on Loop 101. Many of us have lost family members in 101 crashes. What about safety on the 101, and is there an engineering flaw?

Response: I am not sure if there are design issues, that is something that ADOT would need to investigate. Current cable barriers on the system will be replaced with permanent concrete barriers as widening/improvements to the system are made.

- What is in the plan for bike and pedestrian projects?

Response: There is a \$132 million allocation that includes off-road bicycle and pedestrian trails and connections that provide trail continuity.

- Central Arizona Project is working with the county to provide a trail system along the canal system. CAP is giving one percent toward these trails, MAG should dedicate at least one percent.

- I am also with the group “Families for Loop 101 Safety.” I would like to see barriers. We need more safety features. In your plan you have only two percent that is allocated not only to safety but to “other” projects as well.

Response: The “other” category includes money dedicated for safety planning. However, it is important to note that safety is an identified objective in the plan and is inherently considered as a part of the cost allocated to each project.

- I understand that the TPC will be voting on this soon. You have dispersed development patterns. When is MAG going to be allowed to do real transportation planning? I support transit, but land use needs to be included in planning. You talk about “sustainable” transportation, but your plan won’t improve vehicle miles traveled, air quality, or heat islands.

Response: MAG considers land use in its transportation planning, relying on data analysis of population and employment trends, as well as information from cities on their general plans and master planned developments, to project where future growth will occur. There is a delicate balance that must be found in accommodating the growth that is anticipated in outlying areas and at the same time providing improved mobility in high density corridors as an incentive for more infill development.

- If Scottsdale wants to keep its money in Scottsdale, don't go visit the Heard Museum, don't go to Diamondback games, don't go to the Science Museum, don't go to Tempe for ASU games. The fact is people drive all over the region.
- What efforts are taking place to tell cities to integrate zoning, not build on open parcels?
Response: The Growing Smarter legislation has gone a long way to accomplish that. The MAG Plan is based on city General Plans.
- Why not think out of the box? I have traveled all over the world, Thailand has turning/holding lanes. Paris has roundabouts. Why can't you look at controlled access roads? On Grand Avenue you could move the railroad tracks and get rid of the six-legged intersections. On Rittenhouse Road you need to take over and make a controlled road.
Response: We had an international consultant who looked at many examples of transportation systems around the world. Grand Avenue is currently being improved with eight "flyover" intersections, and additional interchange improvements are included in the draft plan. Other controlled access facilities in the plan include the Northern Avenue superstreet.
- I am a SkyTran advocate. In 1985, we were promised 230 miles of freeway, now 130 miles. Are we going to have cost overruns?
Response: In 1984, we hadn't built urban freeways before, and some costs were not considered. The recession in the late 80s impacted projected revenues. The Paradise Parkway was removed from the plan due to strong neighborhood objections. Also, it was anticipated the 1984 tax would raise about six billion dollars, in fact it only raised about three billion. Since that time, we have learned a lot. We now have management controls that have been put in place, such as the Life Cycle Program and material cost changes process. The freeway system has been on time and on budget since 1991. By 2007, we will have built nearly 150 miles of new freeways in the Valley.
- Has anyone figured out the cost for an average family over 20 years?
Response: No.
- Is the light rail system applying for federal funds?
Response. Yes, and that funding is included in the plan.
- The bus system in Phoenix is pathetic. Scottsdale finally got buses every half hour, then they changed back again to once-an-hour during the gas crunch. Why do they need such huge buses?
Response: Most Valley buses carry between 45-65 passengers. I'm not sure if it would be cost effective to run smaller vans. The TPC is discussing the concept of implementing firewalls so that money dedicated to each mode would stay in its own pot, so you couldn't use transit funds to build freeways and vice versa. Having a reliable regional funding source may help so that various transportation modes are not impacted by a city budget crunch.
- Bad drivers are what cause the safety problems on Loop 101.

- I'm concerned we're charting the same course. We must address air pollution. Freeways are not the answer. We need expanded light rail to the suburbs. Mass transit is the answer. How much money is going to light rail?
Response: About 14 percent of the total regional funds, about \$2.3 billion.
- I represent the Salt River Pima Maricopa Indian Community. I understand that the TPC has a designated position on the board for Native American Indian Communities that the Gila River Indian Community is supposed to fill. 101 is at capacity. I'm concerned with response times, it is difficult when calls come into the community for 101 fender benders. I understand that improvements for 101 are currently in Phase II. I recommend moving them to Phase I. I also recommend improvements to Pima Road to Phase I. The TPC should consider moving these projects up.
Response: The TPC will be considering phasing at its next meeting. We will forward your comments for consideration.
- The design of the 101 contributes to safety issues, especially at the curves. Why not put this on the people who commute and make them pay? What about bonding for toll roads? I would use the park-and-ride in north Scottsdale. Need mass transit where we need to go.
Response: Toll roads have been discussed at a policy level and may be considered at some point, but would be a major shift in public policy.
- Government employees need to be doing their part. They need to go to work on the bus and least one day a week. My life is valuable. We need HOV lanes. MAG is maintaining institution, not getting the job done. No vanpool. Use circulators. We need more bike lanes and they should be built as roads are built. We need more solar research. We need the legislature to get two cents more for the gas tax.
- Why is light rail transit not going to the airport?
Response: It will connect to the people mover, similar to Logan Airport in Boston and in Newark and Atlanta. There were also space and design issues at the airport, and a competing travel need issue. The people mover is smaller and runs on a fixed guideway through a center rail.

II. PUBLIC HEARING TRANSCRIPTS

The transcripts are in order of meeting date and are separated by a green sheet of paper. The meetings/hearings were scheduled as follows:

Central Public Meeting (Phoenix) – August 19, 2003

Southwest Public Meeting (Avondale) – August 20, 2003

Northwest Public Meeting (Glendale) – August 21, 2003

Surprise/Sun City Public Meeting (Surprise) – September 2, 2003

Southeast Public Meeting (Mesa) – September 3, 2003

Northeast Public Meeting (Scottsdale) – September 10, 2003

Final Phase Public Hearing (MAG Offices) – November 21, 2003

(Note: Letters that were handed to the court reporter are included in printed version.)

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MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC MEETING/HEARING ON THE
FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

CENTRAL

Tuesday, August 19, 2003
4:00 p.m. to 7:00 p.m.

Burton Barr Central Library
Phoenix, Arizona

COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

REPORTED BY:
BEVERLEE CAPERTON, RPR
Certified Court Reporter
Certificate No. 50030

PREPARED FOR:
MAG

(Copy)

1 INDEX

2	NAME	Page
3	THORMON ELLISON	3
4	WALT GRAY	6
5	BOB McKNIGHT	8
6	STEPHEN BRITTLE	9
7	JOHN WEST	10
8	JACK D. BOURLAND	11
9	DONNA NEILL	12
10	PAUL BOTT	13
11	PAUL BARNES	13
12	DEBBIE SMITH	14
13	RON FRIESEN	15
14	HALINA SZYPOSZYNSKI	15
15	MARTIN VOGEL	16
16	JONATHAN REED	17
17	CHAD CAMPBELL	18
18	RON GAWLITTA	20
19	DIANNE BARKER	22
20	WILLIAM C. "BLUE" CROWLEY	24

21

22 EXHIBITS

23	Exhibits	Description	Page
24	(Friesen)	Written Comments by Members of Black Canyon CLOUT (7 pages)	15

25

1 PUBLIC COMMENTS taken on August 19, 2003,
2 commencing at 4:40 p.m., at Burton Barr Central Library,
3 Pulliam Auditorium, First Floor, 1221 North Central
4 Avenue, Phoenix, Arizona, before BEVERLEE CAPERTON, a
5 Certified Court Reporter in the State of Arizona.

6 * * *

7 THORMON ELLISON

8 MR. ELLISON: My name is Thormon Ellison, and
9 I am going to read this opinion from the Arizona Daily
10 Wildcat, written by Kendrick Wilson on Tuesday, January
11 21st.

12 "No to 'Phoenix plan.' The little gremlins
13 from that bastion of pro-developer sentiment to the
14 north are at it again. This time they'd like you to add
15 a half-cent to your sales tax in order to pay the costs
16 of unchecked urban sprawl in Phoenix. How nice of them
17 to include Tucson taxpayers, many of whom do not share
18 Phoenician attitudes toward growth.

19 "A new proposal, already dubbed the 'Phoenix
20 plan' in Friday's Arizona Daily Star, would increase
21 statewide sales tax by a half-cent to pay for
22 transportation improvements. This plan is very similar
23 to a Tucson proposal last May that was overwhelmingly
24 defeated by voters.

25 "This plan would be administered by the state.

1 Phoenix Mayor Skip Rimsza is already pushing the plan
2 and says Pima County will see a great deal of the money
3 they pay in the form of road improvements. He may be
4 sincere, but the state's record shows otherwise. Anyone
5 who wants proof need look no further than Phoenix's
6 roads, which are all but paved with gold. Phoenix has
7 received more than the lion's share of state money for
8 as long as anyone with a pulse in this state can
9 remember. Don't expect that Euclid or Campbell Avenues
10 will be improved until Phoenicians have every last
11 freeway their hearts desire.

12 "A sales tax to pay for transportation is
13 regressive as well. A gasoline tax would be far more
14 equitable and would encourage people to drive less,
15 which would also reduce congestion. While Tucsonans
16 have shown support for an increased gasoline tax in poll
17 after poll, Phoenicians are too busy cruising their
18 freeways in their Ford Excursions, uninterested in
19 paying to cure the congestion they help create.

20 "No one could seriously argue that Tucson does
21 not need to improve its roads. Indeed, many roads and
22 intersections do need to be widened. Nonetheless, to
23 move forward with nothing but widening like a blindered
24 horse would be a mistake that would hurt our community
25 for decades to come. Light rail must be part of any

1 truly comprehensive transportation solution. This sales
2 tax does not provide any solutions that could hope to do
3 more than turn Tucson into Phoenix and Phoenix into Los
4 Angeles.

5 "Additionally, the notion that transportation
6 is the most pressing issue in our state could not be
7 further out of touch. Education and health care
8 undeniably top the list. If the state is going to
9 approve a new tax, transportation is not where the money
10 is most sorely needed.

11 "Ann VerSteeg, a psychology junior, believes
12 education is the most pressing issue facing our state.
13 'Education definitely needs the money more than anything
14 else in Arizona,' she said.

15 "Rimsza believes his city's freeway system,
16 which according to the Star serves a metropolis that
17 attracts nearly 90,000 new residents a year, should be a
18 blueprint for other parts of the state. 'Pima County
19 and Tucson need desperately to build additional
20 transportation and infrastructure,' he preached in his
21 infinite Phoenician wisdom. Perhaps Tucsonans aren't
22 interested in living in Phoenix and don't want their
23 community turned into a maze of concrete jungles where
24 nearby mountains can't be seen for the smog.

25 "When speaking about the city's plan last May,

1 former city council candidate and community activist
2 Gayle Hartmann explained how this type of transportation
3 plan only treats the problem symptomatically. 'This
4 plan asks for money to deal with a problem brought on by
5 urban sprawl, but it doesn't address the underlying
6 problem of sprawl at all,' she said.

7 "Indeed, this statewide plan does nothing to
8 address the underlying problem of sprawl either. In
9 fact, it encourages more urban sprawl and forces Tucson
10 taxpayers to pay for freeways Phoenix now needs to catch
11 up to the feverish pace development has taken up there.

12 "They should have thought twice before trying
13 to attract so many people to their community. Tucson
14 voters should send a resounding 'No' when asked to pay
15 for Phoenix's past mistakes and should oppose this
16 deeply flawed plan that will serve only to hurt Tucson."

17 This is Thormon Ellison, and in my own words I
18 would say that I will not support this plan unless it is
19 paid for by gasoline tax.

20 * * *

21 WALT GRAY

22 MR. GRAY: My name is Walt Gray. I live at
23 6842 West Holly Street in Phoenix. That's in the
24 Maryvale area. And I'm a member of the Peralta,
25 P-e-r-a-l-t-a, Neighborhood Association, but I'm here

1 today as an individual.

2 I-- my comments -- I support the plan. I
3 like all phases of the plan -- the street improvements,
4 the freeway improvements, the transit improvements, and
5 the extension of light rail.

6 I-- one thing I would -- I know it's costly
7 to extend light rail, but it might be good to add to the
8 plan an extension on the light rail up to the new
9 Cardinal Stadium and Coyote Stadium from I-10. Although
10 the plan may not contain enough funding for that, maybe
11 that could come in the next element or some future
12 increase in funding.

13 I think a low income advocate should be
14 appointed to the Transportation Policy Committee of the
15 Maricopa Association of Governments. I think this is
16 very important because I don't think they should just be
17 -- the freeways are not just for the business interests.

18 And I think also that the Transportation
19 Policy Committee should remain a part -- remain attached
20 to the Maricopa Association of Governments.

21 There's been some talk of a one-cent sales tax
22 for the transportation plan. I am opposed to a one-cent
23 sales tax. I do support a half-cent sales tax. But
24 sales taxes are regressive and they put too great a
25 burden on low income people.

1 And I think the current plan, which has
2 sufficient funding -- I think the funding is only five
3 percent under what the -- the revenue is five percent
4 under what the plan costs are -- so I think that's good.
5 And I think with some efficiency, the plan and the
6 revenue can balance out.

7 I think if more income is needed over the
8 half-cent sales tax, the developers should pay part of
9 that share.

10 That's all.

11 * * *

12 BOB McKNIGHT

13 MR. McKNIGHT: My name is Bob McKnight. I'm
14 at 2942 North 28th Street, Phoenix, Arizona, and I'm
15 (602) 956-5935.

16 My concern is that while we are seeing a plan
17 for what happens if the sales tax passes, we are seeing
18 no plan if the sales tax fails. It would seem that's
19 when we really need a plan is when the sales tax doesn't
20 pass and you are short all these billions of dollars
21 that you expect the sales tax to finance. If it doesn't
22 pass, then what are you going to do. That's what we
23 need the planning for.

24 And I guess that's it for now.

25 * * *

1 STEPHEN BRITTLE

2 MR. BRITTLE: My name is Stephen Brittle. I
3 live at 6205 South 12th Street in south Phoenix. This
4 is an area that's characterized with high asthma rates
5 and high air pollution levels in the entire metro area.
6 Of course, it's mostly a minority neighborhood, and
7 minority has a really high less ridership ratio in terms
8 of the number of residents riding these buses.

9 However, the MAG plan pretty much ignores
10 south Phoenix in the minority population areas. Light
11 rail is never going to go there, and it's the last if
12 it's there at all. There's not much more bus service.
13 Certainly nothing in here about more shaded bus stops
14 like you see in the Whiter parts of town.

15 This MAG plan discriminates knowingly and
16 systematically against the minority population, and it
17 is under MAG's jurisdiction. Therefore, it's an
18 intentional violation of Title 6 of the 1964 Civil
19 Rights Act where even a policy that appears to be
20 neutral on face value, if it has a disproportionate
21 adverse impact on the community of color, that's a Civil
22 Rights violation.

23 This violation of the Civil Rights of the
24 people of south Phoenix and the other minority areas
25 will eventually stop the federal funding for this

1 project. It certainly jeopardizes it at this point.
2 And I would urge MAG to stop being racist and
3 discriminatory and redo their plan, and give people who
4 live in south and southwest Phoenix their fair share of
5 the resources, the light rail, and the accompanying
6 transit options. Otherwise, it will stop this project
7 and it will never happen at all.

8 * * *

9 JOHN WEST

10 MR. WEST: John West, 8045 North 18th Street,
11 Phoenix.

12 The new freeways are fantastic. We should
13 build on that success. Everyone in the business
14 community is extremely impressed with the achievements
15 that have been accomplished recently.

16 There's big question marks on light rail
17 transit. We should not commit additional funding beyond
18 the current system. We should build it, see how it
19 operates, see how it is used.

20 We have had tremendous subsidies for both bus
21 and light rail transit. Potentially 70 to 80 percent of
22 the operational costs are covered by other taxpayers.
23 It is unfair to also burden the people who pay the taxes
24 with this half-cent sales tax extension and not utilize
25 it for the freeways; that 95 percent of us who really

1 pay the taxes will be utilizing it.

2 The plan has tremendous support, but the mix
3 must be heavier towards freeways, less on buses; a
4 similar consideration is light rail.

5 * * *

6 JACK D. BOURLAND

7 MR. BOURLAND: Jack Bourland. It's my opinion
8 that the percentages provided in this plan are opposite
9 of what they should be. Rather than 59 percent plus
10 seven percent for freeways and streets, and 32 percent
11 for transport -- yes, transport -- it should be at least
12 67 percent for transport and a much lower percentage for
13 freeways and streets.

14 As a matter of fact, it is my opinion that of
15 the 15 billion that's in the plan, 14 billion should be
16 spent on public transport, while one billion should be
17 reserved for the freeways and the streets, with the bulk
18 of that being spent on the HOV accesses.

19 My concerns are environmental because not only
20 do we have -- already have a heat island here, but we
21 have serious air pollution. We don't need more
22 vehicles. We need people movers that are not polluting.
23 For the public transport portion, we need rapid transit
24 from the far outlying areas well beyond what we
25 currently have, well beyond what's presented in this

1 current plan, and the public transport options need to
2 be coming on-line very quickly, not in the far distant
3 future.

4 * * *

5 DONNA NEILL

6 MS. NEILL: Donna Neill, N-e-i-l-l. I totally
7 oppose this. I oppose widening it. I oppose double
8 decking it. When the highway went through our
9 communities, they became blight, crime. They come
10 through, put the highway in and built the wall, and they
11 never looked over the wall again.

12 And our highways on the west side are uglier
13 than hell. If you look at the highways in other
14 communities and they are colored brick, they have art on
15 them, they have all kinds of things. We have this gray,
16 ugly, dirty highway that extends out from us.

17 And until they can come in and support our
18 communities and help us, there's no way we are going to
19 support this issue, period.

20 Plus, I might add that we talk about the heat,
21 the highways next to our communities they're like 10
22 degrees higher than anyplace else in the city. Adding
23 more, they are going to probably double that. And ASU
24 has done studies on this that proves this is a fact.

25 * * *

1 PAUL BOTT

2 MR. BOTT: Bott, B-o-t-t. Paul.

3 I just feel this whole emphasis is being made
4 wrong, for freeways. I feel that we are making the same
5 mistakes as we made in Los Angeles. We are going to
6 look back in 20 years and see the same situation that
7 Los Angeles is in today. We are going to see a badly
8 fragmented city with congestion and air pollution, and
9 no way out of it other than to make expensive
10 investments in rail and in buses that we should have
11 been making now.

12 I feel the whole idea is designed by
13 developers and freeway advocates to further their
14 interests, and the basic needs of the people that will
15 benefit by this or that have to live here aren't being
16 met. And they are only designed with development
17 purposes in mind and to further the interests of special
18 interest groups in the Valley.

19 That's my comment.

20 * * *

21 PAUL BARNES

22 MR. BARNES: Paul Barnes, 5518 East Mariposa,
23 Phoenix, 85018, and I would definitely be opposed to any
24 tax increase over and above the extension of the
25 half-cent. I believe it's absolutely mandatory that the

1 cities and MAG and the regional people make hard choices
2 and come up within the half-cent extension with a
3 suitable program.

4 I am opposed to the double-deck concept for
5 I-17. I think that is extremely disruptive for those
6 neighborhoods that have been trying to improve their
7 quality of life, and this would be a big step backwards.

8 I'm a little bit concerned about the amount
9 allocated for rail until we are further along with the
10 current rail program with the 20 miles, and think that
11 it would be a good idea to perhaps reallocate some of
12 the money devoted to the -- going for light rail over to
13 additional transit in the area of buses, express buses
14 and additional bus lines.

15 * * *

16 DEBBIE SMITH

17 MS. SMITH: Debbie Smith. This is in regard
18 to the light rail station at Roosevelt and Central.
19 They don't have any intention of putting a crosswalk in
20 from both sides of Central to the station. And I think
21 that's something that needs to be taken under
22 consideration, a pedestrian-controlled crosswalk where a
23 pedestrian can push a button, the light goes on, and
24 cross the street, and make it a lot safer.

25 * * *

1 RON FRIESEN

2 (See attached "Friesen" exhibit.)

3 * * *

4 HALINA SZYPOSZYNSKI

5 MS. SZYPOSZYNSKI: Halina Szyposzynski. I

6 grew up on the East Coast. I lived 13 years in

7 Philadelphia. Everybody there uses public

8 transportation. We have commuter rail. Every -- every

9 type and class of people uses it.

10 I really wish we would not be spending the

11 vast majority of these funds on highways but instead on

12 commuter rail and the bus station and the light rail

13 system, and make it prestigious and popular for everyone

14 to use public transportation, not just the people who

15 are unfortunate enough to have no choice but to do so.

16 The other comment, I work in health care. I

17 analyze health care data. The increase in the amount of

18 kids and adults suffering from asthma in the past three

19 years in Maricopa County is horrendous, yet we are going

20 to be spending millions and millions of dollars

21 increasing highways. It's ludicrous. Redirect that

22 money to public transportation.

23 * * *

24 MARTIN VOGEL

25 MR. VOGEL: My name is Martin Vogel, at 940

1 West Palm Lane, and my concerns are twofold. One, I'm
2 concerned about the allocation of funds. I'm concerned
3 that too much goes to freeways as opposed to rapid
4 transit.

5 At other public hearings, I have seen the
6 index of transportation, which basically shows the
7 transportation index growing exponentially up to the
8 year 2000. Have those been projected into the future
9 years, 2020 or 2025? And what do they show in
10 projections based on the current plans.

11 An additional concern about the growth in the
12 west side that I have is that we talk about the I-10
13 alternative as south of the current I-10. The example
14 of appropriate allocation I had in mind was the lack of
15 discussion regarding an alternative to the I-10
16 reliever.

17 We do have the Southern Pacific Railway
18 towards Buckeye that parallels I-10, the track exists,
19 the right-of-way exists, and I believe it could be used
20 to provide high-impact transportation to the West
21 Valley. Why isn't that being used today?

22 * * *

23 JONATHAN REED

24 MR. REED: My name is Jonathan Reed, and I
25 reside in Phoenix and I own a home in Tempe. And I have

1 lived in the Valley for 27 years.

2 Overall, I'm -- I think that the allocation of
3 funds for this is somewhat backwards in that general
4 transit -- bicycle, pedestrian, and bus transit --
5 should be more heavily funded than freeway funding.

6 I'm concerned overall that land use policy is
7 driving this and that there is no -- part of MAG's
8 oversight is in land use, and that's not addressed in
9 this transportation funding allocation.

10 I think the City of Tempe has set a good
11 example of how to effectively manage improvements in
12 bicycle and pedestrian facilities and that they are a
13 good example to follow, especially in improving the
14 Greater Valley's infrastructure.

15 Part of the City of Tempe's 2020 plan is a
16 survey of residents, and overwhelming numbers of that
17 survey indicated that they want overall lower traffic
18 volumes and they also want the kind of activity between
19 locations that does not require automobiles to get from
20 one point to another. And I think that that can be said
21 for -- that could be extended to the entire Greater
22 Phoenix Area given that each new development is its own
23 micro-community.

24 And I think that's it.

25 * * *

1 CHAD CAMPBELL

2 MR. CAMPBELL: Chad Campbell with the Arizona
3 Advocacy Network.

4 And I just want to say that we are very
5 supportive of the light rail portion of this plan.
6 However, we do have a lot of concerns with the amount
7 being spent on the freeways and road portion of the
8 plan, and especially the way that the tax dollars are
9 being spent in terms of the half-cent sales tax because
10 the majority of the half-cent sales tax is being spent
11 on roads and freeways, and that is a flexible tax that
12 can be utilized for transit.

13 Our major concerns are, first of all, the last
14 we had heard this plan was over budget. Tonight I was
15 told it wasn't any longer. I doubt that, so that was
16 the first concern.

17 The second concern is the stacked freeway on
18 I-17. We're worried about the cost of it and the
19 logistics of it.

20 Third, we are concerned about the prevalence
21 of new lanes or the construction of new lanes on
22 existing freeways, especially the freeways that have
23 been completed in the past three to five years. If we
24 are going back to retrofit freeways that are that new,
25 what does that say about trying to address our future

1 problems with new freeways?

2 And on that note, do the new freeways have
3 adequate right-of-ways for future light rail routes
4 possibly and bus routes? That's a concern that
5 something should be central in the planning of the new
6 freeways.

7 A major concern is the fact that the plan does
8 not pay for any of the operation and maintenance costs
9 for light rail. We believe this puts a huge burden on
10 the cities, one that can impede the progress of future
11 light rail lines. This plan should cover the operation
12 and maintenance costs to at least some degree for the
13 light rail. It covers the operation and maintenance
14 costs of the bus system and it covers the maintenance
15 costs of all of the freeways, so it should do so for
16 light rail.

17 The next thing is this plan should have a fire
18 wall that adequately protects the dollars earmarked for
19 transit from being rated for funding freeway
20 construction. It does not right now. That is something
21 that should be put in.

22 We're concerned about the Grand Avenue
23 improvements. I want to know more details about the
24 Grand Avenue improvements in terms of will this be
25 adequate to contain a future light rail corridor as the

1 plan says it would.

2 We are concerned about the Northern Avenue
3 super street. We don't know if this will address the
4 real problem. We would like to see more details about
5 that.

6 We are concerned about the lack of light rail
7 in the south, the southwest, and southeastern parts of
8 the Valley where most of the growth is focused for the
9 next 10 to 20 years. There is no light rail going in
10 there, in those parts of the Valley.

11 And my last problem -- last note is we would
12 like to see more timeline assurances that the light rail
13 will be completed.

14 And that's it.

15 * * *

16 RON GAWLITTA

17 MR. GAWLITTA: My name is Ron Gawlitta, and I
18 live at 1309 West Linger Lane, Phoenix.

19 My issue is -- first of all, I'm on the
20 Citizens Transportation Oversight Committee where we
21 deal with many of these issues on a monthly basis. But
22 my concern is not my membership on the committee, but
23 rather my citizenship in the City of Phoenix. I'm
24 concerned that our Transportation Planning Committee, or
25 whatever we're calling them, has totally dismissed the

1 concept of elevated rail using existing right-of-ways
2 along our freeways to bring people into the center of
3 town where they can be effectively distributed by the
4 Dash and upgrades in our current bus system.

5 I was told once by Mary Peters, the former
6 director of ADOT, that nobody has done this elevated
7 thing, which is totally wrong because Chicago, New York,
8 Paris, Vancouver, British Columbia -- whose Sky Tram I
9 have ridden and was totally impressed by -- they have
10 all used and continue to use an elevated system to
11 alleviate surface traffic problems. And the City of
12 Phoenix can't do anything short of that if they are real
13 serious without adding capacity, without adding
14 crowdedness to our freeways.

15 We should be putting these -- these elevated
16 systems along existing freeways beginning, I believe,
17 with I-10 south to Ahwatukee, bringing people into a
18 central drop-off in the center of Phoenix where they can
19 use a distributor bus system; and once that has proven
20 itself, we extend that out to Superstition. We can
21 ultimately go up I-17, out I-10 west, which is already
22 being talked about by many people on the west side, and
23 actually create a system that will move people and not
24 add to the crowding on the freeways.

25 The best part of it is, when there are

1 accidents on the freeway, people can still get to work.
2 And they can sit there in their car and watch this
3 elevated system go by at 50 miles an hour knowing "Those
4 people are going to get to work on time and I'm not, so
5 maybe I ought to try this."

6 * * *

7 DIANNE BARKER

8 MS. BARKER: Hello. My name is Dianne, and I
9 am patron of transportation here in the Valley. I have
10 lived in the Valley since '86 and I live without
11 automobile ownership. I do drive, though. Most of the
12 time I get around the Valley with a folding bicycle and
13 the bus system.

14 I have worked in customer service in the bus
15 system, and I have believed for a long time that with
16 good advertising and incentives, that we could have a
17 much larger of our population choosing to use mass
18 transit.

19 Of course, this would help our problems in a
20 non-attainment air quality area of the Valley by having
21 people be diverse as in multi-modal, many different
22 types of transportation that they would choose, that
23 they would love to choose. The Valley is such that we
24 are growing in so many areas. As the Arizona Republic
25 reported, that Chandler and Glendale had actually a

1 larger growth per capita than even Phoenix and
2 Scottsdale.

3 Therefore, we need to have satellite transit
4 centers. We have some in the Valley, but they are very
5 little advertised and they really truly aren't
6 multi-modal convenience centers.

7 I believe that we should have even a fixed
8 transportation, a train, but we need to have it so we do
9 not impair the disabled and elderly like with an idea of
10 old transportation, the trolley at grade. We need to
11 get this elevated and only at the minimum have it at
12 grade or underground due to its problems and expenses.

13 But before we move to fixed, we should be
14 trying to do whatever we could to get people to use our
15 present bus system. And a very good example is the
16 express bus that I took from where my mother lives out
17 in Superstition. It took under schedule a half an hour
18 to go fast on the HOV lane around the Broadway curve,
19 where there were stalled traffic. It only cost a dollar
20 seventy-five. And I ended up down at the Capitol
21 timely.

22 I believe that the citizens, such as I, that
23 have devoted our time, we are not paid for what we do
24 but we love the Valley, and we believe that we all are
25 in this together, we need to breathe, that we need to

1 come together; and the leaders need to start leading in
2 the effort for everyone to be part of the solution.

3 * * *

4 WILLIAM C. "BLUE" CROWLEY

5 MR. CROWLEY: My name is William C. "Blue"
6 Crowley, C-r-o-w-l-e-y.

7 I have problems with the plan; that it doesn't
8 have enough into considerations of roadways and
9 maintenance. It's the least of the funded and it's the
10 one that is most used by anyone. If you are using the
11 freeway, when you get off the freeway, you are on the
12 roads. When you use the light rail, when you are done,
13 you are on the roads. If you are a bicyclist, we need
14 you to do the roads right for me because I need you to
15 use paint as a weapon.

16 So the roadways need to have a part of the
17 equation stating that any upgrades of any minor or major
18 arterials use paint as a weapon and put bike lanes and
19 crosswalks.

20 That we should be with the light rail and
21 freeways using the same right-of-way. But there hasn't
22 been enough consideration of commuter rail. All but two
23 of the communities do have commuter rail touching them.
24 Of the communities that don't -- being Scottsdale,
25 Fountain Hills, and the Cave Creek-Carefree communities

1 -- if we were to run a line north and then east, we
2 could use that commuter heavy rail for freight
3 connecting Phoenix with the large cities of the east.

4 With any of the freeway construction, we need
5 to be doing HOV lanes at the same time and the
6 park-and-ride lots at the same time, as was recommended
7 in the 1989 transit plan.

8 I have a problem with Phoenix getting 20 miles
9 of light rail. We don't need Phoenix to have three
10 spines of light rail. What we need is interconnection
11 within the communities.

12 Now if the north, south, far east rail line
13 would have gone along the border with Scottsdale, it
14 would have been regional. But when you only have that
15 line within the City of Phoenix running from 24th Street
16 and Camelback to Paradise Valley, that's not regional.

17 This South Mountain Freeway should be a part
18 of the equation. It should also meet at the 202 so we
19 do have a circulator there and possibly closer
20 connections with the I-10 reliever.

21 In the 1989 plan, we expressed how we needed
22 circulators for the smallest cities -- that's the Gila
23 Bends, the Buckeyes, the Aguilas, the Wickenburgs -- and
24 circulators within them to the hubs for themselves as
25 with -- we have Gila Bend, where you have got Sentinel,

1 Agua Caliente – and the other smaller communities,
2 Mobile -- so they would be connecting within that
3 community, and then that community to the major
4 metroplex, which is the City of Phoenix.

5 And that's my three minutes.

6 * * *

7 (Public Comments concluded at 7:20 p.m.)

8 * * *

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CERTIFICATE

I HEREBY CERTIFY that the proceedings had upon the foregoing Public Comments are contained in the shorthand record made by me thereof, and that the foregoing pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 21st day of August, 2003.

BEVERLEE CAPERTON
Certified Court Reporter
Certificate No. 50030

1 MARICOPA ASSOCIATION OF GOVERNMENTS
2 PUBLIC MEETING/HEARING ON THE
3 FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

4
5

6 SOUTHWEST VALLEY

7 Wednesday, August 20, 2003
8 4:00 p.m - 7:00 p.m.

9 Public Safety Building - Second Floor
10 Avondale, Arizona

11 COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS
12

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19

20 REPORTED BY:
21 AMY E. STEWART
22 Certified Court Reporter
Certificate No. 50462

23 PREPARED FOR:
24 MAG
25 (Original)

1	NAME	PAGE
2	JOSEPH B. RYAN	3
3	RICHARD B. WEST III	5
4	DICK WILSON	7
5	BOB McKNIGHT	7
6	BILL BRETTNER	9
7	SHARON NIGH	11
8	WILLIAM C. "BLUE" CROWLEY	11
9		
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1 PUBLIC COMMENTS taken on August 20, 2003, at
2 the Public Safety Building, Second Floor, 1825 North 107th
3 Avenue, Avondale, Arizona, before AMY E. STEWART, a
4 Certified Court Reporter in the State of Arizona.

5 * * *

6 JOSEPH B. RYAN

7 MR. RYAN: All right. Ladies and Gentlemen
8 of the MPO and Federal Regulatory Agencies in Washington,
9 persons who are totally incompetent have put together the
10 20-year transportation plan of the Metropolitan Planning
11 Organization. Until there are major changes in the plan,
12 it should not be approved. However, MAG managers allow
13 the testimony of a citizen to last only three minutes, so
14 I will mention just a few of the significant flaws
15 concerning safety.

16 Safety first is a fundamental rule for most
17 transportation organizations. Yet, in the FY 2004 New
18 Starts Report, there is no data on safety. Safety
19 apparently was not a consideration when the plan was
20 created. On the cover of the report, and ahead of each
21 New Starts Report chapter, there are two pictures of light
22 rail stations that are not in the middle of the streets.
23 Furthermore, advertisements for voters to vote yes in the
24 March 14, 2000 special election to fund the LRT Project,
25 also showed the stations of other cities that are not in

1 the middle of the streets. The bait, the advertised
2 infrastructure, is safer than the actual drawings that
3 support the report and the final environmental impact
4 statement. MAG management switched the plans to the far
5 more dangerous configuration that has most of the stations
6 both adjacent to intersections with much new U-turn
7 traffic that are not in the no-build situation and in the
8 middle of the streets.

9 When the writer finally was able to see the
10 trolley schedules, and saw that the scheduled time for
11 stops at the stations is 20 seconds, he contacted the
12 Valley Metro Rail, Inc.'s, VMRI, Information Manager. I
13 asked how could the vehicle operator check to see each
14 wheelchair passenger not only had secured his or her
15 wheelchair to the vehicle but also was restrained in the
16 wheelchair. The VMRI Manager answered by saying MAG has a
17 committee of experts, including some handicapped persons,
18 who decided that they do not want wheelchair tie-down
19 equipment in the \$3 million streetcars. Furthermore,
20 since the fare collection of the light rail route is on
21 the honor system, there will be no VMRI employee in the
22 passenger compartments. This part of the 20-year
23 transportation plan does not make any sense from a safety
24 perspective.

25 The experts on the MAG Committee should have

1 noticed that all public and private transportation
2 vehicles, including Dial-A-Ride vans and Valley Metro
3 buses, have both wheelchair tie-downs and occupant

4 restraints. The latter are similar to airline seat belts.
5 The writer, no safety expert, suspects there are state and
6 federal laws and rules, perhaps the ADA, OSHA and the
7 Federal Motor Vehicle Safety Standards, that require such
8 equipment like the Sure-Lock systems that are found on
9 many vehicles that transport wheelchair passengers
10 throughout Maricopa County.

11 I regret that the MAG three-minute rule
12 precludes me from making further note of safety
13 deficiencies in the Transportation Plan and suggestions
14 for a better 20-year plan. Joseph B. Ryan.

15 * * *

16 RICHARD B. WEST III

17 MR. WEST: Okay. Topic is the West Valley
18 transportation corridors. The proposals that I have seen
19 that address public transportation, particularly as it
20 relates to rail, I am very in favor of using the Grand
21 Avenue line and the Buckeye line for public
22 transportation.

23 I think it is important that the transit
24 stops are determined early on where there will be high
25 impact for employment. Grand Avenue would appear to me

6

1 that Bell, Peoria, Glendale, and Indian School would be
2 the primary transit stops.

3 Going on the Buckeye line, you would at
4 least need to be at Litchfield and Estrella and the 303
5 Cottonwood interchange. And then at least one stop in
6 Buckeye before you start heading to the 101 and that
7 crossing.

8 On the freeway system, the 303 to me is a

9 very high priority. There are rights-of-way issues along
10 the 303 as it goes north, south from Grand Avenue to the
11 10. That needs to be addressed immediately. Same with
12 off ramps and where those will be in ensuring those
13 rights-of-way as development is incurring rapidly in the
14 town of Surprise, particular at Bell, Greenway, Waddell,
15 Cactus, and then to Northern.

16 With respect to the proposed parallel
17 freeways to the 10, that would run from the 202 east to
18 the Highway 85 connection, I think that is a higher
19 priority than people may now believe because the reliever
20 of traffic is going to be essential. Even if it doesn't
21 tie around to the -- around South Mountain, the extension
22 to the 101 part should be done as early as possible.

23 I applaud the work that's being done and
24 will be eager to participate in and be of assistance.

25 * * *

7

1 DICK WILSON

2 MR. WILSON: My first concern would be the
3 timing on the right-of-way acquisition related to the 303,
4 I-10 stack interchange, that that would occur at an early
5 stage.

6 The other thought that I would like to make
7 known would be that when I-10 is widened, interchanges on
8 Citrus and Serival, the half interchanges, that will
9 ultimately be there would be put in in advance of the
10 stack at 303.

11 Also, I believe it is important for the west
12 Valley to have the I-10 reliever along Broadway Road, and

13 I would encourage that to be done at the earliest possible
14 opportunity. I think that's it.

15 * * *

16 BOB McNIGHT

17 MR. McKNIGHT: This is on ITS, the
18 Intelligent Transportation System. And we need to do that
19 before we do anything else because until we know how to
20 utilize the existing roads, as best we can, we don't know
21 where we need new roads.

22 And the Intelligent Transportation System,
23 if we would use the latest technology, would probably show
24 that we don't need the freeways because with the
25 Intelligent Transportation and enough sensors and

8

1 algorithms we can, in fact, move the traffic on the
2 existing surface streets. With proper algorithms we can
3 easily double the amount of traffic that's handled on the
4 surface streets and we can also increase the speed on the
5 surface streets, which is one of the ways we're going to
6 get more traffic.

7 Timing lights at 45 miles an hour and
8 setting the speed limit at 35 just shows how far away we
9 are from an ideal system. I don't see anything in the TPC
10 that even mentions ITS and, yet, that should be the very
11 first thing, to go through and maximize the existing
12 streets and then figure out what we need to do to augment
13 them.

14 Right now we got people that are driving
15 five miles to get on the freeway and five miles to get off
16 the freeway and the freeway turns into a parking lot.

17 We only added about a total of 50 lanes with

18 all the millions and billions of dollars that we spend.
19 That's only a few arterial streets. Doubling up the
20 arterial streets, if we could double the flow-through of
21 the arterial streets, we would give more traffic
22 throughput than we would with the freeways we built.
23 But our ITS now is virtually nonexistent.
24 It is basically just timing traffic lights and a few
25 interchanges. I think the city of Phoenix has about 1,000

9

1 that they've timed and no big deal. So I guess that's it.
2 They need ITS first, and it is not even mentioned in the
3 TPC.
4 One of the key factors of ITS is
5 communicating with the driver what he has to do to get
6 where he is going. One of the things -- instead of having
7 the fixed 35 miles an hour speed limit signs on the
8 freeway, we would have a living sign out there, a real
9 time sign, that would tell him how fast to go to make the
10 next light. It would know how fast to go because there
11 would be sensors in the road, how many cars there were up
12 there, and they would know it was programmed to tell the
13 drivers exactly how fast to go to make the next light so
14 we would not have the internal cues. We wouldn't have a
15 lot of people waiting, standing still at a traffic light.

16 * * *

17 BILL BRETTNER

18 MR. BRETTNER: My name is Bill Brettner. I
19 would like to express my strong opposition to extending
20 State Route Loop 303 south of MC85 to Riggs Road east of
21 Estrella Mountain Ranch up against the west side of the
22 Estrella Mountains.

23 Because of the extreme population growth in
24 both Goodyear and Buckeye, this route should be sited
25 further west to accommodate this population growth.

10

1 Siting the 303 as McDOT has proposed will
2 result in having to widen east/west surface streets to
3 accommodate heavy traffic from the west or Buckeye who
4 will want to use the 303.

5 It will be prudent to use -- to site the 303
6 midway between Goodyear and Buckeye to better serve both
7 populations.

8 Currently, high population along this
9 corridor in Estrella -- there is currently high population
10 along this corridor in Estrella Mountain Ranch. The
11 Rainbow Valley alignment is not very populated, and it
12 will be easier to acquire the right-of-way for the 303
13 between MC85 and Riggs Road, making the Rainbow alignment
14 more attractive for tax payers.

15 Okay. Only 90 homeowners will be disrupted
16 by the Rainbow corridor. Currently, there are 500 -- at
17 least 500 Estrella Mountain Ranch residents will be
18 affected if the Estrella Mountain Ranch corridor were
19 selected. Make that 1,300. Currently there are 1,300
20 Estrella Mountain Ranch residents that would be affected
21 if the Estrella Mountain Ranch corridor is selected,
22 another reason to move the 303 further west.

23 The McDOT draft study also -- strike that
24 last -- the McDOT draft study on the 303 from MC85 to
25 Riggs shows higher cost for the Rainbow Valley alignment.

1 This is false because they show the cost for the Waterman
2 Wash Bridge. This is a canard because the Waterman Wash
3 will have to be crossed when the loop is extended in the
4 future beyond the segment of the 303.

5 For all these reasons, I am strongly against
6 the 303 going east of Estrella Mountain Ranch and strongly
7 in support of it moving to the Rainbow Valley alignment or
8 further west. Thank you.

9 * * *

10 SHARON NIGH

11 MS. NIGH: Basically to reiterate what
12 Mr. Brettner had said, we are very close neighbors. We
13 have been working on this for very many months now. We
14 are diametrically opposed to the 303 McDOT current
15 alignment down Estrella Parkway.

16 Again, I reiterate what Mr. Brettner had
17 said, but I will embellish in that 95 percent of the
18 people living in Estrella Mountain Ranch are property
19 owners and registered voters. Only five percent of the
20 people living in Rainbow Valley are property owners and
21 registered to vote. Thank you.

22 * * *

23 WILLIAM C. CROWLEY

24 MR. CROWLEY: I would like to point out that
25 from the regional public transit authorities regional --

1 let's start again, please.

2 Okay. The regional public transportation
3 system for Maricopa County adopted by the RPTA Board on
4 July 9, 1992 updated on March 23rd, 1994. Parts of this
5 document that I don't see that are being addressed are the
6 one on land use and jurisdictions, bullet points three and
7 four where it states that the Department of Transportation
8 and MAG should recognize the need to design freeways for
9 the -- and all of that stuff right there. Hold on. On
10 land use and HOV lanes and the right-of-way acquisition
11 and allocation of monies for it.

12 On passenger amenities and other transit
13 facilities with regard to the freeway system, the
14 paragraph to support movement of transit and high
15 occupancy vehicles. All of this right here.

16 On the page of bus service, the statement of
17 the Gila Bend Transit Committee that they need to have
18 both there and the surrounding area. The construction of
19 bicycle parts of the equation has not been addressed
20 either and things that should be done is not just the
21 construction of bike lanes and paths, but with road
22 improvements. We need that to be a major part of the
23 equation. With any road improvements, we need to do the
24 bicycle parts so that -- whether the street is being
25 maintained, developed, et cetera, the bike lane using

13

1 paint as a weapon.

2 The Buckeye plan statement on page A21.
3 Another transit component should be investigated is a rail
4 system that would use existing rail to provide commuter
5 trains into the Phoenix area. This document was wrote in
6 1989 and '90. We knew what to do then. We know what we

7 need to do today. We need to get it done and just do it.

8 * * *

9 (Southwest Valley Public Comments concluded.)

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CERTIFICATE

I HEREBY CERTIFY that the proceedings had upon the foregoing Public Comments are contained in the shorthand record made by me thereof, and that the foregoing pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 25th Day of August, 2003.

AMY E. STEWART
Certified Court Reporter
Certificate No. 50463

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MARICOPA ASSOCIATION OF GOVERNMENTS

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PUBLIC MEETING/HEARING ON THE
FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

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NORTHWEST VALLEY

8

Thursday, August 21, 2003
4:00 p.m. to 7:00 p.m.

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Midwestern University
Glendale, Arizona

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COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

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21 REPORTED BY:
BEVERLEE CAPERTON, RPR
22 Certified Court Reporter
Certificate No. 50030

23

PREPARED FOR:
24 MAG

25 (Copy)

1 INDEX

2 NAME	Page
3 CHARLES CADY	3
4 JOSEPH RYAN	5
5 PAULA ASHLEY	8
6 BILL LINCE	8
7 WILLIAM C. "BLUE" CROWLEY	9

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9 EXHIBITS

10 Exhibits	Description	Page
11 (Cady)	Written Comments (1 page)	3

12

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1 PUBLIC COMMENTS taken on August 21, 2003,
2 commencing at 4:45 p.m., at Midwestern University, Agave
3 Hall, 19555 North 59th Avenue, Glendale, Arizona, before
4 BEVERLEE CAPERTON, a Certified Court Reporter in the
5 State of Arizona.

6 * * *

7 CHARLES CADY

8 MR. CADY: First, I recognize the problem of
9 this city. This metropolitan area is so vast, so big,
10 and of such a low population density, any sort of mass
11 transit is difficult to justify financially, but we need
12 it.

13 We also don't have the same sort of downtown
14 that other metropolitan areas do. I tell people Phoenix
15 is the world's largest suburb. There really is no city
16 here. Yet all of the mass transit plans I have ever
17 seen coming out of our government call for getting
18 people in and out of downtown Phoenix because that's
19 where the government offices are. And that is very
20 frustrating to me.

21 I have lots of friends and I have been in a
22 situation of living in the northwest, working in the
23 southeast, or living in the southeast and working in the
24 northwest. Neither of those groups want to go through
25 downtown Phoenix to get one place to another.

1 My suggestion is we should look at the airline
2 industry's concept of hub and spoke airports. And since
3 we have -- even our planners have talked about Phoenix
4 as being an urban's core group with isolated urban
5 cores. I think of those as kind of being the mega-mall
6 areas.

7 And I would suggest that we need to have
8 high-speed express service tying just the mega-malls
9 together, and then those would be the hubs of a bus
10 system. And out of the mega-malls would be local buses
11 that would go out into the areas nearby, neighborhoods,
12 those urban centers, to service them so people can get
13 on those feeder buses and come down to the high-speed
14 express buses to go where they want. The buses might
15 even circulate around the real areas of interest like
16 the northwest industry -- Sun City, Peoria -- or Tempe,
17 Scottsdale, Chandler -- circle around the industries and
18 the shopping in that area so people can get on and get
19 where they want to go.

20 These feeder buses, hopefully, would be
21 smaller and cheaper, and you have the big express buses
22 that will give us the economy of scale.

23 And, please, we need extended hours, not just
24 9:00 to 5:00 work hours. Many people in high-tech
25 industries are used to working weird shifts, abnormal

1 shifts, changing shifts all the time. People have to be
2 at work as early as 5:00 and don't get off until 7:00 at
3 night. So bus service, if it's really going to support
4 high tech, high industry, needs to have extended
5 services. And again to support our cultural events,
6 wherever they are, the service has to run late on the
7 weekends and the weekdays and good service on the
8 weekends, Saturdays and Sundays.

9 I get frustrated. I think the government
10 makes the plans, and the government thinks everyone
11 wants to get in and out of downtown Phoenix. (See
12 attached "Cady" exhibit.)

13 * * *

14 JOSEPH B. RYAN

15 MR. RYAN: Joseph B. Ryan.

16 "Persons who are totally incompetent have put
17 together the 20-year transportation plan of the
18 Metropolitan Planning Organization. Until there are
19 major changes in the plan, it should not be approved.
20 However, MAG managers allow the testimony of a citizen
21 to last only three minutes, so I will mention just a few
22 of the significant flaws concerning routes.

23 "During the 1900s (sic), the population of
24 Maricopa County increased at record rates -- the people
25 population by more than 900,000, the vehicle population

1 by more than 800,000. This region is growing in the
2 same direction as other regions around the world. Why
3 are good jobs moving out of major downtown areas?
4 Corporations are moving their headquarters out of major
5 downtown areas to smaller cities and to suburbs of big
6 cities.

7 "Our Metropolitan Planning Organization, the
8 Maricopa Association of Governments, has ignored this
9 worldwide trend and has done nothing to reduce this
10 region's existing traffic jams. For examples, the
11 interstate highway traffic jams are in the central
12 sections of I-10 and I-17 and, critically, in the
13 sections' feeder roads. Rather than create
14 infrastructures that will divert traffic away from those
15 routes, MAG's plan is to widen I-10 leading up to areas
16 of massive congestion and to deck eight miles of I-17,
17 at the cost of at least a billion dollars, that would
18 put feeder roads, already in Condition F in peak hours,
19 into gridlock.

20 "Other areas with existing traffic jams are
21 the brand-new loops. To mention a few, a few months
22 after their opening, bottlenecks arose on Loop 101 where
23 it intersects with I-17, State Route 51, Shea Boulevard,
24 Loop 202, and Superstition Highway. Also, currently
25 there are traffic jams on portions of Bell Road and

1 Grand Avenue in the Northwest Valley, and I am sure
2 others can name additional very congested streets.

3 "MAG's most significant ridiculous new
4 multi-billion dollar program in the 20-year plan is a
5 slow, dangerous, non-competitive and un-economic
6 streetcar program. Its 47 miles of trolley car routes
7 will do nothing at all to divert traffic from existing
8 traffic jams.

9 "In the past, Engineer John Shaw, the writer,
10 and others have suggested to MAG plans that would divert
11 traffic from existing jams. We have called for a new
12 breed of rapid transit infrastructures. The common
13 factor of RapiTran, the Main Line Company, and other
14 suggested infrastructures is that the suggested new
15 configurations, including the stations, would be
16 elevated. Those plans would use lightweight vehicles
17 and, overall, would cost far less than the grade-level
18 projects now included in MAG's plans for the next 20
19 years.

20 "I regret that MAG's three-minute rule
21 precludes me from making further note of other
22 deficiencies in MAG's Transportation Plan and
23 suggestions for a better 20-year plan."

24 * * *

25

1 PAULA ASHLEY

2 MS. ASHLEY: I'm Paula Ashley. And I missed
3 the meeting yesterday. I did not hear about it until
4 7:00 o'clock when it was over.

5 I'm interested in the 59th Avenue improvements
6 north of Bell Road as I live three houses off the
7 Avenue. And my -- I would like to express my preference
8 to have the power lines put underground and, at any
9 rate, to restrict APS from putting up those massive
10 steel poles that they did south of Bell. And that's my
11 only concern.

12 * * *

13 BILL LINCE

14 MR. LINCE: My name is Bill Lince. I live in
15 Sun City West.

16 I have a couple of comments. Number one, I
17 would like the policy committee to consider the fact
18 that in the building of high-speed rail, you actually
19 decrease the value of the properties adjacent thereto,
20 so you reduce the revenue that comes in from the state,
21 the county, and the communities; whereas if you build
22 more freeways, you actually increase the value of the
23 properties and raise the revenue to help pay for them.

24 Secondly, I think the money should be spent
25 based on the user demand. In other words, if you

1 project less than 10 percent of the people will utilize
2 bus and high-speed rail, then approximately 10 percent
3 of the total fund should be spent in that area.

4 And I want to caution everyone that it is my
5 understanding that they have included the cost of
6 maintaining the high-speed rail and the buses in the
7 plan, and it's my understanding that every five years
8 the cost to maintain it in the shortfall will almost
9 equal the original cost to build it.

10 The last item I want to say is the I-10
11 reliever. Currently, there's 12 lanes through Tempe
12 with a maximum 150,000 cars a day; I-10 with only 10
13 lanes already has 170,000 cars a day. At its highest
14 point, MAG has projected over 400,000 cars per day along
15 the I-10 area.

16 And without the I-10 reliever being built all
17 the way from State Route 85 to Interstate 17, the -- I
18 believe it's called the Durango corner -- I believe that
19 we are going to create complete gridlock from 51st
20 Avenue to Interstate 17, about four or five miles, where
21 all of the I-10 reliever traffic will then be funneled
22 back onto Interstate 10.

23 It doesn't make a lot of sense to not complete
24 the Interstate 10 reliever all the way to I-17.

25 * * *

1 WILLIAM C. "BLUE" CROWLEY

2 MR. CROWLEY: My name is William C. "Blue"
3 Crowley. I live at P.O. Box 23115, Phoenix, 85063.

4 I appreciate the efforts of MAG in their
5 community outreach, but I hoped that it would be more
6 extensive with the review by the TPC and the State
7 Legislature, CTOC -- Citizens Transportation Oversight
8 Committee.

9 Unfortunately, with the myopics of wondering
10 what is the most we can ask for without really looking
11 at what is it that we need to do to get the job done. I
12 suggest to the State Legislature two to three cents
13 additional gas tax just to bring our roadways up to
14 status quo in maintenance. This is something the
15 Governor's Task Force on Transportation has pointed out.

16 Our rural roads in Maricopa County, Highway
17 85, the Canemax (phon.) Corridor and cutoff, these are
18 not being addressed in the plan. The area west of the
19 303 and the Canemax Corridor areas are the largest areas
20 of privately owned land in the region undeveloped.

21 Well, over the next 20 years, where will
22 development occur? Oh, yeah, on people's private land.
23 We don't have anything in this plan looking at the
24 roadways.

25 I would appreciate that, instead of a

1 half-cent, that if we were to ask for a full cent,
2 divide it one-third to roadways and study of the
3 commuter rail, one-third to the multiplicities of
4 transit other than light rail, then finally a third of a
5 cent to freeways and light rail for the use of
6 right-of-way and construction. Digressing back to the
7 transit being at the highest expense, and that is
8 operating, they need that third to get it up to speed.

9 I would also like to request from MAG an audit
10 showing where all the money that we got over this last
11 20 years, how much it was, where it came from and where
12 did we spend it, how close that was to the plan we had
13 put together in '85, and what major deficits in funding
14 do we have there. Did we not look at it correctly when
15 it came to right-of-way? Were we ripped off by the
16 right-of-way people such as Burton Barr? Or is it a
17 plan that worked so well and efficiently that everybody
18 here should be now saying, "Let's give you more money."

19 I would also like the transit part of this
20 connect to the little towns such as Komatke and Aguila.
21 When you look at the corridors of the Gila Bend,
22 Buckeye, Wickenburg areas, they are small little
23 communities that use these as the hub for their economic
24 engines, and then these hubs are connected to the main
25 one, which is the metroplex.

1 We need to have circulator buses within the
2 tiny communities and large, and then connectors to the
3 hubs, both minor and major. We need to look at this as
4 multi-modal all the way from the person walking on the
5 street to airfreight and the train.

6 * * *

7 (Public Comments concluded at 7:07 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the proceedings had upon the foregoing Public Comments are contained in the shorthand record made by me thereof, and that the foregoing pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 21st day of August, 2003.

BEVERLEE CAPERTON
Certified Court Reporter
Certificate No. 50030

MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC MEETING/HEARING ON THE
FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

NORTHWEST VALLEY

Tuesday, September 2, 2003

4:00 p.m. to 7:00 p.m.

Ashton Ranch Elementary School

Surprise, Arizona

COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

REPORTED BY:
CHRISTINE M. COALY
Certified Court Reporter
Certificate No. 50417

PREPARED FOR:
MAG
(Original)

1 INDEX

2	NAME:	PAGE:
3	BEAR SHIMMIN	3
4	MARTHA BAILS	3
5	JOE RYAN	4
6	RON GAWLITTA	6
7	DARRELL ANDERSON	8
8	MARK SMITH	9
9	TOM HUSBAND	10
10	GAIL CARLSON	11

11

12 EXHIBITS

13	Exhibits	Description	Page
14	(Ryan)	Written Comments (1 page)	4

15

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1 PUBLIC COMMENTS taken on September 2, 2003,
 2 commencing at 4:00 p.m., at Ashton Ranch Elementary School,
 3 14898 West Acoma Drive, Surprise, Arizona, before CHRISTINE M.
 4 COALY, a Certified Court Reporter in the State of Arizona.

5

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* * *

7 BEAR SHIMMIN

8 MS. SHIMMIN: I see on the story boards that 303 is listed
 9 in the freeway, the new improved freeway program, and it is not
 10 currently in any MAG transportation plan as a freeway. Um, I
 11 don't believe that that actually represents the status of the
 12 roadway to the public. I would like to really voice that
 13 comment.

14 Um, that's that kind of -- well, no, it doesn't cover
 15 it. Um, as Surprise grows we have yet to have any open
 16 environmental hearing from MCDOT, from ADOT, because we have
 17 been told it is not required. And when I looked in the
 18 regional transportation plan, the three booklets that MAG sent
 19 me, um, it says that anything that adds lane capacity will be
 20 done to federal standards. We would appreciate, um, an
 21 environmental hearing on the 303 before any more work is
 22 completed. Thank you.

23

* * *

24 MARTHA BAILS - CITY OF SURPRISE COUNCIL MEMBER

25 MS. BAILS: I feel that they should go with more than one

1 valid issue, meaning a half cent, a cent, a cent-and-a-half and
2 two cents, to see what they can get the tax payers to approve
3 to expand the transportation system, because we are too far
4 behind the power curve.

5 No. 2 is we need to have Jomax put back in this plan.
6 And they shifted monies around and removed it. So, therefore,
7 if, in fact, you know, they can get a two cent approved, I
8 think that we need to -- Surprise needs Jomax back in the plan.
9 That's it.

10 * * *

11 JOE RYAN

12 MR. RYAN: "Ladies and gentlemen, inferences made in the
13 marketing of MAG's 20-year transportation plan that is being
14 sold at public meetings are unrealistic. Until there are major
15 changes in the plan, it should not be approved.

16 "In various marketing documents attendees are told in
17 print that the light rail operations of Valley Metro Rail,
18 Incorporated, will create faster travel, save travelers time
19 and would serve special events such as ball games. The VMRI
20 has printed a four color marketing document showing a train in
21 front of Bank One Ballpark in downtown Phoenix. The caption
22 next to the picture says the trains can carry up to 600
23 passengers and the initial carrying capacity in one direction
24 is 3,000 to 5,000 passengers per hour.

25 "Is it realistic to claim you could save time by using

1 streetcar services to a weekday Diamondbacks game? So, for
2 example, in accord with the old saying, "Take me out to the
3 ball game," consider how the VMRI services would serve you, the
4 reader. First of all, between the northwestern terminal of the
5 initial 20-mile route and Bank One Ballpark are 12 intermediate
6 stations. Your Diamondbacks ball game starts at 7:35 p.m. and
7 you want to reach the stadium at 6:30. The nearest streetcar
8 station is at 19th Avenue and Bethany Home where you will have
9 to find a parking space, park the car and walk to the station.

10 "The marketing brochure notes trains leave every ten
11 minutes during a peak hour. It does not mention that
12 passengers who want to get off at the 12 intermediate stops
13 from where they are standing in a car packed with 200
14 passengers will be struggling to get to the exits while others
15 will be pushing to get into the vehicle. The brochure does not
16 mention the scheduled time for each station stop is only 20
17 seconds. And even with those brief stops, the scheduled speed
18 southbound on Central and First Avenues down to Jefferson is
19 only ten miles per hour.

20 "To reach the ballpark at 6:30 you should catch the
21 5:50 scheduled departure. That will require leaving your home
22 in the area around Surprise at approximately five o'clock. If
23 you were to drive directly to the ballpark parking lots driving
24 all the way via Grand, Loop 101, I-10, Seventh Avenue and
25 Jefferson, you would leave home around 5:30 p.m. The use of

1 the VMRI services would take more time not less time.
 2 "The schedule for peak hour operations quoted in the
 3 advertising document to be every ten minutes makes no allowance
 4 for reserve vehicles. That schedule around the closed 40-mile-
 5 long loop of tracks with 20-second stops at 52 intermediate
 6 stations and 11-minute stops at the terminals require 14 600
 7 passenger trains or 42 cars. And times I got from your
 8 schedules. To schedule six eastbound trains carrying 600
 9 passengers to the ballpark station in one hour would require
 10 six more vehicles than in the initial 36-car fleet. The
 11 inference the carrying capacity into the BOB station in one
 12 direction could be up to 5,000 passengers per peak hour is
 13 impossible.

14 "I regret that the MAG three-minute rule precludes me
 15 from making further note of other discrepancies in MAG's and
 16 the VMRI's marketing of their current 20-year transportation
 17 plan. Thank you very much. Joseph B. Ryan."

18 * * *

19 RON GAWLITTA

20 MR. GAWLITTA: I am here to speak out against any at-grade
 21 transit systems, because at-grade systems do not take away from
 22 surface traffic, they add to it. And we have got to focus on
 23 an elevated mass transit system for Maricopa County.

24 Some people advocate simply a light rail that's
 25 elevated along freeway right-of-ways that bring people in from

1 outlying areas, other people advocate a monorail. One of the
2 criticisms of the monorail is it's too much like a circus ride
3 or a theme park ride. My argument there would be what's wrong
4 with that? Shouldn't it be fun to ride in from wherever you
5 live to wherever you're going? The streetcar system can't
6 compete with Surprise traffic in every category: Long-term
7 cost, safety, convenience, speed, they are all outweighed by an
8 elevated system.

9 Nationwide there have been well over a hundred deaths
10 directly attributed to surface transportation, specifically
11 streetcars. However, we have advocates of the streetcar system
12 who feel it's their duty to sell their employer's product to
13 municipalities nationwide, and I think this is a major
14 miscarriage.

15 There is no reason why Phoenix should be turning
16 technology back by over 50 years instead of being on the
17 cutting edge of what could be one of the most dramatic
18 improvements in citizen movement that has ever been put on to
19 the scene of the citizens of the State of Arizona, Maricopa
20 County, City of Phoenix and surrounding cities.

21 I believe that to overlook the elevated alternative,
22 while it appears more costly initially, the fact that it is
23 virtually an unmanned system, you can add cars when you need
24 them, you can take off cars when you don't need them, and you
25 don't have to worry about laying off motormen or whatever

1 because everything is computerized. It can be coordinated with
2 the bus system simply by having stops where the lines intersect
3 and people can transfer to a bus system, or if they're coming
4 to the center of Phoenix, which is so often the case, they can
5 take the DASH system, which is magnificently effective, goes
6 everywhere you want to go and does it quickly, conveniently,
7 much more so than a streetcar is going to do.

8 And in the process those places that have installed
9 the elevated systems have found, first of all, the construction
10 time is less. The cost is not nearly as much as they had
11 thought it was going to be. Um, and it has been very, very
12 popular with the citizens, which ultimately is the bottom line
13 for the success of any mass transit system, that is the
14 citizens believe it's going to work. At the moment few people
15 believe that the buses will -- well, the streetcars will work.
16 Confidence is only now being created in a bus system.

17 * * *

18 DARRELL ANDERSON

19 MR. ANDERSON: I would rather not see Northern Avenue used
20 as an improved arterial route, instead I would rather see
21 Glendale used either as an arterial route or turned into a
22 freeway starting at the new stadium as it approaches Luke Air
23 Force Base around El Mirage Road. I would like to see that cut
24 up to between Northern and Cactus and then tie in with the 303.
25 This would get people better access to different freeways and

1 make it easier to get out of this particular area. This area
2 is a high growth area and hopefully this transportation problem
3 that we have out here will be addressed soon. Thank you.

4 * * *

5 MARK SMITH - SENIOR PLANNER, CITY OF EL MIRAGE

6 MR. SMITH: The City of El Mirage is concerned about the
7 proposed limited access on Grand Avenue. That will seriously
8 impact the access to the City of El Mirage. We plan to have a
9 gateway along Grand to our community and we don't want to lose
10 the access and the visibility, um, that Grand gives us. We
11 would like to see connection of El Mirage across Grand Avenue,
12 but this will require more careful planning and design than is
13 shown in the plan. There is a lot of ownerships, there is a
14 railway in the way, and so we need to find the best way to get
15 across there.

16 Also there might be some consideration in the plan for
17 reducing the number of trips by designing neighborhoods so that
18 the services are close enough that people do not need to use
19 their car to get there. And that's a comment on the plan as a
20 whole. Because it seems to be geared to finding more and more
21 ways of getting more and more auto transportation on the road,
22 so maybe some considerations should be given to reducing that
23 traffic and reducing the need for travel. That's all. Thank
24 you.

25 * * *

1 TOM HUSBAND

2 MR. HUSBAND: My name is Tom Husband and I would like to
3 comment on the light rail system. I would -- actually, it's a
4 trolley plan. We had trolleys in Detroit when I was growing up
5 and they are, essentially, the same as what is proposed. I am
6 here because I have been following Mr. Joe Ryan's evaluation of
7 some of the facts surrounding the system. And from reading
8 materials that he has generated, um, I am concluding that the
9 trolley as proposed is unsafe and it won't improve air quality
10 and it has about one-fifth the carrying capacity of a three-
11 lane highway, therefore, we could spend five times more on
12 highway development at the same cost and get the same capacity.

13 Now, our problem that we have with funding this system
14 on sales taxes, it's going to suck dollars out of the economy.
15 And these dollars are the oxygen for our capitalist economy, so
16 it can only have a deleterious effect upon our economy over the
17 long haul. The trolley is far more expensive per passenger mile
18 than the bus and is much more expensive per passenger mile than
19 the car. This trolley plan is totally unjustified on a cost
20 basis. Everyone involved knows that it will require heavy
21 subsidies. Its inflexible rails in concrete cannot be moved
22 and cannot be rescheduled. Ridership forecasts will never be
23 met. If this project were offered as a publically traded
24 company or stock, there would be no one who would buy in, but
25 rather every knowledgeable person would sell it short. Thank

1 you very much.

2 * * *

3 GAIL CARLSON

4 MS. CARLSON: The presentation was very good. It was
5 interesting, informative. My one problem was is that they
6 didn't talk anything about the noise impacts and the potential
7 air pollution problems, even though I did ask the question and
8 the gentleman did answer it.

9 And then after further discussion during the meeting
10 we've just been advised that the Loop 303 is now being referred
11 to as a freeway. Since it was taken out of the freeway plan in
12 approximately 1995, and I'm not really sure of the specific
13 date, it seems like it might have been earlier, just when and
14 how was it reinstated and why are we just learning of this now?
15 Surely other proper public notification should have been done
16 to the citizens that are affected by having a freeway right
17 outside their back door. That's it. Thank you.

18 * * *

19 (Public Comments concluded at 7:00 p.m.)

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C E R T I F I C A T E

I HEREBY CERTIFY that the proceedings had upon
the foregoing Public Comments are contained in the shorthand
record made by me thereof, and that the foregoing pages
constitute a full, true, and correct transcript of said
shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 3rd day of
September, 2003.

CHRISTINE COALY
Certified Court Reporter
Certificate No. 50417

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MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC MEETING/HEARING ON THE
FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

SOUTHEAST VALLEY

Wednesday, September 3, 2003
4:00 p.m. to 7:00 p.m.

Mesa Rendezvous Center
Mesa, Arizona

COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

REPORTED BY:
BEVERLEE CAPERTON, RPR
Certified Court Reporter
Certificate No. 50030

PREPARED FOR:
MAG

(Copy)

1

I N D E X

2	NAME	Page	
3	ROC ARNETT	4	
4	CHARLIE DEATON	5	
5	KATHY LANGDON	6	
6	PATT PATTERSON	7	
7	BRAD SHARPE	8	
8	AMANDA ORMOND	9	
9	THOMAS MILLDEBRANDT	9	
10	PHIL AMOROSI	11	
11	JOSEPH BRENNAN	12	
12	TOM DORN	14	
13	RICHARD T. TRACY SR.	15	
14	JIM DAVIDSON	17	
15	WILLIAM C. "BLUE" CROWLEY	18	
16	RICHARD NOLAN	20	
17	STEVE BASS	22	
18	PATT PATTERSON	22	
19	MARY HARTLE-SMITH	24	
20	ROY HOYT	25	
21	RICK CANNON	27	
22			
	E X H I B I T S		
23			
	Exhibits	Description	Page
24			
	(Langdon)	Memo dated September 2, 2003	6
25		(1 page)	

1 PUBLIC COMMENTS taken on September 3, 2003,
2 commencing at 5:00 p.m., at Mesa Rendezvous Center,
3 Superstition North Ballroom, 263 North Center Street,
4 Mesa, Arizona, before BEVERLEE CAPERTON, a Certified
5 Court Reporter in the State of Arizona.

6 * * *

7 ROC ARNETT

8 MR. ARNETT: My name is Roc Arnett, R-o-c,
9 A-r-n-e-tt.

10 I appreciate all of the work that has been
11 done to bring the program to this point in time. There
12 are a few things in my judgment that need to be adjusted
13 and finalized to make the plan approvable by the East
14 Valley, understanding that 43 percent of the voters in
15 the -- in the county are in the East Valley, 35 and a
16 half percent of the population is in the East Valley.

17 There needs to be some regional equity and the
18 -- there needs to be some regional equity with regards
19 to the priorities of the plan.

20 The issues of landscaping and maintenance need
21 to be included in the program, and there needs to be
22 some inclusion of sound walls and asphalt -- rubberized
23 asphalt for sound mitigation.

24 In addition to that, there should be a
25 corridor included that was in the Southeast Maricopa and

1 Northern Pinal County Study that has a corridor roughly
2 along the Hunt Highway and north on Meridian Road. And
3 those ought to be put on the line for future
4 development, not necessarily with money at this
5 juncture. That would help alleviate future growth in
6 Northern Pinal County.

7 I think that's all I have to say.

8 * * *

9 CHARLIE DEATON

10 MR. DEATON: I'm Charlie Deaton, D-e-a-t-o-n.
11 My primary concern is with the funding sources that we
12 have talked about on various projects and how the
13 distribution of those funds will fall based on the --
14 the perception that the voters will have.

15 I think it's critical that we have equity in
16 both funding and timing of the issues of construction.
17 And it's clear that if the East Valley voters don't find
18 that this equity issue is addressed to satisfaction,
19 then it will be awfully difficult to get the vote
20 necessary to pass the half-cent extensions, which we all
21 feel are critical to all of the Valley, and we need to
22 be sure that attention is paid to the projects that will
23 bring about that equity.

24 That's it.

25 * * *

1 KATHY LANGDON

2 MS. LANGDON: Kathy Langdon, representing the
3 Gilbert Chamber of Commerce. And I have a letter that I
4 will leave today also.

5 But we just wanted to stress that we have been
6 real supportive of the East Valley mayors and the cities
7 in their quest to get geographical equity for this tax,
8 as I think the previous speaker mentioned; that if we
9 don't have a plan that our voters are going to feel will
10 address their needs, that it won't pass at the ballot.

11 We also support the \$300 million of additional
12 projects submitted by the East Valley municipalities to
13 be part of this project, which will go a long way
14 towards us reaching our geographic equity.

15 And at this point we are not supportive of
16 including the Hunt Highway as an expressway. We think
17 that it could jeopardize many of the projects that we
18 need in the East Valley at this time to put funds
19 towards the Hunt Highway. And because we are such a
20 rapidly growing community, we feel we need to be looking
21 at addressing current congestion issues first versus
22 building freeways.

23 The East Valley, but in particular Gilbert,
24 from the last tax, we received our project at the
25 tailend of the tax. And we understand that the current

1 plan on board with the performance measures only put a
2 few projects in Gilbert addressing congestion, and we
3 would prefer that those would move forward in addressing
4 the congestion needs at this time.

5 (See attached "Langdon" exhibit.)

6 * * *

7 PATT PATTERSON

8 MR. PATTERSON: My name is Patt Patterson, and
9 that's Patt with two Ts, and I have a question regarding
10 the distribution of funds.

11 There was a pie chart in the MAG website that
12 showed that Mesa's -- not Mesa -- Mesa, Gilbert,
13 Chandler -- I assume that's East Valley -- and maybe
14 Tempe, I'm not sure -- but the East Valley's proportion
15 of money resources being used compared to its population
16 was lower than the Phoenix and West Valley's proportions
17 or ratio, the ratio between -- I'm not sure exactly how
18 that figure was arrived at.

19 But my question is why is the East Valley not
20 carrying its fair share of the load, at least that's
21 what it looks like. The appearance is that their -- I
22 don't know whether it's because of the lack of interest
23 in creating economic development or what it is, but for
24 some reason the percentage is lower for the East Valley,
25 for the ratio, than it is for the West and for Phoenix.

1 It looks as if Phoenix is carrying the major load for
2 the whole Valley, for Maricopa County, compared to the
3 East Valley.

4 And the second part of that is, in order to
5 really plan for the future, 50 years from now there may
6 not be any gasoline, or it may be very limited and may
7 be very expensive. So we need to plan now for
8 alternative means of transportation.

9 And that's why I would like to make sure that
10 we don't-- for instance, Mesa just recently cut some of
11 its bus service and there's some talk of some express
12 bus service cuts. I would like to see Mesa and some of
13 the other communities in the East Valley pick up on
14 their responsibilities and not be as parochial as they
15 appear to be. I'd like to see them cooperate more with
16 the Valley as a whole. Is there any possibility that
17 that's going to happen?

18 I guess that's -- that's it.

19 * * *

20 BRAD SHARPE

21 MR. SHARPE: I'm Brad Sharpe. I'm here on
22 behalf of my daughter, Sara Sharpe, who couldn't be here
23 tonight because she passed away April 26, 2003, on Loop
24 101 in Glendale, because a driver went over the cables
25 and killed her instantly.

1 So my plea tonight is to have more money put
2 on the cables, take them out and put in cement barriers.

3 That's it.

4 * * *

5 AMANDA ORMOND

6 MS. ORMOND: My name is Amanda Ormond. I am a
7 Tempe resident, and I'm also on the Tempe Transportation
8 Commission.

9 When the Maricopa Association of Governments
10 did an extensive amount of public input on the
11 transportation plan -- and the thing that struck me in
12 those presentations was the fact that the citizenry at
13 large wanted half the funding to be used for public
14 transit and alternate modes, and half the funding to be
15 used for freeway construction.

16 So I would just like to put on the record that
17 when the elected officials that are responsible for
18 developing the final plan are doing their deliberations,
19 I want them to keep in mind this 50-50 split; and
20 although there will be arguments on how money should be
21 spent, the big picture should be kept in mind, which is
22 people want alternate modes, they want different ways to
23 travel, than just the freeways and cars.

24 * * *

25

1 THOMAS MIILDEBRANT

2 MR. MILLDEBRANT: I'm Thomas H. Mildebrant,
3 M-i-l-l-d-e-b-r-a-n-d-t. I'm a member of the Citizens
4 Transit Commission for the City of Phoenix. I have been
5 working on the transit activities for the last -- since
6 1988, however long that is. Since after that -- before
7 that, I was a member of the Arizona Department of Public
8 Safety for 34 years. And since retirement, I have been
9 active in attempting to get options for transportation
10 in the Phoenix metropolitan area.

11 I was very active on the passage of the
12 Transit 2000 Plan, which allowed Phoenix to expand their
13 bus service, their Dial-A-Ride service, and provide for
14 Sunday bus service for the City of Phoenix, which did
15 not have Sunday bus service before, and, in addition,
16 provided money for the light rail system.

17 I would like to see that continue regionally
18 in this plan as most major cities. I just visited San
19 Diego on vacation and was able to ride their system, and
20 it's a marvelous system. Our system is going to be
21 modeled after San Diego and other successful systems
22 like Dallas, Portland, St. Louis, and many others.

23 I would ask this too, that it's very important
24 that we have -- that the citizens of the metropolitan
25 area have options -- that they can use the highway, that

1 they can use bus transportation, they can use light rail
2 transportation, and eventually maybe heavy rail between
3 various cities in the area. It should be an overall
4 program to accomplish these efforts.

5 We shouldn't be requiring a local match for
6 transit just as there is no local match required for
7 freeways. It's important to have the 27 and a half
8 miles in the program to supplement the locally committed
9 miles in Phoenix, Tempe, Mesa, and Glendale.

10 It's extremely important to allow Phoenix to
11 expand their rapid bus system, which is -- bus rapid
12 transit system -- which is now in operation. And it's
13 extremely important to have the light rail expanded to
14 serve the West Valley on I-10, and also to push the
15 light rail up State Route 51 to the Paradise Valley
16 Mall.

17 We should not be cutting the transit funding
18 in the program in order to balance it.

19 I would just like to remind the members that I
20 have told them before that what we are working for is
21 for our children's children, and we should keep that in
22 mind.

23 * * *

24 PHIL AMOROSI

25 MR. AMOROSI: My name is Phil Amorosi,

1 A-m-o-r-o-s-i. And I just want to make sure that within
2 the transportation plan, that we spend as much money as
3 possible on buses and light rail for all the handicapped
4 people in the Valley, all the mentally ill people in the
5 Valley, all the poor people in the Valley that can't
6 afford cars. And we also need to do that to help with
7 the pollution problem.

8 That's it. Quite simple.

9 * * *

10 JOSEPH BRENNAN

11 MR. BRENNAN: Joseph Brennan, B-r-e-n-n-a-n. I
12 have a few questions on why do they need four or five
13 different entities to run one bus system. Why doesn't
14 either the city run it themselves and save the money
15 they are paying ATC to run Mesa's section, Tempe's
16 section, Phoenix's section, and all the rest of them.
17 Why do we need MAG to get transit money. Why do we need
18 the RPTA to get transit money. Why does ADOT get
19 transit money.

20 And the light rail system is a joke. Put it
21 down the center of the freeways, and you will accomplish
22 the same thing they are going to do downtown. And it
23 won't cost \$44 million a mile. And I can't see where
24 the \$44 million a mile is going to be spent.

25 They can put a Monorail system in, same as

1 they have in Disneyland. It's 30 years old. It runs
2 fine.

3 The people running the systems in Mesa, Tempe,
4 Phoenix don't ride the system so how can they tell the
5 people riding the system what they need. To me it's
6 totally idiotic.

7 That man right there, Ken Driggs, I used to
8 drive him home every day -- Ken Driggs, he's the head of
9 the RPTA. He won't talk to me because I don't like -- I
10 told him many times the RTPA is a useless organization,
11 which it is. They don't -- they don't put the buses and
12 the things where the people want to go.

13 Each system -- you get into Mesa and Mesa runs
14 it. If you into Glendale, Glendale runs it. If you go
15 into Scottsdale -- it should be one regional thing.
16 That's what I thought. When he told us for the RTPA in
17 '85, that's what I thought was going to happen, it was
18 going to be run by one organization.

19 All we did is add another entity to pay to do
20 the same job that all the rest of them are doing. And
21 it's -- it's a system that needs to be taken back by the
22 public and the public get on these different committees
23 to tell the rest of the public what we need.

24 The people that ride the system are the ones
25 they should talk to, not the bank presidents and all

1 these so-called people that know everything.

2 I'm about done.

3 * * *

4 TOM DORN

5 MR. DORN: Tom Dom. I'm representing the
6 East Valley Chambers of Commerce Alliance, which is a
7 5,000 member business organization representing the
8 Chambers from Mesa, Tempe, Chandler, Gilbert, and Apache
9 Junction.

10 We support the plan with the proposed
11 amendments of the adding \$300 million for East Valley
12 projects. Our priorities all along have been, number
13 one, the Williams Gateway Parkway; number two, the
14 widening of the freeway system in the East Valley by
15 adding a general purpose lane, as well as an HOV lane
16 for each of the freeways; number three, transit,
17 increased transit. And we are satisfied with the
18 arterials -- I mean, with the -- with the new amounts
19 that have been put in for transit, which include both
20 rail and bus. And we want that fire wall so that's
21 protected.

22 And the last thing is the -- as I already
23 started, \$300 million -- two hundred ninety-five to be
24 exact -- that is for additional funding for the -- for
25 the East Valley. It's critically important in order to

1 achieve geographic equity with the reauthorization --
2 the extension of the regional area road fund tax.

3 That's it.

4 * * *

5 RICHARD T. TRACY SR.

6 MR. TRACY: I'm Richard Tracy, and I'm one of
7 these people who do not mind paying taxes. However, I
8 don't like to waste it. In my 30 years here, I have
9 seen a lot of failed projects put on by the Arizona
10 Republic and the people downtown that have investments.
11 They're talking now of on the Civic Plaza, light rail,
12 hotel, probably \$3 billion worth of money going
13 downtown, but there's nothing to go downtown for.

14 The public will have to pay and subsidize
15 light rail for the next 50 years. If they elevate it,
16 it is going to be effective. If not, forget it because
17 we're going to wind up paying for a system which is not
18 going to be productive. In addition, it will cause more
19 traffic jams because it's going to be on the ground
20 level.

21 I have lived in New York, I have lived in
22 California. I have seen all of the different
23 transportation systems. What they are proposing we took
24 off the road back in 1945. The buses would be far more
25 effective.

1 I'll vote against anything that has this kind
2 of a light rail system, and I'll ask that everybody else
3 do the same. The Civic Plaza loses money because money
4 goes to America West. The City is not interested in the
5 taxpayer. Just the downtown interests seem to make
6 their way through the Arizona Republic. And, as I say,
7 it's failed before. We have all kinds of projects that
8 we have spent billions of dollars on. This is going to
9 be the worst because it will be a billion and a half
10 dollars.

11 As I say, if they elevate it, it would be very
12 effective. But you need four tracks so that you have
13 express trains. I lived in New York City, Manhattan,
14 and Long Island for 12 years. I rode the subway six
15 days a week. This system was in the small towns, and
16 they had to take it out. The buses and the trolleys
17 were far more effective.

18 We are going to have people get knocked off
19 crossing the street to get on those trains at night
20 And it's just unbelievable that they would come up with
21 this kind of a program and expect the public – and the
22 public did vote for it in Phoenix, but that was about
23 eight percent of the population that voted in favor of
24 it.

25 And I thank you very much. I voted to have

1 freeways in Phoenix in 1972.

2 * * *

3 JIM DAVIDSON

4 MR. DAVIDSON: Jim Davidson, D-a-v-i-d-s-o-n.

5 I'm speaking in support of mass transit and -- in the

6 plan. I think that we need to keep light rail and

7 commuter rail on the table for discussion. It appears

8 to me that commuter rail is starting to fall off, and I

9 think this needs to remain a vital component of a

10 multi-modal, integrated approach to mass transit.

11 I am in agreement with how they split the

12 dollars. Approximately a third of the-- of the dollars

13 are going to mass transit in the form of buses, light

14 rail, and bus rapid transit, and I agree with that

15 approach. I urge MAG and the members of MAG to not

16 jeopardize that split, don't move more money from mass

17 transit into streets and freeways.

18 I do agree with the amount of dollars going

19 for street improvements. I do not agree with the number

20 of dollars going to freeway construction. We can no

21 longer continue to build further and further out into

22 the desert. It's a self-defeating model. We will never

23 get the density inside the cities to support better mass

24 transit if we are continuing to build freeways further

25 and further out into the desert.

1 Finally, I think there needs to be clear
2 equity with -- with the financing. Right now Mesa
3 represents 39 percent of the population, and we are only
4 receiving 27 percent of the funds. There needs to be
5 some effort given to equalizing the amount of dollars
6 received per population that exists.

7 So we -- I'd like to see more revenue come to
8 the city. That's it.

9 * * *

10 WILLIAM C. "BLUE" CROWLEY

11 MR. CROWLEY: Blue Crowley, C-r-o-w-l-e-y,
12 P.O. Box 23115, Phoenix, 85063. With my three minutes
13 today, I'd like to address some of the major issues that
14 have been really bothering me. I look at your rural
15 plan and I go back to the days when I was a young man in
16 this city, 1950 and such, and I look at the roadways
17 that were rural in 1950 -- the Maricopa Road, the 51st
18 Avenue, the Grand Avenue, and the road to Buckeye.

19 I only see the northern parts of Grand Avenue,
20 Highway 60, having rural because you have taken from
21 Olive down to 7th Avenue and Van Buren off, so there is
22 no Grand Avenue bus in the central city.

23 You also don't have anything on the Bush
24 Highway, a rural road that's been here since the 1930s.
25 You have nothing on 51st Avenue south of Buckeye where

1 we have the town -- or village of Laveen that has been
2 here since before any of the White settlement.

3 So when you talk about a rural part of the
4 equation and you don't even go to the rural communities
5 within the metroplex, how can you say you are doing the
6 job right. Where is the rural part where it attaches
7 the cities of like Gila Bend with the other smaller
8 communities and that with the major metroplex, where we
9 have the Buckeye and the Douglas Ranch area. Where is
10 that going to be interspersed into the system and the
11 plan.

12 When I see that it's light rail and you state
13 rail, I don't see anything about commuter or, as it's
14 known, heavy rail. We need to be using the heavy rail
15 within this Valley. It touches every one of our
16 communities except for those being Scottsdale, Paradise
17 Valley, Fountain Hills, and the Carefree area.

18 Now if we were to be smart enough to
19 understand that transportation is also trade, that we
20 need to have heavy freight rail going from this Valley
21 to the major centers of the East and not have to go
22 south through Texas or west through California. We need
23 to go from the East Valley towards Albuquerque and
24 Denver, Chicago, New York, Cleveland, et cetera.

25 As to the freeway and light rail, being as

1 capital intensive as they are in their construction, why
2 not put them both in the same right-of-way. But then
3 you'd have Highway -- or Interstate 10 being worked on
4 over 15 of the next 20 years, you have upgrades on the
5 51 over the next 10 years; and then as the phases of the
6 light rail come into effect, you will then be tearing up
7 the 51 to put that light rail in that right-of-way.

8 When the fire walls that you have been stating
9 that you want to have -- no, I'm not over yet, Jason.
10 With the fire walls, I have a problem with it when it's
11 on the roadway. The roadways are supposed to be
12 upgraded to have pedestrian and bicycle.

13 * * *

14 RICHARD NOLAN

15 MR. NOLAN: Richard Nolan. I just have a
16 couple quick comments. I have seen a draft of the
17 implementation plan for the -- for the sales tax. I'm
18 concerned that the HOV lanes are in the second phase
19 implementation, so that bus rapid transit and other mass
20 transit issues are delayed to the second phase because
21 there's no HOV lanes. And I think that the HOV lane
22 construction should go in the first phase, and that some
23 of the freeway development should be postponed to the
24 second phase to permit the development of mass transit,
25 because you have got to have the HOV lanes for the bus

1 rapid transit to come through, and I think they need to
2 switch those things.

3 I have also looked at some of the performance
4 statements and evaluation techniques for measuring the
5 performance, and I am concerned that the standards they
6 are setting up for performance measures really do not in
7 fact measure what they say they are going to measure.

8 For example, they talk about increased
9 accessibility for people with physical handicaps, and
10 the performance measure is increased frequency of travel
11 time on the highway; and that doesn't have anything to
12 do with increased accessibility for people with
13 disabilities to use a mass transit or the freeway
14 system. So I think the performance evaluation criteria
15 needs to really reflect an outcome.

16 My last comment is that I'm concerned that
17 there's been a shift from the initial polling, which
18 showed a pretty much 49-49 percent split for freeways
19 and streets versus pedestrian, transit. And now we are
20 down in the 30 percent for transit and the 60 percent --
21 or 67 percent for -- for freeways. And I think that it
22 needs to come back in line to what the original polling
23 showed that -- that would be supported. And I just
24 think that we are short-changing transit for freeways,
25 and I think that needs to get back balanced.

1 * * *

2 STEVE BASS

3 MR. BASS: My name is Steve Bass. I support
4 the plan that's been put forward with some
5 modifications. Maricopa County citizens have
6 consistently indicated in polling results an even split
7 between transit and freeway spending for the 20-year
8 plan. This plan doesn't do that.

9 There seems to be an overemphasis upon freeway
10 projects, such as the Interstate 10 reliever, Interstate
11 10 widening project, the South Mountain Freeway, to the
12 detriment of public transit and pedestrian and bicycle
13 modes.

14 In order to ensure continued employment and
15 residential balance between the West Valley, the East
16 Valley, the downtown area, it's important that there be
17 high density corridors, such as light rail, bus rapid
18 transit.

19 My recommendation is that the level of
20 expenditures be more balanced between alternative modes
21 and freeway expenditures.

22 That's it.

23 * * *

24 PATT PATTERSON

25 MR. PATTERSON: My name is Patt, with two Ts,

1 Patterson. And just for information purposes, I'd like
2 to explain -- I have been with the light rail task force
3 in Phoenix since 1996, was one of the first people
4 involved in the public input into the light rail system.

5 And the reason that the light rail is -- the
6 first initial phase -- is going down Central and past
7 the airport and into Tempe and Mesa, on the edge of
8 Mesa, is for economic reasons. Since this is the first
9 spine, it was a lot cheaper to go with that and it hit
10 the major employment areas in the Valley, and meant that
11 the system has a better chance at success.

12 I have heard people talking about, well, why
13 can't they go with Monorail or down the center of the
14 freeways or commuter rail. And commuter rail is loud
15 and noisy compared to light rail. Light rail is quiet.
16 Light rail will move 600 people every five minutes.
17 That's the equivalent of probably 20 -- between 15 to 20
18 buses going past a point every five minutes.

19 For an example, at the Super Bowl that was
20 held in San Diego, Jack Murphy Stadium was let out and
21 there were 90,000 people there in that vicinity; and out
22 of those 90,000 people, there were 30,000 of them that
23 were moved by the light rail system out of that area.
24 So that reduced the congestion tremendously. If you
25 take 30,000 people, if those 30,000 people had been in

1 cars instead of being able to use the light rail, there
2 would have been a lot of congestion.

3 So for the reasons why light rail is being
4 used, that doesn't preclude the possibility of rail,
5 other kinds of rail, eventually feeding into that or
6 coming off of it. But when you talk about the major
7 employment areas, a Monorail going down a freeway is not
8 going to do any good in the center of Phoenix or the
9 major population areas we have in the Valley.

10 So that's part of the reasons for the light
11 rail.

12 * * *

13 MARY HARTLE-SMITH

14 MS. HARTLE-SMITH: Mary Hartle-Smith. I am a
15 transit user, and I represent the National Federation of
16 the Blind of Arizona, East Valley Chapter. I am the
17 co-chair of the transit committee.

18 And as blind persons, we need transit as our
19 main method of mobility throughout the Valley. We
20 believe this plan needs to incorporate a significant
21 portion of public mass transit to catch up to the needs
22 of the Valley that includes people who are blind, people
23 with other disabilities, and people in general who need
24 to commute more efficiently and with less congestion and
25 less air pollution.

1 I believe more emphasis should be given to
2 mass transit, to improving bus transit, and to extending
3 light rail.

4 The National Federation of the Blind of
5 Arizona, East Valley Chapter, believes that any
6 park-and-ride station that's connected with the light
7 rail service should be connected with -- with buses at
8 the other end. So that when people get off the light
9 rail, they will be able to -- to get onto buses to go to
10 their final destination.

11 If I could just say that I did not receive any
12 materials in an alternate format that I requested so
13 that I could really study the plan very effectively to
14 give more complete and specific comments.

15 * * *

16 ROY HOYT

17 MR. HOYT: My name is Roy Hoyt, H-o-y-t. The
18 first comment is that, as a lifelong resident of the
19 Valley, having grown up here starting in 1947, I have
20 seen a dramatic change both in the population base, the
21 transportation, the needs, and more depressingly the
22 degradation of the quality of life, which unfortunately
23 has come with the increased population.

24 I'm concerned about the imbalance with the
25 freeway expansion, which tends to encourage the sprawl

1 and the degradation of the region. I don't see any
2 evidence in conjunction with these proposed expansions
3 of a serious study of resource management, such as water
4 availability, electricity, all the other infrastructure
5 elements. Can the Valley realistically support the kind
6 of population that this expansion will bring along with
7 the added sprawl.

8 As to the positive aspects of transportation,
9 I would like to see an increased focus on the
10 alternative modes -- bus, fixed guideway, and light rail
11 transportation -- to foster infill and to encourage the
12 concentration of both population resources in a more
13 manageable, defined area.

14 I would like to see increased hours of
15 service, both early in the morning and late in the
16 evening, potentially 18 to 20 hours a day with higher
17 frequency to offer people the opportunity for
18 alternative work schedules, rather than being locked
19 into the 9:00 to 5:00 or 8:00 to 5:00 concept, which
20 tends to lead to inefficient use of people's times.

21 Also like to see that arterial street
22 improvements would focus on local service needs. I
23 would think that given the population base as we are
24 growing, that much of the infrastructure improvement
25 that affects the outlying areas should be a state

1 Department of Transportation funding requirement because
2 of the impact on the state overall.

3 Lastly, I would like to see an expansion of
4 bicycle and pedestrian opportunities, both as an
5 alternative mode, but also for healthy living, healthy
6 lifestyles. And as it is said quite often, as some
7 bicycle riders who are offended by people who try to
8 crowd them off the road, every bicycle is one less car
9 on the road.

10 And the same would equal for pedestrians.
11 Every time you get one or two people off the road,
12 that's an increase in capacity for those who do not have
13 the opportunity to use alternative modes.

14 * * *

15 RICK CANNON

16 MR. CANNON: Rick Cannon. I think that there
17 needs to be more of a focus on light rail and a focus on
18 specifically funded segments, such -- similar to what we
19 did with the original 1985 plan for the freeways.

20 According to the numbers, like about 90
21 percent of the funding goes to freeways in one form or
22 another. We need to focus more on mass transit.

23 And there are other ways we can help to
24 actually increase the revenue even more. We could use
25 economic partners, such as businesses who would directly

1 benefit from improved transportation, such as malls and
2 various businesses -- various places where employees
3 would be able to get there on time, better and easier.

4 Also, tollways I think should be more --
5 should be considered more in some forms or another
6 because -- or at least should be examined because they
7 could provide a better -- a better way of fund -- they
8 could provide easier funding and be used as higher
9 capacity than most other freeways.

10 Also, more cities should be involved in the
11 light rail plan and -- such as, I heard Gilbert express
12 an interest on extensions of light rail, where it would
13 be sort of almost a hybrid between that and commuter
14 rail where you would have longer lines and less stations
15 actually, but using the same technology. Like some
16 specific corridors I think should be used, like I-10
17 south into Ahwatukee and Chandler.

18 I think that's mostly what I wanted to say.

19 Thank you very much.

20 I am sure that this has been previously
21 addressed, but it would be good if more coordination
22 between different modes of transportation would be
23 worked, such as 10 minutes after light rail would stop
24 at a particular station, two or three different buses
25 would stop in the general -- in close proximity, so that

1 it would be easy to maintain mass transit commutes over
2 further distances from the light rail line.

3 Also, light rail -- an excellent place to put
4 a light rail line would be to connect it with the
5 Williams Gateway Airport Development in Mesa as
6 eventually it can become another -- a full passenger
7 airport.

8 * * *

9 (Public Comments concluded at 7:05 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the proceedings had upon
the foregoing Public Comments are contained in the
shorthand record made by me thereof, and that the
foregoing pages constitute a full, true, and correct
transcript of said shorthand record, all done to the
best of my skill and ability.

Dated at Phoenix, Arizona, this 4th day of
September, 2003.

BEVERLEE CAPERTON
Certified Court Reporter
Certificate No. 50030

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MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC MEETING/HEARING ON THE
FINAL DRAFT STAGE OF THE
MAG REGIONAL TRANSPORTATION PLAN

NORTHEAST VALLEY

Wednesday, September 10, 2003
4:00 p.m. to 7:00 p.m.

Community Design Studio
Scottsdale, Arizona

COURT REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

REPORTED BY:
BEVERLEE CAPERTON, RPR
Certified Court Reporter
Certificate No. 50030

PREPARED FOR:
MAG

(Original)

1 INDEX

2 NAME	Page
3 GERALD P. SPELLMAN	3
4 DIANNE BARKER	3
5 LYNN EDWARDS	5
6 IAN J. KERR	6
7 LOUISE LEMKE	6
8 JESSE MONONGYA	8
9 CARL BRUNING	9
10 MARC PAYALLA	10
11 WENDY RIDDELL	11
12 MIKE MILILLO	11
13 DAVID KENNEDY	13
14 WILLIAM C. "BLUE" CROWLEY	14

15

16 EXHIBITS

17 Exhibits	Description	Page
18 (Spellman)	Formal Comments (4 pages)	3
19 (Edwards)	Comments on the RTP (3 pages)	5
20 (Kerr)	Typed Comments (6 pages)	6
21 (Lemke)	Typed Comments (2 pages)	6
22 (Monongya)	Typed Comments (2 pages)	8
23 (Bruning)	Canyon Echo - Trolley Bus (Newspaper)	9

24

25

1 PUBLIC COMMENTS taken on September 10, 2003,
2 commencing at 5:05 p.m., at Community Design Studio,
3 Nave Room, 7506 East Indian School Road, Scottsdale,
4 Arizona, before BEVERLEE CAPERTON, a Certified Court
5 Reporter in the State of Arizona.

6 * * *

7 GERALD P. SPELLMAN

8 (See attached "Spellman" exhibit.)

9 * * *

10 DIANNE BARKER

11 MS. BARKER: Hello. My name is Dianne,
12 D-i-a-n-n-e, Barker, B-a-r-k-e-r, and I'm a resident in
13 Phoenix. And I am a supporter of multi-modal
14 transportation, many modes.

15 However, I found the need to go to the City of
16 Phoenix grand hearing, FTA hearing yesterday, and I'm
17 delivering the informations, which I did today at the
18 MAG managers meeting and I left them in the care of
19 Valerie Day.

20 The letter has to do with my objection for the
21 5309 and the CMAQ funds of 2003 that the City of Phoenix
22 is asking of FTA; and also the fact that on the MAG TIF
23 for 2004, Valley Metro Rail, under 401T, is asking for
24 305 million; and there also is another Valley Metro
25 request, which is totaling near the same amount. Of

1 course, the federal share is much less.
2 The reason I'm objecting to the funds being
3 used this way on this kind of at-grade, in-median design
4 is because of their safety; and even FTA in their letter
5 to Ed Zuercher, Z-u-e-r-c-h-e-r, the Phoenix Transit
6 Director -- I have it here and I have handed it in -- it
7 is saying that they are -- their concerns, one of which
8 is safety, and they are expecting, the FTA, that ADOT
9 would have safety oversight evaluation and it would be
10 done this summer. Having checked with the authorities
11 in transportation, local and state, there is, however,
12 no safety evaluation.

13 And also the modeling that is being done at
14 MAG, per the letter of Valley Metro August the 28th to
15 Mayor Giuliano, it says the EMME2 modeling for ridership
16 is without results of the modeling input; therefore, it
17 is unreliable.

18 Finally, this letter supported by Mr. Crowley
19 and Mr. Rich Bank. And Mr. Bank has informed me growing
20 smarter requires a vote along with Tempe, Apache
21 Boulevard Rail Line, and the people have not voted.
22 Therefore, you can't -- that's inoperable to use those
23 densities.

24 * * *
25

1 LYNN EDWARDS

2 MS. EDWARDS: Okay. My name is Lynn Edwards,
3 and these are my recommendations regarding the regional
4 transportation plan.

5 I would recommend that the plan move forward
6 toward a 50-50 allocation between transit and streets
7 and freeways rather than the current allocation. I
8 think that's more forward thinking over the next 20
9 years.

10 I would recommend that all of the express
11 buses be regionally funded and regionally controlled.
12 I'm currently a commuter on the 510 express, and that
13 bus route is funded by the City of Scottsdale. So it
14 was very vulnerable to their budget cuts this year.
15 It's still in a vulnerable situation, although we were
16 able to save it for one year.

17 I would like to see that the tax extension
18 would guarantee extra express routes, that cross
19 jurisdictions are covered regionally.

20 I would like to see some gaps in the transit
21 grid filled in in the transit grid. If you look at the
22 transit grid, there's a big gap east-west between
23 Camelback and Shea Boulevard. So I would like to see us
24 have a bus that goes from Scottsdale Road and Lincoln to
25 Lincoln and 22nd Street, which would hook up with an

1 existing route.

2 And in particular that would help serve the
3 Veritas Preparatory Academy, which is a new charter
4 school that currently serves about 150 kids, and it will
5 grow to serve four to six hundred kids over time.

6 And, finally, I would like the regional plan
7 to clearly identify the bike and pedestrian projects
8 that would be funded, and allocate at least one or two
9 percent of the total funds to off-street bike and ped
10 systems.

11 (See attached "Edwards" exhibit.)

12 * * *

13 IAN J. KERR

14 (See attached "Kerr" exhibit.)

15 * * *

16 LOUISE LEMKE

17 MS. LEMKE: My name is Louise Lemke -- Louise
18 Lemke -- and I too am a founder of Families for Loop 101
19 Safety. My daughter, Christina Laux, was killed in the
20 same accident that killed Stephanie Monongya in August
21 of 2002.

22 Victims who -- who lost loved ones on the Loop
23 101 Freeway formed Families for Loop 101 Safety out of a
24 concern that more wasn't being done to address safety on
25 this dangerous highway. It's so dangerous that the

1 Arizona Republic newspaper calls it "the Highway of
2 Tears." That description has unfortunately been
3 accurate. According to statistics derived from the
4 Arizona Republic, there are average of 67 accidents
5 every month on the 13-mile Scottsdale portion of the
6 freeway alone.

7 In spite of these statistics, nothing has been
8 done to make the road safer. In fact, as I speak, the
9 state is spending \$34 million to lay rubberized asphalt
10 on the 101 to make it quieter. But there's no
11 guardrails in place for Loop 101 safety.

12 Why are miles of the highway paralleling a
13 20-foot-deep drainage culvert unprotected by any type of
14 barrier? This problem has not gone away. Just about a
15 week ago, I heard another story on the news about a car
16 that veered off the Loop 101 roadway and into the
17 drainage channel. This madness has got to stop -- and I
18 need to -- before we address future transportation.

19 Our organization's website has been swamped by
20 support from citizens who agree that the state has
21 misplaced its priorities. We want Arizona to put safety
22 first. The transportation leaders need to know that we
23 are watching to see how our tax dollars are spent, and
24 we are not pleased about it.

25 August 1st of this year marked the one-year

1 anniversary of my daughter Christina's death. It was a
2 hard day for me. It was even harder for her four
3 children. I ask all of you here today how much are your
4 children and grandchildren's lives worth to you? How
5 much would you spend to keep them safe? Is
6 approximately \$235,000 for one mile of guardrail any
7 less important than \$16.1 billion you are addressing
8 tonight for transportation for the next 20 years?

9 As an organization, we will not rest until
10 Loop 101 has been made safer. We owe it to our loved
11 ones. Let's take care of our current Loop 101 Freeway
12 before we plan on addressing the needs for the next 20
13 years.

14 (See attached "Lemke" exhibit.)

15 * * *

16 JESSE MONONGYA

17 MR. MONONGYA: My name is Jesse Monongya. My
18 daughter was Stephanie Monongya that died on the 101,
19 that horrible scene that we see on the pictures of every
20 television, the pickup truck that was rolled over in the
21 culvert, and they weren't discovered until the next day.

22 And it's been very hard for us. And then to
23 hear about the safety wasn't mentioned, like it's only
24 two percent, it's a little upsetting. And I think
25 safety should be first before building the road.

1 And so we started with Legends Cadillac to
2 start a rail -- to get funds and -- and put up a rail on
3 our own. So that's what we are doing today. And we are
4 going to keep fighting until it gets done. And that's
5 about it.

6 (See attached "Monongya" exhibit.)

7 * * *

8 CARL BRUNING JR.

9 MR. BRUNING: My name is Carl Bruning Jr. I'm
10 a Phoenix native, born and raised here since 1961.

11 I have mainly four comments today that I would
12 like to make to the committee. The first one is
13 regarding the light rail system. I'd like to know if
14 electric trolley buses were considered instead of light
15 rail. Those electric trolley buses could have been
16 upgraded in the future to fuel cell. So that's my first
17 point.

18 The second is telecommuting. Has that been
19 considered in this plan as an option?

20 The third is that the 60 percent spending on
21 new highways is too much. I think it's time to put the
22 brakes on sprawl. Highway construction is just a
23 subsidy for the real estate developers; and if we do
24 build it, they will come, and I don't think we need more
25 people in the city.

1 And my last point is regarding tollways on
2 certain roads, like on Ahwatukee Loop or sections of the
3 303, if those are built. Thank you.

4 (See attached "Bruning" exhibit.)

5 * * *

6 MARC PAYALLA

7 MR. PAYALLA: My name is Marc Payalla, and I
8 would like to enter into the official record my
9 opposition to the light rail system that is being
10 proposed and planned.

11 I do live on Central Avenue, and I am a bus
12 rider. I believe that the plan is a wasteful --
13 wasteful proposal that will neither help commuter or
14 drivers.

15 I think that a better proposal is a system of
16 express buses on the existing freeways that would stop
17 every mile to pick up passengers that could connect to
18 artery streets and artery bus routes. This is used
19 extensively in San Mateo County, California, as well as
20 other communities throughout California.

21 We have already built the freeways, we have
22 already spent a considerable amount of money for this
23 system, yet none of the system is really used for bus
24 commuters except for rush hour on a limited number of
25 routes.

1 So I would like to have my opinion for the
2 record. Thank you.

3 * * *

4 WENDY RIDDEL

5 MS. RIDDELL: Wendy Riddell with the law firm
6 of Beus Gilbert, and we represent a number of the
7 property owners out in West Valley. And we would like
8 to state our support of the I-10 reliever concept. We
9 believe that the concept as well as its funding are
10 crucial for the viability of the West Valley.

11 The primary reason for our beliefs are, number
12 one, the blooming growth in the West Valley and, number
13 two, the level of service on the I-10 with this growth.

14 So really we just want to illustrate to the
15 committee that the I-10 reliever concept is of paramount
16 importance. And that's it.

17 * * *

18 MIKE MILILLO

19 MR. MILILLO: My name is Mike Milillo. I
20 reside in Scottsdale at 12833 East Sahuaro Drive. I am
21 a transportation planner by training and have worked as
22 a transportation planner, and I'm a former member of the
23 Pave the Planet Foundation.

24 I understand about dispersed commuting
25 patterns. I also understand this is a very capital

1 intensive plan with 89 percent of the funding going
2 towards highway and transit capital programs and only 11
3 percent toward operating and maintenance.

4 I have questions and comments. Number one,
5 when will MAG be funded and allowed to do real
6 transportation planning. I support transit, but transit
7 will not work in this Valley until land use planning is
8 integrated with transportation planning. We will never
9 be able to lay enough pavement. Every transportation
10 planner knows demand always increases to fill capacity.

11 Number two, when will decision makers wake up
12 to the fact that our transportation problems are
13 directly related to inefficient sprawling development
14 patterns, segregated land uses and zoning, lack of
15 incentives for communities to manage growth and
16 development.

17 I noted a slide during the presentation that
18 mentioned sustainable transportation. Do you really
19 believe we will improve air quality, improve the urban
20 heat island effect, and improve this Valley's
21 sustainability with this plan?

22 Our goal should be to reduce the VMT, be
23 proactive instead of reactive to growth. We should
24 improve the mobility of people, not vehicles.

25 * * *

1 DAVID KENNEDY

2 MR. KENNEDY: My name is David Kennedy. I'm
3 from Scottsdale. I have lived in Phoenix for the past
4 19 years. I grew up here.

5 I'm concerned that they didn't touch on the
6 health effects of pollution during the presentation.
7 The answer to our transportation problems are not more
8 freeways. They are not the answer. Even when cars
9 become more efficient and hopefully one day completely
10 pollution free, that does nothing to solve our
11 transportation problems. It does nothing to address the
12 problems of traffic gridlock.

13 So I'm very concerned at how little money is
14 being allocated to light rail transit in comparison to
15 what's being allocated to freeways and roads. The
16 recent gas crisis proved that we are entirely too
17 dependent upon our cars. We must have an alternative to
18 that. And I know it's a utopian vision to hope that
19 cars are on their way out, but I'm also a realist and I
20 know that we have to have at least an alternative.

21 We need an expansive light rail mass transit
22 public transportation system where more roads are not
23 the answer. It wastes enormous resources of land, oil.
24 It subsidizes developers and increases sprawl. Not to
25 mention that we get more for our money with mass

1 transit. It might be \$60 million a mile, but the cost
2 payoff, the benefit payoff, when you compare health
3 effects, sprawl, everything that comes with what this
4 subsidizing more freeways and more roads is going to do.
5 When you compare that to an expensive mass transit
6 system, we are getting more money, we are getting more
7 bang for a buck.

8 And so basically I just wanted to give my
9 strong recommendation for more light rail transit routes
10 and to allocate more money towards that, because that is
11 the solution to our future, our future transportation
12 problems.

13 * * *

14 WILLIAM C. "BLUE" CROWLEY

15 MR. CROWLEY: Blue Crowley, C-r-o-w-l-e-y. I
16 have some serious reservations about the current plan.
17 When I crunched the numbers for the City of Phoenix,
18 \$202 billion, \$400 million in just their light rail
19 projects, would take all the money from transit.

20 I also note that with the gas being what it's
21 been, why aren't we doing a gas tax, you know. The
22 citizenry have already shown they will take a 60 cent
23 increase in cost. It went from a dollar fifty to two
24 twenty-nine, and now it's only back to one ninety-seven,
25 one ninety-five in some places. I don't know why it's

1 not back from one forty-nine. So if we can take that
2 much out of our drivers because they want to be in their
3 car that much, we need to get some more gas tanks under
4 the situation.

5 As I stated before, I want one cent to be
6 divided three ways: one-third roads; one-third rubber
7 tire transit, which is buses; and one-third freeway
8 light rail so that the freeway and the light rail can be
9 in the same right-of-way, the biggest part of the
10 expenses.

11 I note that the bus rapid transit, I-10
12 express terminal, does have \$80,000 to be looked at.
13 But when I see your plan, you didn't even consider it.
14 When I hear Mr. Anderson say drivers, drivers, drivers,
15 he needs to get out of that car and become multi-modal.

16 It's not just cars. As I stated at the
17 podium, what I see is a reference to the laws of Sam
18 Steiger, an agency will protect its existence more than
19 do the job. And right now all I see MAG doing is making
20 sure they keep on existing and they are not doing the
21 job. Sixty percent for freeways is not the job.

22 We were promised in 1990 a 50 percent of the
23 half-cent sales tax specifically for rubber tire buses.
24 In this new plan, just with light bits of math of \$64
25 million for 15 miles of light rail in the City of

1 Phoenix and another \$120 million a mile for the 12 miles
2 of elevated come out to two hundred forty -- or two
3 billion four hundred million, which is one-third of your
4 transit tax.

5 So with those numbers could somebody tell me
6 how I'm going to get buses? I want a bus on any roadway
7 that's good enough for a car. We need to start looking
8 at the job of government. One of those is
9 transportation, and that's more than building roads and
10 freeways. That's taking care of the bus ridership,
11 those economically disadvantaged and those with
12 disabilities. The law says you are supposed to do it.
13 Get it done.

14 * * *

15 (Public Comments concluded at 7:15 p.m.)

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CERTIFICATE

I HEREBY CERTIFY that the proceedings had upon the foregoing Public Comments are contained in the shorthand record made by me thereof, and that the foregoing pages constitute a full, true, and correct transcript of said shorthand record, all done to the best of my skill and ability.

Dated at Phoenix, Arizona, this 10th day of September, 2003.

BEVERLEE CAPERTON
Certified Court Reporter
Certificate No. 50030

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE PUBLIC HEARING

Draft MAG Regional Transportation Plan
Draft Special FY 2004-2007 MAG Transportation Improvement
Program
Draft 2003 MAG Conformity Analysis

Phoenix, Arizona
November 21, 2003
5:00 p.m.

Prepared For:

Prepared By:

MARICOPA ASSOCIATION OF GOVERNMENTS
Court Reporter
(Copy)

LORENA W. ELDER

1 INDEX

2

3 SPEAKER: PAGE

4

5 Ms. Barker 8

6 Mr. Hollar 10

7

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1 MARICOPA ASSOCIATION OF GOVERNMENTS

2 FINAL PHASE PUBLIC HEARING

3

4 Draft MAG Regional Transportation Plan
Draft Special FY 2004-2007 MAG Transportation Improvement
5 Program
6 Draft 2003 MAG Conformity Analysis

7

8 commenced at 5:00 p.m. on November 21, 2003, at the
9 offices of Maricopa Association of Governments, 302 North
10 First Avenue, Suite 300, Phoenix, Arizona, before
11 LORENA W. ELDER, a Court Reporter in and for the County
12 of Maricopa, State of Arizona.

13

14 * * * * *

15

16 A P P E A R A N C E S

17

- 18 Maricopa Association of Governments:
- 19 Stephen Cleveland - City Manager, Goodyear
Chair, Air Quality Technical
20 Advisory Committee
 - 21 Eric Anderson, Transportation Director, MAG
 - 21 Lindy Bauer - Environmental Director, MAG
 - 22 Ken Driggs - Director, Valley Metro
 - 22 Kwi Kang - Representing Bill Hayden, Special Assistant to
the Director, ADOT
 - 23 Dennis Smith - Executive Director, MAG
 - 24 Paul Ward - Programming Manager, MAG

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STIPULATION

IT IS STIPULATED by and between counsel for the
respective parties hereto that the hearing of
MARICOPA ASSOCIATION OF GOVERNMENTS
may be taken before LORENA W. ELDER, a court reporter in
and for the County of Maricopa, State of Arizona.

IT IS FURTHER STIPULATED that the hearing is taken
pursuant to the Rules of Civil Procedure relating to the
taking and returning of hearings for use in the Superior
Court of Arizona, County of Maricopa; and that notice of
filing and other formalities required by law for the
taking and returning of said hearing are waived.

1 Phoenix, Arizona
2 November 21, 2003
3 4:56 p.m.

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PROCEEDINGS

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MR. CHAIRMAN: I think at this time it's appropriate to open the Final Phase Public Hearing for the Regional Transportation Plan, Transportation Improvement Program, and Conformity Analysis.

At this time, I'd like to call this meeting to order.

My name is Stephen Cleveland, City Manager of Goodyear, a member of the MAG Management Committee and the Chairman of the MAG Air Quality Technical Advisory Committee.

I will be chairing this hearing today, but I'd like to recognize that I have other members on the panel.

To my left is the MAG Executive Director, Dennis Smith. And to my right --

MR. KANG: I'm with ADOT. I'm here for Mr. Hayden.

MR. CHAIRMAN: And we also have here the

1 Director of Valley Metro, RPTA, Ken Driggs; along with
2 MAG Transportation Director, Eric Anderson; and the MAG
3 Environmental Director, Lindy Bauer.

4 Paul Ward is the Transportation Programming
5 Manager for MAG.

6 At this time, I ask everyone to please
7 stand; and we'll do the Pledge of Allegiance.

8 (WHEREUPON, the Pledge of Allegiance was
9 stated.)

10 MR. CHAIRMAN: To those of you who came out
11 to attend this hearing today, I want to thank each and
12 every one of you for taking the time. To those driving
13 to the meeting who parked in the garage can have their
14 tickets validated. To those using transit, you can have
15 a transit ticket with a presentation of valid transfer if
16 you'll give that to Staff or get that from Staff, I
17 should say.

18 I'm going to make a couple of opening
19 remarks and then rather than doing formal presentations,
20 several of the individual members who wish to speak are
21 up against some transit times and are in need of time for
22 catching a bus, et cetera; so at least the two
23 individuals that are here will be able to speak prior to
24 the presentations.

25 My opening remarks are this: I'd like to

1 point out that this public hearing is the final component
2 of an extensive public involvement process. It's
3 designed to gather input on the MAG Regional
4 Transportation Plan.

5 This hearing also provides the public with
6 an opportunity to comment on the Draft Special
7 FY 2004-2007 MAG Transportation Improvement Plan and the
8 Draft 2003 MAG Conformity Analysis.

9 On November 25th, the MAG Regional Council
10 will vote to approve the plan with the air quality
11 component. The plan will then go to the State
12 Legislature, which will hopefully enable legislation that
13 will allow the plan to be placed on the ballot for a
14 May 18, 2004 vote.

15 I'd like to quickly go over the agenda for
16 today.

17 We're going to skip the brief presentations
18 until after the two individuals have an opportunity to
19 speak. And for those of you that do wish to comment, we
20 have speaker's request forms. Those request forms are
21 available from MAG Staff at the registration table.
22 Please complete this form, so you'll have an opportunity
23 to speak.

24 If you need to speak early to meet a bus
25 schedule, please check the bottom of the form and we'll

1 accommodate the request.

2 As you come up to the podium, please state
3 some information for the formal record. We need to know
4 your name, who you represent, and your address.

5 Traditionally, members of this panel do not
6 answer questions nor will they respond to comments from
7 those who wish to speak from the podium. However, should
8 a member of the panel feel compelled to speak, they will
9 do so at their own discretion.

10 So let's get started.

11 Our first speaker today is Dianne Barker
12 who is a private citizen.

13 MS. BARKER: Thank you, Mr. Cleveland and
14 MAG. I don't know what you guys call yourselves.

15 My name is Dianne Barker, and I reside in
16 Phoenix.

17 I want to thank you for this opportunity.
18 I know that you have given a lot of time to this so, you
19 know, I do appreciate that even if I may have some
20 differing opinions. And I would like to share that with
21 you because I think that maybe we do a lot of thinking in
22 the box, and maybe we don't always have the opportunity
23 to voice some different opinions.

24 But up in Transit, there is a pamphlet that
25 the Regional Council put out in June 2002-2003 on

1 accomplishments. No. 1, maintain transportation assets
2 that we have; and you're saying that you have done so.

3 And last of all, make strategic
4 investments. I really do believe that we can do a lot
5 more.

6 The other thing that I'm looking at -- on
7 your figures, it appears to me that from 2004 and 2007
8 you've got federal funds and transit funds. And I can't
9 tell for sure, but it looks like half of that is coming
10 from the federal government.

11 My point is we get involved in these kinds
12 of programs. Also we should use flexible rubber tires in
13 mass transit before we start putting down an investment
14 that is expensive like this commuter rail. I support
15 modal transportation, and I support commuter rail.

16 I think we should look at getting commuter
17 rail up as soon as possible. We know we're getting more
18 people with more automobiles. That means these people
19 are expecting roads.

20 I'd just like to sum up that what you
21 really need to look at and see what we realistically need
22 to do would be that we need to be out fixing our streets
23 in our communities such as the potholes and curbs and
24 having these as priorities rather than taking on
25 investments.

1 You need to check that out on your funds or
2 else we're going to be sucked into paying for a project.

3 Thank you.

4 MR. CHAIRMAN: Thank you, Ms. Barker.

5 I want to state for the record that the
6 timer at the podium is to assist each speaker in making
7 their presentations. When two minutes have gone by, the
8 yellow light will come on to notify the speaker that they
9 have one minute to sum up. At the end of the
10 three-minute time period, the red light will come on,
11 followed by a beeping sound.

12 Ms. Barker, thank you for all the practice
13 because you did very well.

14 MS. BARKER: Well, I appreciate your
15 comment. I don't always get that.

16 Thank you.

17 MR. CHAIRMAN: At this time, the second
18 speaker is Paul Hollar, H-o-l-l-a-r.

19 MR. HOLLAR: I'm Paul Hollar. I live in
20 Gilbert, and I'm a private citizen.

21 My comments will be in regard to the
22 Conformity Analysis.

23 I believe it is lacking with respect to the
24 vision that I believe MAG should have concerning
25 protecting the environment and leading our communities

1 into the future.

2 My specific concerns with respect to the
3 ozone have been addressed.

4 My first concern are the VOCs. The VOCs
5 are protected by the TIP and the RTP, and they're within
6 the budget.

7 I feel the analysis is somewhat lacking.
8 The document clearly points out that there have been six
9 years with no violations.

10 We all know that the temperatures in
11 Phoenix have increased over the last 20 years or more.

12 Some other metropolitan planning
13 organizations have taken a different approach with
14 respect to how they see their role in protecting their
15 communities.

16 I think the analysis is somewhat lacking.
17 I just don't believe it covers all the bases that it
18 should.

19 The point that I hope you remember and give
20 further consideration is that MAG must consider that it
21 affects our personal checkbooks on what we spend on
22 information as well as the cost of goods and services.

23 MR. CHAIRMAN: Go ahead.

24 MR. HOLLAR: I have compliments next.

25 MR. CHAIRMAN: Well, you definitely have

1 time to finish your compliments, Mr. Hollar.

2 MR. HOLLAR: MAG is perfect to take the
3 lead role in awareness. They have a knowledgeable and
4 professional staff. Their focus can affect meaningful
5 results. It would not require extensive expenditures,
6 and they have a clout with local businesses to affect
7 change.

8 My concerns are addressed. I think the
9 next Conformity Analysis may affect futures that we're
10 unaware of today.

11 MR. CHAIRMAN: Thank you for driving out
12 from Gilbert, Mr. Hollar.

13 MR. HOLLAR: Thank you.

14 MR. CHAIRMAN: At this time, I think it's
15 appropriate to go back and have the staff presentations.

16 It's our understanding that there are
17 probably a couple of other people that may show up in the
18 next few minutes to speak on the matter.

19 I'd like to introduce MAG Transportation
20 Director, Eric Anderson, who will provide us with a
21 presentation of the Draft MAG Regional Transportation
22 Plan.

23 MR. ANDERSON: Thank you, Mr. Cleveland.

24 I'm the Transportation Director for MAG.

25 I'd like to go through a brief presentation on the

1 Regional Transportation Plan.

2 The plan includes about \$17.5 billion for
3 revenue sources in this region. After subtracting 1.8
4 billion for interest and ADOT commitments that have
5 already been made, we have a total of about \$15.7 billion
6 available.

7 The growth and increased travel that we
8 anticipate in the region will require a multimodal
9 approach including freeways, commitments to regional
10 transit and light rail extensions, street improvements,
11 as well as safety and Intelligent Transportation Systems.

12 This pie chart shows the funding of
13 percentages by Mode Shares for the plan overall.

14 The next pie chart shows the modal
15 allocations for the sales tax component.

16 This is a map showing the Roadway System
17 Improvements for the freeways and highways included in
18 the plan. There's a total of about \$9 billion included
19 in the plan, including funding for new freeway
20 facilities: Loop 303 and the South Mountain Freeway, the
21 I-10 Reliever Parkway, and the Williams Gateway Parkway.

22 We also have extensive widening projects on
23 every freeway corridor through the Valley.

24 This is a map showing the new and improved
25 arterials throughout the region. We have some new

1 arterial street projects, including the Rio Salado
2 Parkway.

3 In addition, we have some substantial
4 numbers of intersection improvements and arterial
5 widening projects throughout the East Valley.

6 This is a map showing what we refer to as
7 the Proposed Super Grid Bus System and Rural Transit
8 Service. This is designed to provide mobility across the
9 region, so people have an alternative. It will allow
10 people to get around their own communities and other
11 communities throughout the region.

12 We have a number of Adopted Implementation
13 Policies. These policies are designed to ensure the
14 voters that we can build and deliver what's in the plan.

15 We also have a Five-Year Plan Review that
16 we think is very important to make sure that the plan is
17 adjusted on a regular basis every five years, taking into
18 account the changing conditions and making sure that the
19 plan is performing as we thought it should be.

20 That concludes my presentation. I'll turn
21 it over to Mr. Ward.

22 MR. CHAIRMAN: Before you leave, does any
23 member of the panel need clarification?

24 I see none.

25 The next individual is the MAG Programming

1 Manager, Paul Ward, who will make a presentation on the
2 Draft Special FY 2004-2007 MAG Transportation Improvement
3 Program.

4 MR. WARD: Good afternoon, Mr. Chairman,
5 members of the panel, and members of the audience.

6 My name is Paul Ward. I'm the MAG
7 Transportation Programming Manager.

8 One of my responsibilities here at MAG is
9 to ensure that the Transportation Improvement Program,
10 which is known as the TIP, is developed correctly and in
11 accordance with federal requirements.

12 The Draft FY 2004-2007 Special MAG TIP is a
13 document that contains most of the transportation
14 projects that are scheduled to be carried out within our
15 metropolitan planning area within the next four years.

16 The description "Special" in this case
17 refers to the four-year length of the program in place of
18 the five-year time frame. The shorter time frame is
19 being used to help provide maximum flexibility to the
20 region while developing the next five year program that
21 is expected to include many projects from the Regional
22 Transportation Plan that is currently under development.

23 The following slides describe the TIP
24 development process, and they pose the following
25 questions: Why do we need to develop a TIP, and what

1 does it need to include? When does it need to happen?
2 Where does the data come from, and what data is actually
3 required?

4 First, why do we need to develop a TIP?

5 Federal guidance requires metropolitan
6 areas such as ours to periodically develop a TIP. This
7 TIP shall include all projects utilizing Title 23 Federal
8 Transportation Funds with some exceptions regarding
9 safety, emergency, and/or planning funds.

10 In addition as our region is in
11 nonattainment for a variety of federally recognized air
12 quality pollutants, the TIP is also to include all
13 regionally significant projects regardless of the funding
14 source.

15 A simplified description of regionally
16 significant is whether the project is likely to have a
17 measurable effect on air quality. Furthermore due to air
18 quality concerns, all regionally significant projects
19 within the region need to be analyzed by a rating system
20 called a Congestion Management System.

21 In general, the TIP is a federally required
22 document; but due to the additional projects that are
23 included by several area agencies, the TIP is also
24 regarded as a reasonably good guide to transportation
25 investments within the region.

1 When does it need to happen?

2 The TIP needs to be developed every two
3 years. However, to stay completely up to date with air
4 quality plans and to allow the maximum flexibility in
5 what is an extremely fast growing region, the MAG TIP is
6 usually developed every year.

7 The FY 2004-2007 Special MAG TIP has been
8 primarily based on the last four years of the current
9 FY 2003-2007 MAG TIP and has not followed the usual
10 development cycle.

11 New MAG federally funded projects have not
12 been added, but ADOT and transit projects were added by
13 the end of May. Locally funded projects were added or
14 changed by the end of July, and the TIP was approved for
15 air quality conformity analysis in September. This
16 analysis was complete by October, and the Regional
17 Council is expected to approve the TIP by the end of this
18 month.

19 Next, what data is needed and who actually
20 provides the input are shown on the next two slides.

21 The data primarily comes from federal,
22 state and local agencies and programs, and private
23 developers submit information through the local agencies.
24 We take information from MAG transportation plans and
25 UPWP. We also utilize data from MAG models. We also

1 gain further input from the members of the public and
2 also from MAG Technical Advisory Committees and MAG
3 staff.

4 The data required is stated in MAG regular
5 federal regulations. In nonattainment and maintenance
6 areas, projects included in the TIP need to be specified
7 in sufficient detail to permit air quality analysis in
8 accordance with the US conformity requirements.

9 These details are described in the TIP Data
10 Entry System.

11 These are the projects listed in the TIP:
12 407 street projects, 226 transit projects, 130 freeway
13 projects, a combined 95 bicycle and pedestrian projects,
14 48 Intelligent Transportation System projects. Those are
15 mainly traffic signal coordination.

16 There are 34 safety projects and 28
17 maintenance projects. They were mainly on the streets.
18 There are 23 projects that directly address air quality
19 or transportation demand management issues, 11 bridge
20 projects, 8 telecommunications projects, and 11 projects
21 classified as "Other."

22 The other category comprises studies and
23 funds reserved for contingencies.

24 The following slide describes where the
25 funds come from.

1 Local funds being committed for highway and
2 transit projects combined total just under \$1.6 billion,
3 but that amounts to more than 40 percent of the pie.
4 Federal highway and transit funds amount to just over
5 \$1.1 billion and just under 30 percent. The Region Area
6 Road Fund have funds at \$533 million and represent 14
7 percent. State highway funds are at \$359 million and are
8 nine percent; and the remaining six percent, \$246
9 million, is from private funds from developers.

10 The total of \$3.818 billion represents a
11 proportionate increase of less than one percent from the
12 previous program. This increase largely reflects the
13 slight reduction in Regional Freeway System funds
14 starting in 2007 but a corresponding proportionate
15 increase in local and federal highway funds.

16 The next slide shows where the money is
17 being targeted.

18 As you can see from the pie chart, the
19 funds available are roughly shared between freeways,
20 streets, and transit. Street projects, including
21 bicycle, pedestrian projects, and a share of the safety
22 and maintenance projects will receive the greatest share
23 in this program at over 37 percent of the funding.
24 That's \$1.4 billion.

25 The freeways percentage has slipped from 34

1 percent last year to 33 percent this year, \$1.26 billion;
2 and transit has about the same percentage as last year at
3 over 29 percent, \$1.1 billion, with the remaining \$33
4 million going on regional studies and contingencies.

5 The final slide shows a breakdown where MAG
6 federal funds are being committed.

7 As you can see, freeways maintain their
8 approximate 50 percent share. Streets and ITS combined
9 will receive nearly 22 percent. Transit, air quality,
10 and Transportation Demand Management projects will
11 receive just under 12 percent. Bikes and pedestrians
12 will receive about 12 percent with the remaining four
13 percent targeted for telecommunications projects, studies
14 and contingencies.

15 Mr. Chair?

16 MR. CHAIRMAN: Any clarification needed
17 from Paul?

18 Seeing none, we'll move on.

19 Let me introduce the next speaker, and that
20 is the MAG Environmental Director, Lindy Bauer, who will
21 discuss and present the Draft 2003 MAG Conformity
22 Analysis.

23 MS. BAUER: Thank you very much. It's our
24 pleasure this evening to present the MAG Conformity
25 Analysis on the Fiscal Year 2004-2007 MAG Transportation

1 Improvement Program, and the new Regional Transportation
2 Plan.

3 Under the Clean Air Act, transportation and
4 air quality are linked. The Clean Air Act requires that
5 transportation plans, programs, and projects conform to
6 the purpose of the air quality plans.

7 The purpose of the air quality plans is to
8 eliminate violations of the air quality standards.
9 Conformity ensures that transportation activities do not
10 cause or contribute violations to the air quality
11 standards.

12 In order to accomplish the objective, the
13 air quality plans set motor vehicle emissions budgets.
14 These budgets are the level of emissions from cars and
15 trucks that are consistent with the local air quality
16 goals in the plans.

17 In this region, there are three air
18 pollution problems: carbon monoxide, ozone, and
19 particulates. The air quality plans that have approved
20 emissions budgets by the Environmental Protection Agency
21 are first the Revised MAG 1999 Serious Area Particulate
22 Plan for PM-10.

23 Secondly, there is the Carbon Monoxide
24 Redesignation Request and Maintenance Plan.

25 And thirdly, for ozone, there is the 15

1 Percent Rate of Progress Federal Implementation Plan for
2 Ozone.

3 The requirements are that first all major
4 transportation projects must be included in the
5 Transportation Improvement Program and the Regional
6 Transportation Plan.

7 The TIP and the Regional Transportation
8 Plan as a whole with all of their component parts must
9 pass an emissions budget test or an emissions reduction
10 test. In this region, we use the emissions budget test.

11 We are required to use the latest planning
12 assumptions and emission models.

13 We must also show through our conformity
14 the timely implementation of transportation control
15 measures that are in the air quality plans. And finally
16 we have consultation on plans, programs, methodologies,
17 projects, and processes throughout the year.

18 This is the budget from the MAG Serious
19 Area Particulate Plan for PM-10.

20 In the bright yellow, you'll see the budget
21 for onroad motor vehicles.

22 Now, this budget assumes that the standard
23 will be attained for PM-10 in 2006.

24 Now for the results. For PM-10, the budget
25 is 2006; and it's also represented by the dotted line

1 going across the top. We evaluated the Regional
2 Transportation Plan as a whole; and you can see that for
3 2006, 2015, 2016, and 2026, the Regional Transportation
4 Plan and TIP passed the conformity test.

5 The emissions are well within the budget.
6 One reason for the success for demonstrating conformity
7 with PM-10 are that the clean PM-10 efficient street
8 sweepers help reduce dust on paved roads and have been
9 very useful to us in demonstrating conformity and in
10 cleaning up the air.

11 Our second test is for carbon monoxide. We
12 have two budgets for carbon monoxide. And as you can see
13 when we took a look at the Regional Transportation Plan
14 and TIP, all the numbers are well within those budgets
15 and underneath the budgets.

16 For ozone, the budget again is represented
17 by the dotted line; and the numbers are quite a bit below
18 for 2006, 2015, 2016, and 2026.

19 Finally, we take a look at the
20 Transportation Control Measures in the air quality plans
21 and the funding that has been provided in our new
22 Transportation Improvement Program for these measures.

23 You can see that the majority, which is for
24 Transportation Control Measures, has been allocated for
25 the Regional Public/Rapid Transit Plan, \$1.142 billion.

1 The money has also been allocated at \$6.8 million for
2 Area Ridesharing and Travel Reduction. Traffic Flow
3 Improvements are at \$1.259 billion. Park-and-ride lots
4 are at \$42.7 million, and Freeway Traffic Flow
5 Improvements are at \$806 million. Bicycle and Pedestrian
6 Travel is at \$94.7 million.

7 This is a quick look at our Conformity
8 Schedule.

9 We had our documents available 30 days
10 prior to the public hearing on October 23rd. We also
11 made a presentation on November 12th to the
12 Transportation Policy Committee. This evening is our
13 public hearing. On Monday November 24th, we'll present
14 this information along with the response to comments
15 received to the Air Quality Technical Advisory Committee.
16 They will then make a recommendation.

17 Thank you very much.

18 MR. CHAIRMAN: Thank you, Lindy.

19 Does any member of the panel require
20 further clarification?

21 Thank you.

22 Let's go back and continue the public
23 comment portion of the hearing.

24 Is there anyone else in the audience that
25 wishes to speak at this time?

1 We're going to pause for a moment.

2 Dennis Smith is going to make sure that all
3 of the public had access into the building and was able
4 to get to this meeting, so we'll let everybody wait for a
5 moment.

6 We're ready to start again if you're
7 prepared.

8 Mr. Smith returned and has indicated that
9 the elevator and doorways were open so that public access
10 could be gained to this meeting, and there are no other
11 individuals present.

12 I would ask Staff to include in the public
13 hearing report all the PowerPoint presentations so that
14 anybody reading the documents can also refer to the staff
15 reports that were presented.

16 At this time, one last call.

17 Is there anybody in the public audience
18 that wishes to speak?

19 Seeing none -- what I'd like to do is
20 thank everyone for coming and providing us input.

21 The comments will be included in the
22 official record and forwarded to assist them in their
23 decision-making process.

24 Thank you again. And we hope to see you at
25 the next meeting.

1 This meeting is adjourned.

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4 (WHEREUPON, the hearing concluded at 5:37

5 p.m.)

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SECTION III. RESPONSES TO COMMENT RECEIVED VIA E-MAIL AND ONLINE

Editor's note: E-mail comments are included as received and may include misspellings or grammatical errors.

August 13, 2003

Comments from Byran Young, Tempe Resident:

I just wanted to pass along a few things and then make a public comment. Through my involvement with several different committees in the City of Tempe, I am aware of the planning that is ongoing in terms of the future transportation needs. I tried to take the survey at www.letskeepmoving.com but found it quite confusing and might have entered some extraneous information. I would think that if you are going to survey the citizens of Maricopa County an easier web form might have been employed but I guess that is a technical issue to be dealt with.

Anyway to move on to my public comment: I would encourage the MAG to stress the importance of alternate means of transportation above all others. Encouraging public transportation whether it be buses in all forms (normal, express, dial a ride) or light rail should be the highest priority. Bike and pedestrian improvements should also be funded instead of just getting by, with the scraps that are left over. Additional freeways are also necessary to help cope with growth, but the problem is it starts the vicious cycle that needs to be broken. First you build it, then you need to clean and maintain it and then you need to expand it. With this vicious cycle all the funding is eaten up. By encouraging mass transit and alternate means of transportation we can start to change peoples attitudes and make it easier for them to take advantage of a viable transportation solution.

Response:

Thank you for your comments and concerns about the development of the Regional Transportation Plan (RTP). The Transportation Policy Committee (TPC) has worked to develop a multimodal RTP that includes different types of transportation to meet different needs in the region. While Tempe is already developed and landlocked, and focused on redevelopment rather than growth, other communities in the region are rapidly developing and need transportation options that already exist in developed areas. One of the challenges has been to develop a regional plan that meets the needs of a range of communities – from the urbanized area of land-locked Tempe, to the rapidly developing areas along the outer portions of the region.

Funding in the RTP has been provided to transit and roadways. The regional commitment to transit has been greatly increased and the current draft plan dedicates more than 30 percent of the sales tax extension to funding elements of the regional transit system. Approximately two percent of the funding

in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. The amount of funding provided is approximately equivalent to the amount of funding currently provided to regional bicycle and pedestrian projects. Your comments on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

August 18, 2003

Comments from Rev. Ron Friesen, Chair, Black Canyon C.L.O.U.T:

Our neighborhood group is looking seriously at the designs in the study on High Volume freeways (also known by us as the study on double-deckers). In the study is a design that splits the underpasses so that two levels of cars can go under which also leaves some lanes open for high profile vehicles.

Now the question, does the design that is being proposed going to dig out the rest of the I-17 or is it going to put the lanes above the current freeway on 'pedestals'? We would appreciate a quick response as we prepare our presentation for the Tuesday evening public meetings.

Response:

The design that you refer to is one possibility. The design concept and environmental assessment that must be completed for the I-17 improvements would consider the feasible designs and the associated environmental impacts of each alternative design. This process would also have substantial public input that will provide groups such as yours with explicit opportunity to express issues, concerns, or alternative concepts and ideas.

Comments from Brad Routh, Phoenix Resident:

The Transportation Plan SHOULD be regional and not cater to local pet projects.

The Transportation Plan SHOULD use performance measures to determine which projects are built to ensure tax payers receive the most value for their money.

The Transportation Plan SHOULD incorporate different modes of transportation like bus and light rail to help relieve regional congestion and plan for the future.

The Transportation Plan SHOULD fund improvements to the I-17 to help relieve congestion.

The Transportation Plan SHOULD fund the South Mountain Loop and have it connect to the 101 loop.

The Transportation Plan SHOULD fund an I-10 reliever through the west valley to ease future congestion.

Response:

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. A key objective has been to develop a regional plan that meets the unique needs of various communities across the region – from the urbanized areas of the city center to the rapidly-developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated.

The Plan is multimodal, meaning it includes a range of transportation options such as freeways, light rail, regional bus grid, express buses, and other solutions.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

The Plan includes funding along Loop 202, from I-10 East in Chandler to I-10 West in Phoenix, for a distance of approximately 23 miles. This includes the South Mountain segment. Studies are ongoing regarding the final location of this facility.

The Plan includes funding for an I-10 Reliever, from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility.

Comments from Jim Perlow, Phoenix Resident:

My concern is regarding the improper use of bicycle lanes. The transportation plan should address the multiple violations of bikers who do not stay in the lane and who do not abide by the traffic signals, both of which, impede traffic safety and flow.

Perhaps, a user's permit similar to a driver's license should be evaluated as well as a license plate fee for those who operate their bicycles on open roadways. The rider's are not asked to pay for the expense of the lanes and/or the use of the highway as other modes of transportation are required to do.

The plan should also address the rapid expansion of the Northwest Valley, primarily I-17 north of the 101 loop.

The plan should address maintaining the landscape along the entire Interstate and Loop system, within Maricopa county.

Response:

While the Regional Transportation Plan (RTP) does not specifically address the issue of enforcement of bicycling behavior, MAG does have a Regional Bicycle Plan which includes an enforcement goal. This goal states: “The enforcement goal is to encourage police agencies to increase levels of enforcement of traffic laws most often violated by bicyclists and to improve tolerance and courtesy among all roadway users.” Enforcement includes citations for violations of traffic laws by bicyclists, but how enforcement is addressed is a matter of individual police department policies within each of the cities.

As a point of clarification, bicyclists are not legally required to ride in a bicycle lane. According to Arizona Revised Statutes 28-815, “A person riding a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:

1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. If preparing for a left turn at an intersection or into a private road or driveway.
3. If reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals or surface hazards.
4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.”

In addition, many bicyclists are also drivers, and as a result do contribute to Highway User Revenue Funds that are used for roadway construction, maintenance and operations. Many bicyclists also contribute to the local taxes that supplement General Funds, which also construct different types of roadway improvements. While registration of bicycles has been explored as a means to assist in returning stolen bicycles, the idea of licensing has not been explored.

Underlying the Plan are the results of several transportation studies, including the Northwest Area Transportation Study. The results of this project have been incorporated into the RTP, and the Northwest Area does have transit, freeway and other roadway improvements listed in the Plan. Along I-17, new general purpose lanes, new high occupancy vehicle lanes and new traffic interchanges are listed in the Plan.

Landscape maintenance has been an issue of importance that has been discussed at many Transportation Policy Committee meetings. As a result, landscape maintenance and litter control of freeways is included in the draft RTP.

Comments from Jim Hay, Phoenix Resident:

The transportation plan should be a regional plan, but needs to address the needs of the inner city. In particular, the light rail component is needed, not only to move traffic and to encourage the aggregation of services downtown, but also to give the city the look and feel of a truly modern city and, indeed, to look and feel like a city, not a collection of suburbs. It is not too late to avoid becoming another Los Angeles. Think what LA would be if the red cars still ran.

Response:

The Transportation Policy Committee has worked to develop a Plan that is both regional and meets the need of cities. One challenge is that different cities are at different stages of development. Some central areas are nearly completely developed, while rapidly-growing outlying areas of the region still need the infrastructure that already exists in more central areas. One of the elements used to meet travel needs will be light rail transit. The total planned high capacity transit system in the region includes 57.5 miles of light rail transit, with 27.5 miles of extensions being funded through the RTP, which is approximately 14 percent of the Plan.

August 19, 2003

Comments from Rev. Ron Friesen, Chair, Black Canyon C.L.O.U.T.:

Thank you for the opportunity to meet you this afternoon. I am sorry there were not more business persons present at the 3:30 PM presentation. I tried to do my part to get people there! I was glad that President Stafford from Grand Canyon University was able to be present. I passed on my compliments to Mr. Smith about how well all three of you did and also your accessibility by telephone and email. Again, thank you for this opportunity. We, at Black Canyon CLOUT, look forward to working with you about the future plans for moving people. BTW, I think it was Eric who said we should talk about how we move people instead of fixed terms for the structures that move people. You will notice in our presentations which we handed to the court recorder that do not talk about the I-17 Freeway - we talk about the I-17 transportation corridor. I, personally, think that we need to begin to think and talk this way about our transportation issues. Again, thank you for listening.

Response:

We appreciate your comments and input into the Regional Transportation Plan, and hope that you will also participate in the design concept and environmental assessment that must be completed for the I-17 corridor prior to implementation of any alternative.

Comments from Marilyn Duerbeck:

In light of the gas crunch it seems that planned public transportation is becoming a wiser decision. Light rail, buses, etc., are the positive alternative to sprawl and the endless miles of roadway that ensue.

Response:

The MAG Transportation Policy Committee has also recognized that a multimodal plan is necessary to meet our transportation needs, one with a wide variety of transportation options. The transit component represents 31 percent of the funding in the draft Regional Transportation Plan, and includes funding for regional bus service, including fixed route, bus rapid transit and express bus. The total planned high capacity transit system in the region includes 57.5 miles of light rail transit, with 27.5 miles of extensions being funded through the RTP. The RTP also includes funding for further study of commuter rail to meet mobility needs.

Comments from Jim Barrier, Anthem Resident; Maximilian Plotzener, Anthem Business Owner; and Jim Rother, Scottsdale Broker:

The Transportation Plan SHOULD fund improvements to the I-17 to help relieve congestion especially the route north of the 101 to Black Canyon City..

The Transportation Plan SHOULD be regional and not cater to local pet projects.

The Transportation Plan SHOULD use performance measures to determine which projects are built to ensure tax payers receive the most value for their money.

The Transportation Plan SHOULD fund the South Mountain Loop and have it connect to the 101 loop.

The Transportation Plan SHOULD fund an I-10 alternate through the West Valley to ease future congestion.

Response:

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. One challenge has been to develop a regional plan that meets the needs of a range of communities – from the urbanized areas of the city center to the rapidly developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated.

The Plan is based around performance measures. It is also multimodal, meaning it includes a range of transportation options to meet different needs, such as freeways, light rail, express buses, and other options.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

The Plan includes funding along Loop 202, from I-10 East in Chandler to I-10 West in Phoenix, for a distance of approximately 23 miles. This includes the South Mountain segment. Studies are ongoing regarding the final location of this facility.

The Plan includes funding for an I-10 Reliever, from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility.

Comments from Irene Rasmussen, Phoenix Resident:

As a citizen who lives in North Central Phoenix, I urge you to concentrate on mass transit in your planning. The lines at the gas pumps today should teach us how vulnerable we are to terrorism of our gas supply. I urge you to fund more mass transit.

Response:

The Transportation Policy Committee has conducted surveys of the public which demonstrate a strong desire for a multimodal transportation system that includes a range of transportation options to meet future travel needs. Mass transit is an important element of the draft Regional Transportation Plan. Approximately 31 percent of the total Plan is provided to transit, including fixed route service, light rail, bus rapid transit and express bus, and funding to develop commuter rail options.

Comments from Thelda Williams:

I am unable to attend the MAG public hearings. However, I want to go on the record to support the City of Phoenix's position for the revenue distribution to include transit. Multiple transportation modalities must be funded through the sales tax extension. Light rail is a critical need in the Valley to move people in an environmentally safe manner. Light rail is real option to reduce vehicular congestion.

The City of Phoenix's position is the least parochial option presented. Phoenix is the core city of the Valley that provides the economic engine of the county. Failure to recognize the importance of the issues involved will result in long term negative impacts, not just in Phoenix, the Valley, but statewide.

Maricopa County residents want transportation options. If you expect the citizens to vote FOR the tax extension, it will require the City of Phoenix's support and addressing intermodal transportation needs.

Response:

Phoenix is a member of the Transportation Policy Committee (TPC), which is responsible for developing the Regional Transportation Plan (RTP). Light rail is a component of the draft RTP. You are not alone in your views of wanting a multimodal transportation system. According to survey research sponsored by the TPC, citizens of the region expect a transportation plan that includes a range of transportation options, such as freeways, streets and transit, to meet future needs of residents and employers.

Approximately 31 percent of the total Plan is provided to transit, including fixed route service, light rail, bus rapid transit and express bus, and funding to develop commuter rail options. The total planned high capacity transit system in the region includes 57.5 miles of light rail transit, with 27.5 miles of extensions being funded through the RTP, including some contributions toward the minimum operating segment and new routes. The RTP does not include any funds to operate light rail.

Comments from Kim Seney, Registered and Active Voter:

I would like to comment on the Maricopa Association of Governments (MAG) 20-year Draft Regional Transportation Plan. The Phoenix Metropolitan Area is decades behind every other major metropolitan area in transportation planning, and this is our last chance to correct it!

In order to put Phoenix on par with other major metropolitan cities, we have got to stop putting all of our dollars into freeway expansion. It is time to build up our public transportation options. We need improved bus service and light rail, and we need it sooner than later.

Our air quality continues to be one of the worst in the nation and I see the local and state government taking a very passive stand to improve the situation. The quality of life (or rather lack of it) surely affects our ability to attract anything other than blue collar jobs here.

I support mass transportation alternatives and hope that we will see aggressive and timely implementation!

Response:

The Transportation Policy Committee (TPC) has worked to develop a multimodal transportation plan that includes different forms of transportation to meet future transportation needs. The draft Regional Transportation Plan is multimodal, and includes funding for freeways, highways, major streets, bus service and high capacity transit such as light rail transit. The Plan allocates approximately 59 percent of the total funds to freeway/highway projects, 31 percent to transit improvements, eight percent to major street projects, and the remaining two percent to other regional programs. As part of the transit component of the Plan, funding is provided for regional bus service, including fixed route, bus rapid transit and express routes; light rail transit (capital expenses only); study of commuter rail options, and other programs, such as paratransit service, the regional vanpool program, and rural transit services.

Monitoring data indicates that there have been no violations of the federal carbon monoxide and one-hour ozone standards in the region since 1996. Air quality in the Maricopa County nonattainment area has and will continue to benefit from the efforts of local and state governments. MAG, comprised of 25 incorporated cities and towns, two Indian Communities, Maricopa County, the Arizona Department of Transportation and the Citizens Transportation Oversight Committee, is the designated air quality planning agency for the Maricopa County area. In June 2003, MAG transmitted the Carbon Monoxide Redesignation Request and Maintenance Plan to Environmental Protection Agency that requests redesignation of the area to attainment status and demonstrates that the area will continue to

be in attainment through 2015. MAG is also underway on the development of the Ozone Redesignation Request and Maintenance Plan for the One-Hour Standard to request redesignation of the area to attainment. In addition, the Revised MAG 1999 Serious Area Particulate Plan contains approximately 77 committed control measures from local and state governments to address particulate matter.

While implementation schedules of these projects is not yet available, the TPC will be working on schedules for completing all the projects in the plan in the next several weeks. Implementation will be an important component of the final Plan.

Comments from Scott Hume, Phoenix Resident:

As an community activist and user of mass transit, I would like to make the following comments about the Regional Transportation Plan (Final Draft Stage):

- The “Supergrid” concept of regional bus/transit routes is a long-needed great idea!
- There seems to be a noticeably significant reliance on the extension of the one-half cent sales tax – 55.6% in table entitled “Regional Revenue Sources - 2006-2025 (millions ‘02 \$’s).” This concerns me if transit foes were able to negatively sway public opinion.

And, speaking of ‘back-ups’...

- There could be more monies earmarked for light rail transit (LRT), in the case that federal appropriations do not meet local expectations.

Response:

The Transportation Policy Committee (TPC) has spent much time discussing the role of transit in the Regional Transportation Plan (RTP). Transit comprises 31 percent of the RTP, including the “supergrid” system of bus service to ensure that residents of the region have access to dependable, integrated, regionwide transit service. Also included in the transit component of the RTP is express bus, bus rapid transit, and light rail. Approximately 14 percent of funding in the RTP is devoted to light rail transit. It’s important to note that no regional sources are dedicated to operate light rail.

The half-cent sales tax would provide approximately 50 percent of total funding in the RTP. Other funding sources include federal, state and local funding. The continuation of the half-cent sales tax is an important underlying assumption in the RTP.

August 20, 2003

Comments from Bill Gemmill, Phoenix Resident:

Yes we need freeways, yes we need better bus service, but to put an I-10 Reliever on top of I-10 or 4 miles south of the existing I-10 without talking to the Union Pacific and setting up a high speed commuter rail service from Tempe to Buckeye is just the same old highway thinking....build more lanes and freeways, only to have them at gridlock when they open! Have we really solved a mobility issue by following that line of thinking? To further make Light Rail Transit (which we need, don't get me wrong) the "backbone of the regional system" is another mistake if we are to get drivers of long to medium trips out of SOV's and into some kind of public transit. To think that a driver will leave his car behind to take a LRT that will average 22 MPH (with station stops) is not realistic except in the short haul trip segments. The plan is very short of addressing the medium to long haul trip needs (i.e. only a small amount of money dedicated to commuter rail which average speeds are double that of an LRT system). Union Pacific has already agreed to talk, and the IBI Corridor Study recommended Commuter Rail, but yet the mayors at MAG ignored the results.

Response:

MAG conducted a High Capacity Transit (HCT) Study to assist in the development of the Regional Transportation Plan. The HCT Study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policy makers will now need to consider how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors, into the Regional Transportation Plan (RTP). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail.

The HCT Study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S, the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

August 21, 2003

Comments from Annette Sexton-Ruiz, Trip Coordinator for the County Trip Reduction Program, Phoenix Art Museum:

I would like to know why we are focusing on and spending so much money on building more freeways and double decker freeways when we need to be focusing on spending much more on building a viable public transportation system to get more cars OFF the roads not more freeways built so we can see an increase in the number of cars and pollution in our Valley.

In addition, a small but extremely necessary expense I would like to see is the addition of more bicycle lanes on our Valley surface streets. Too many cyclist are getting hit and some killed by cars, most car drivers believe the cyclist should be out of their way on the sidewalk or just not there. More ! bike lanes and a public awareness program would make it much safer to cycle in the Valley. I have much too often heard people say that they would like to ride a bike to work or other places but they say they can't here because it is much too unsafe. So they never even try and we continue the vicious circle of needing our cars to get everywhere, thus causing more congestion, pollution and unsafe conditions for the pedestrians and cyclists who are trying.

Response:

The Transportation Policy Committee (TPC) has worked to develop a transportation plan that meets a range of needs by providing different types of transportation options. Survey research sponsored by the TPC has shown that most Valley residents prefer to have a plan that provides funding to a range of transportation alternatives, including freeways, major streets, and transit options. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs, including bicycle and pedestrian projects.

The Regional Transportation Plan addresses the needs of pedestrians and bicyclists by providing a block of regional funding for bicycle and pedestrian projects. In addition, MAG has done bicycle and pedestrian planning. The Regional Bicycle Plan advocates strongly for more bicycle lanes. The Regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the Transportation Policy Committee to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project.

Comments from Larry Stevens, Glendale Resident:

I, as well as many friends, family, and co-workers, will not support any transportation plan that promotes valley sprawl. The sole purpose of expanding the freeway system is to open up land at our valley's fringes to development. Our quality of life is eroding as the valley expands, increasing pollution, congestion, and affecting availability of services. Smart development focuses on improving areas we've already built instead of abandoning it for cheaper land on the fringes. It will take decades and billions of dollars for mass transit to provide complete service to the valley as it is today, and as such, I will only support the tax if 100 % of this money is used for mass transit.

Response:

The Transportation Policy Committee (TPC) has worked to develop a transportation plan that meets a range of needs by providing different types of transportation options. Survey research sponsored by the TPC has shown that most Valley residents prefer to have a plan that provides funding to a range of transportation alternatives, including freeways, major streets, and transit options. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs.

A key objective of the committee has been to create a regional plan that meets the diverse needs of a large number of communities. While some communities in the central areas are completely built out, other communities are growing and require roadways that are already provided in the central areas. To meet the needs of the most people possible, the TPC has conducted surveys and has determined that the best approach would be to divide available funding between different types of transportation options, including both freeways and transit.

Comments from Scott Nowicki, Tempe Resident:

I spoke to you at the public meeting in downtown Phoenix on Tuesday, and in the fray I was not able to talk to the court reporter. I would appreciate it if you could include my following comments in the formal public transcript.

The draft plan presented by the TPC suggests that the committee understands that the Phoenix metropolitan area needs a more balanced transportation system, but the plan falls far short of creating such a system. The increasing numbers of people moving to the urban fringe are dependant upon new freeways to get them there. By planning and building new freeways such as the Williams Gateway and the Loop 303, MAG is guaranteeing that the sprawl development that we have seen in the past couple decades will continue, and traffic and congestion will increase in the overall freeway/street system. This transportation system is unsustainable and unstable, placing the cost and responsibility on each individual driver and employer. The recent gas crisis is an example of the instability of the system, where residents suddenly find themselves stranded because of a simple infrastructure flaw and associated panic. The proposed plan is simply an extension of our currently unsatisfactory transportation system. In order for the Valley to grow in a economically and environmentally sustainable way, other modes of travel must replace and reduce automobile transport.

New freeways should be a last resort measure. Instead, there should be a focus on transit in all new developments. There should be no freeways into to the far west and far southeast parts of the Valley. I believe that the plan should be revised to place a larger percentage of the total budget in transit (>50%). Money for bicycle and pedestrian amenities should be increased by an order of magnitude, and create a enjoyable and efficient link between all the modes. The money spent in those modes will do far more than the same amount spent on roads and freeways. The future of the Valley is dependant upon decreasing car use and increasing cleaner, more sustainable transport.

Response:

The Transportation Policy Committee (TPC) has worked to create a multimodal, balanced transportation plan that accommodates existing needs and accommodates future growth. A key objective has been to develop a regional plan that meets the needs of all areas of the Valley, despite diverse transportation needs. For example, in central areas of the region, freeways already exist and some areas are completely built-out. In outer areas of the region, there is extensive housing and employment, both existing and planned, but few freeways or other transportation options. In developing the Regional Transportation Plan (RTP), the TPC has had to consider the balance of different transportation options to meet the very different needs in various areas of the region. Development has already been planned, and exists, in the areas of Williams Gateway and the Loop 303. These and other rapidly-growing areas of the region desire to have transportation options that already exist in the more centralized areas, such as freeways, major streets and transit.

There has been extensive discussion by the TPC of the role of transit in the RTP. The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. The amount of funding provided is approximately equivalent to the amount of funding currently provided to regional bicycle and pedestrian projects. Your comments on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Comments from Rayna Howard, Employee in Phoenix:

I live at 67th Avenue near Fillmore. It would take 90 minutes for me to take a bus to my office at Central and Indian School. This is NOT a good incentive to use the bus when I can drive it in 20 minutes. I do not want my work day extended by 3 hours because of taking a bus.

Also, the buses and seats seem to, not normal-sized adults. I am a normal-sized adult and I do not appreciate being squeezed shoulder-to-shoulder between strangers on a crowded bus.

Response:

The transit program included in the Regional Transportation Plan (RTP) being developed by MAG and Valley Metro will significantly improve the current level of transit service in the region. The program includes both enhanced regional “supergrid” bus service and an expanded network of freeway and major arterial Bus Rapid Transit (BRT) service. The supergrid network will address one of the problems associated with current local bus service. Since the majority of funding for bus operations comes from municipal sales taxes and general funds, the amount of service that can be funded from community to community varies significantly. Those communities with dedicated sources of transit funding, such as Phoenix, Tempe and Glendale, can provide a higher level of transit service with greater frequency and

hours of operation than can communities without this funding source. With the extension of the countywide sales tax for transportation, Valley Metro will be able to provide consistent or improved levels of transit service across communities, ensuring riders that they can get to their destinations in a timely manner.

The sales tax extension would also fund BRT service that would provide quicker connections for riders traveling long distances. The BRT system will use high occupancy vehicle lanes (HOV) lanes on the region's freeways to provide faster trips than can be accomplished with local bus service. In addition to the freeway BRT system, the tax will also fund development of arterial BRT routes in several high travel corridors, and extensions to the Light Rail Transit (LRT) system currently being developed by Phoenix, Tempe and Mesa. These transit improvements will provide the public with additional travel options that will address many travel needs, including work, school, shopping, and special events.

August 25, 2003

Comments from Warren Simonoff, Anthem Resident and Business Owner:

We have only to look to our west to see Los Angeles which is rapidly becoming the future of the Phoenix metro area. As our city limits expand, our air quality and general quality of life is diminished.

Is there a solution? A partial one has been undertaken with the prospect for a light-rail system to fluidly move people throughout downtown. It is a good first step, but more is needed for a cohesive transportation system to work. Challenges create opportunity.

I-17 is our only major North-South Road to the high country. A high-speed express rail down the spine of I-17 from Flagstaff connecting to downtown light rail would provide a swift way for travel in both directions and assist as the first major link in an expanding modern rail system with several stops along the way with adequate parking.

Thinking through this process by making the railway comfortable and high tech will be a showcase attracting riders and have perhaps three levels of riding service from basic to luxury with appropriate amenities.

Dreams only become reality when dedicated futurists create a better quality of life by cohesive planning and dedicated individuals.

Response:

MAG conducted a High Capacity Transit (HCT) Study to assist in the development of the Regional Transportation Plan. The HCT Study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years)

and long-term (30 to 40 years). Policy makers will now need to consider how to integrate all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors, into the Regional Transportation Plan (RTP). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail.

The HCT Study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S, the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

While the HCT recommends implementation of light rail and/or bus rapid transit in the near term along I-17 to Bell Road, the study found that growth over the next 40 years does not warrant light rail/bus rapid transit further north along I-17. Of course, the study area of the HCT was limited to the MAG region, which does not include Flagstaff. The draft RTP includes new general travel lanes, new high occupancy travel lanes, new traffic interchanges and additional express bus service along I-17 to meet future travel needs. Your comments suggesting high speed rail in the I-17 corridor will be forwarded to the TPC for consideration.

Comments from Russ Gunther, Phoenix Resident:

Why are we using a system that was used back in the 1930s and 1940s? Why don't we use a monorail system like Seattle, Washington uses. It keeps the trains out of the way and saves space. Not only that, but people and tourists will also ride the monorail for enjoyment, helping to support the cost. Let's get out of the past and start building on the future.

Response:

There has been extensive discussion by the Transportation Policy Committee (TPC) on the role of transit in the Regional Transportation Plan (RTP). To assist in the development of the RTP, MAG conducted a High Capacity Transit (HCT) Study. Early on in the HCT study, a comparison of different transit technologies was conducted. Monorail is a form of automated guideway transit, and may also be referred to as a "people mover." These systems typically operate on a small scale within areas such as office complexes, theme parks, and airports. There are also monorail systems in Germany and Japan, and Las Vegas is currently beginning a new, short-distance monorail system.

The capital cost of automated guideway transit systems are rather high, ranging from \$50 to \$100 million per mile, which does not include the cost of elevating the service. The higher cost is due to the limited number of manufacturers of this technology, and recent implementation of this technology. In general,

because the technology is so new and has not been implemented on a wide-scale basis in areas such as the MAG region, there is limited feasibility for monorail.

The TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Stephanie Howser, Employee in Phoenix and Jim Mapstead, Employee in Phoenix:

The Transportation Plan SHOULD be regional and not cater to local pet projects.

The Transportation Plan SHOULD use performance measures to determine which projects are built to ensure tax payers receive the most value for their money.

The Transportation Plan SHOULD incorporate different modes of transportation like bus and light rail to help relieve regional congestion and plan for the future.

The Transportation Plan SHOULD fund improvements to the I-17 to help relieve congestion.

The Transportation Plan SHOULD fund the South Mountain Loop and have it connect to the 101 loop.

The Transportation Plan SHOULD fund an I-10 reliever through the West Valley to ease future congestion

Response:

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. A key objective has been to develop a regional plan that meets the needs of a range of communities – from the urbanized areas of the city center to the rapidly-developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated. The plan will be based on performance measures to determine how various projects perform.

The Plan is multimodal, meaning it includes a range of transportation options to meet different needs, such as freeways, light rail, express buses, and other options.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking a section of I-17, design concepts and environmental assessments will need to be completed before a final design is selected.

The Plan includes funding along Loop 202, from I-10 East in Chandler to I-10 West in Phoenix, for a distance of approximately 23 miles. This includes the South Mountain segment. Studies are ongoing regarding the final location of this facility.

The Plan includes funding for an I-10 Reliever that would extend from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility.

August 26, 2003

Comments from Frank Hensley, Grand Canyon University:

What's the construction schedule for the bike/pedestrian bridge over I-17 at Maryland. I heard that construction was supposed to begin in "late spring" of 2003. Any idea when it might begin?

Response:

This project is being funded with both federal and local transportation funding. The City of Phoenix is managing this project, and is more familiar with the construction schedule for the project. To our knowledge, this project is nearing construction. We would suggest that you contact the Streets and Transportation Department in the City of Phoenix for more detailed information about this project.

Comments from DeeDee Allen, Phoenix Employee:

The transportation Plan SHOULD be regional and not cater to local pet projects. The Transportation Plan SHOULD use performance measures to determine which projects are built to ensure tax payers receive the most value for their money. It SHOULD incorporate different modes of transportation like bus and light rail to help relieve regional congestion and plan for the future. The Plan SHOULD help all freeways with congestion problems.

Response:

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. A key objective has been to develop a regional plan that meets the needs of a range of communities – from the urbanized areas of the city center to the rapidly-developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated.

The plan will be based on performance measures to determine how various projects perform. It is also multimodal, meaning it includes a range of transportation options to meet different needs, such as freeways, light rail, express buses, and other options.

Bus improvements in the draft Plan include a “supergrid” system of bus service along major roadways, express bus service along high occupancy vehicle lanes and bus rapid transit along some major roadways. Freeway components in the draft Plan include new freeway corridors, additional lanes and new lanes on existing freeways, and new traffic interchanges. The Plan also includes 57.5 miles of light rail transit, including the Minimum Operating Segment being funded by Phoenix, Glendale and Mesa, as well as 27.5 miles of extensions being funded through the Regional Transportation Plan. The Plan does not provide funding for operating costs for light rail.

Comments from Bob Jenson:

I attended the public meeting on the 19th of this month at the Library, and in subsequent conversations with my cycling friends who have attended previous meetings of upwards of six months ago, it seems like that all the decisions have been made and the public meetings are a mere formality to meet legal requirements and to give the public the sense that they (we) actually have input where there is in reality none. Political reality intimates that ADOT is really running the show, and they do an excellent job at what they do best – building freeways. We also have the problem of the Hollywood saying that “if you build it, they will come”. That has been proven time and time again - each freeway that is built becomes a multi-lane parking lot. We have become an East Los Angeles, replete with the brown cloud at times, obscured vision of our surrounding mountains, and the stench of exhaust.

I would support a plan that would put transit (subsidized by the public) and nonpolluting transit (bicycles and ped facilities – which are presently minimally subsidized by the public) at the forefront (read major portion of funding) ahead of the freeway expenditures. I could support 30% for freeway expenditures, as there needs to be pro-active work done on the roadways and repairs as necessary. Street maintenance and improvements also are necessary, but there should be facilities incorporated into these repairs and improvements to facilitate bike and ped travel, which will encourage more people to walk and ride bikes, thus reducing travel in polluting machines and improving air quality without having to spend precious time and scant dollars on endless “studies”. My objection to the “Valtrans” project was that it was a black hole with only studies to show for the dollars and time spent. We only have to look to Boston and the “Big Dig” to see the result of Black Holes.

I would submit that ADOT could be retrained to build roadways with bike/ped facilities which would be assuredly used (“if you build it, they will come”) and the air in our metropolitan area would be greatly improved for all of us, travel, and congestion would decreased, and perhaps long lines at gas stations that have limited gasoline would not materialize – it’s easy to dream, but the reality of more freeways precludes this from happening. Unless there are drastic changes in the plan as presented to the public months past and now, you can be assured that I at least will cast a negative vote.

Response:

The development of the Regional Transportation Plan (RTP) began more than two years ago, and is the culmination of substantial public input. Several formal and information public input opportunities have been provided, included presentations to community and neighborhood groups, and scientific surveys

and polling data. The Transportation Policy Committee, who has been charged with the role of developing the RTP, has conducted surveys of the public which demonstrate a strong desire for a multimodal transportation system that includes a range of transportation options to meet future travel needs. The main goal of this most recent round of public meetings in late August and early September is to obtain public input and comment on the draft plan, before it is finalized, and prior to scheduling the timing of implementation of the projects.

Elements of the Plan include a range of transportation options to meet different needs. Freeways and major streets comprise 67 percent of the draft RTP. Approximately 31 percent of the total Plan is provided to transit, including fixed route service, light rail, bus rapid transit and express bus, and funding to develop commuter rail options. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. The amount of funding provided is approximately equivalent to the amount of funding currently provided to regional bicycle and pedestrian projects.

The Regional Transportation Plan addresses the needs of pedestrians and bicyclists by providing a block of funding for bicycle and pedestrian projects. In addition, MAG has done bicycle and pedestrian planning. For example, the Regional Bicycle Plan advocates strongly for more bicycle lanes and recognizes the significant obstacles that freeways present to bicyclists. The Regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the TPC to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project. Your comments on the additional emphasis to alternative modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Comments from Victor Satran, Phoenix Resident:

I-17 is a disgrace, third world, etc.

The Transportation Plan SHOULD IMMEDIATELY fund improvements to the I-17 to help relieve congestion. The next two proposals are the best way to stay up with growth and maybe even ahead of the problem. (1)The Transportation Plan SHOULD fund the South Mountain Loop and have it connect to the 101 loop. (2)The Transportation Plan SHOULD fund an I-10 reliever through the West Valley to ease future congestion.

Response:

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

The Plan includes funding along Loop 202, from I-10 East in Chandler to I-10 West in Phoenix, for a distance of approximately 23 miles. This includes the South Mountain segment. Studies are ongoing regarding the final location of this facility.

The Plan includes funding for an I-10 reliever, from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility.

Comments from Debbi Habel, Scottsdale Resident:

The Transportation Plan SHOULD be regional and not cater to local pet projects.

The Transportation Plan SHOULD use performance measures to determine which projects are built to ensure taxpayers receive the most value for their money.

The Transportation Plan SHOULD incorporate different modes of transportation like bus and light rail to help relieve regional congestion and plan for the future.

The Transportation Plan SHOULD fund improvements to the I-17 to relieve congestion.

Response:

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. A tremendous challenge has been to develop a regional plan that meets the needs of a range of communities – from the urbanized areas of the city center to the rapidly developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated.

The Plan will incorporate performance measures to be sure that projects that give “more bang for the buck” are constructed.

The Plan is multimodal; that is, it includes a range of transportation options to meet different needs, such as freeways, light rail, express buses, and other options.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

The Plan includes funding along Loop 202, from I-10 East in Chandler to I-10 West in Phoenix, for a distance of approximately 23 miles. This includes the South Mountain segment. Studies are ongoing regarding the final location of this facility.

The Plan includes funding for an I-10 reliever, from Loop 202 to SR 85. The segment from Loop 303 to SR 85 would be an interim facility.

Comments from Rod Bassett, Mesa Resident:

The Transportation Plan should fund improvements to the I-17 to help relieve congestion and not cater to local pet projects.

Response:

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

The Transportation Policy Committee (TPC) has worked to create a Plan that meets the needs of local communities as well as the region. A tremendous challenge has been to develop a regional plan that meets the needs of a range of communities – from the urbanized areas of the city center to the rapidly developing areas along the outer portions of the region. The TPC has attempted to find this balance and is now seeking additional input from the community before finalizing the plan. Your comments are appreciated.

August 27, 2003

Comments from Fred Thomas, Ahwatukee Resident:

I am writing to you to voice my concerns regarding the freeway extension through Ahwatukee Foothills. I am unhappy with this proposal that would increase traffic, noise, & trucking through this neighborhood. I moved here for the peace and quiet that we now enjoy in this neighborhood. Currently I am in the process of buying a new home to be built on Liberty Lane and 24th Street which is very close to Pecos Road. The noise that this would create may affect my future home value and happiness here.

Response:

A detailed study is currently underway in this area to determine the final design concept and environmental impacts for the South Mountain/Loop 202 Freeway. This study, called an environmental impact statement (EIS), was initiated by the Arizona Department of Transportation in 2001 and is on-going. The EIS is looking at potential social, economic and environmental impacts of various alternatives, and will also identify ways to lesson the potential impacts. While the specific outcome of this study remains to be determined, we urge you to become involved in this effort and provide your input as the EIS process continues.

August 28, 2003

Comments from Donald Begalke, Phoenix Resident

Having returned this week to learn that public meetings have already been held, available data on MAG's budget with the extension of the 1/2-cent sales tax, 2005-Vote and beyond, is out of balance with respect to where the monies go. Changes to the proposed budget are badly needed.

22% should be for "light-rail". Our metro is decades behind other major USA centers in providing such public transport, and we need to catch-up badly. Light-rail must be priority for growing and other areas (not in previous plans) of the county so that it is a viable option to our greatest concentrations/population.

Bus transportation should be 8% of the budget. A growing percentage of folks do not own nor drive a vehicle. They've paid the sales tax, but received nothing from the taxes generated by the 1985 vote. As a metro we need to provide bus service in all sectors of the county!! Should MAG offer a refund to those nondrivers or other compensation?

8% of the extended budget should be for maintenance and operation of light-rail and bus transportations.

2% for pedestrian and bicycle transportation.

The above appropriations from the extended budget should be earmarked "nontransferable" to any other allocation(s).

55% should be the maximum of the extended budget for freeways and roads.

Thus, 5% of the budget could be discretionary so that there are monies to cover some unanticipated overruns or supportive appropriations.

When will the next public meetings be held? Are details of the budget proposals available, and are they more extensive than the current "blips"?

Response:

The challenge is that different cities are at different stages of development. Some central areas are nearly completely developed while there are rapidly growing outlying areas of the region that need infrastructure that already exists in more central areas. The \$16.1 billion draft Regional Transportation Plan provides 59 percent of funds to freeway/highway projects, 31 percent to transit improvements, eight percent to projects on major streets, and the remaining two percent to other regional programs. One of the elements used to meet travel needs will be light rail transit. The Plan also includes 57.5 miles of light rail transit, including the Minimum Operating Segment being funded by Phoenix, Glendale and Mesa, as well as 27.5 miles of extensions being funded through the Regional Transportation Plan. Light rail funding represents about 14 percent of the total plan costs. The Plan does not provide funding for operating costs for light rail. Additional, more detailed information on the Regional Transportation Plan

is available on the MAG Web site at www.mag.maricopa.gov . Your comments will be forwarded to members of the Transportation Policy Committee for their consideration as they refine the Draft Regional Transportation Plan.

August 30, 2003

Comments from “Average Joe”:

Bravo for your letskeepmoving.com website and those updates. I enjoyed reading the Powerpoint and Acrobat information you have provided.

I have a question, however, about the sales tax and the CANAMEX corridor. It is not clear to me if SR 85 between Interstate 8 and 10 will be a full freeway, or just a 4 lane divided highway? I am also not clear as to whether the Interstate 10 → US 93 will be built, and if so, as a freeway or as a divided or arterial highway?

Is there a difference in these respects between the .5 sales tax and the 1.0 cent sales tax I've read about in the Arizona Republic?

Thanks in advance for your response!

Response:

The MAG Web site is one method used during the development of the Regional Transportation Plan (RTP) to help keep people involved about the status of the Plan. Development of the RTP has occurred over the past two years, and public input has been very helpful in shaping the draft RTP.

SR 85 between I-8 and I-10 has been allocated funding in the Plan to improve this segment to a four-lane divided facility, not a full freeway. No funding has been allocated to construction on the CANAMEX corridor between I-10 and US 93 in the Plan.

Several months ago, when deciding potential funding sources for the RTP, the MAG Transportation Policy Committee determined that a one-half cent extension was most feasible since the existing one-half cent funding source for transportation will be expiring in 2005 and an extension would mean that Valley residents would not be paying any more out of their pockets than they are currently paying. A one-cent tax for transportation would be a tax increase, which would likely not be favorably supported by voters, especially in these difficult economic times.

September 2, 2003

Comment from Mr. Jeremy Lewis, Phoenix Resident:

I heard you wanted feedback on the transportation problems YOU and your previous embiciles have created for the last 35 years. I live at 40st below the 202;and while the city of phx refuses to send the

ILLEGAL aliens back to their proper homeland;allowing 5 and 6 families to live in homes of less than 1000 sq. feet.;allowing every form of ILLEGAL activity to occur;allowing barking starving dogs to roam freely,gunfire and mariachi music blasting from open car doors while the people themselves stay inside behind closed doors and listen.This is the kind of HELL YOU beurocrats push on us while taxing the poor and middle class(whats left of them)out of existance!SO you want trans dollars huh? This is where and how I live....When I called the city to get a speed bump put on Fillmore I was told I had to pay for it myself AND get 95% of my neighbors to sign onto it also.FINE!AS LONG AS YOU TEACH THEM TO SPEAK ENGLISH FIRST!I still live in america with a little (a).and I speak english. To hell with your trans problems! you have NO real interest in solving quality of life issues let alone trans.You have no bike paths that go anywhere useful;you wont time the traffic lights to stop wasting MY gas and help traffic flow; BUT NOW the bandaid!Light rail?Hell everyone in the sad little barrio(a situation YOU politicos created...not me!) has 5 - 6 cars parked in front of every home.....on the grass,on the curbs everywhere.And wher'e gonna use light rail?????????????????????Lets get this phony scenario screwed on right....Theyll get in their car..go to the depot park it (soon as their gone the car will be stolen stripped or taken to mexico); PAY yes I said PAY to get on a train which will take them a couple of miles to a location (that they dont really find convenient to their needs)Get off and now without any immediate form of transportation (oh yeah w'ell just rent a car)get back on the train and attempt to go home. Lets just put heiliorports on politicians homes so they can keep away from the muck and mire they've created for the rest of us! How much secret kickback money have ALL these developers paid each and everyone of you PUBLIC OFFICIALS to hoodwink the taxpayers of AZ? I remember AZSCAM!!!!Where it took less than a day old ham sandwich to switch the vote to the scammer! Always the public gets screwed dont they.

Response:

Mr. Lewis' e-mail includes many comments that are not directly related to transportation. Our response below focuses on the transportation-related comments made by Mr. Lewis.

When putting “speed bumps” or other traffic calming measures on local streets, cities and towns consider current engineering practice and design standards when determining whether a new traffic calming device is needed. Cities and towns generally do not implement these types of projects based on the concerns of one citizen, and typically require neighborhood support. This neighborhood support is necessary to optimize the use of limited funding generated by taxpayers, and to be sure that a traffic calming measure meets the needs of all residents in the community (some of whom may have different needs and issues to address). In addition to obtaining signatures from neighboring residents, cities and towns also require technical studies to determine the speed and number of cars in the area.

The Transportation Policy Committee (TPC) has been very concerned about the quality of life in the MAG region and has worked to create a plan that is balanced among different transportation modes. To assist in developing the draft plan, the TPC sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the

Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

MAG conducted a High Capacity Transit Study (HCT) to assist in the development of the RTP. The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). Policymakers will now need to consider how to integrate into the plan all of the near-term priorities, which include start-up commuter rail service on existing freight rail lines and light rail/bus rapid transit service on seven additional corridors. Some of the near-term corridors recommended in the HCT are included in the RTP, and the draft RTP also includes \$5 million in funding for additional study on implementing commuter rail.

The HCT study found that there is a good case for high capacity transit in the region. A strong grid network of light rail transit/bus rapid transit corridors could provide the foundation for an interconnected regional high capacity transit network to meet day-to-day travel needs, such as trips to school and shopping opportunities, while commuter rail could serve commute-based trips and provide additional regional connectivity. With a few exceptions, the study concludes that travel demand in most corridors could be met with bus rapid transit service, although later growth might require the higher capital investment of light rail transit. When compared with other commuter rail systems in the Western U.S., the study found that projected ridership in the year 2040 on corridors in the MAG region is equal to or better than existing ridership on these other successful commuter rail systems.

The RTP has addressed the needs of pedestrians and bicyclists by providing a block of regional funding for pedestrian and bicycle projects. In addition, MAG has done bicycle and pedestrian planning. For example, the regional bicycle plan advocates strongly for more bicycle lanes and recognizes the significant obstacles that freeways present to bicyclists. The Regional Bicycle Task Force and the Pedestrian Working Group, two MAG committees that address the needs of bicyclists and pedestrians, have written two letters to the Transportation Policy Committee to urge that all transportation projects include a bicycle and pedestrian element. For example, a street that is widened could include a bicycle lane and sidewalk that is laterally separated from the roadway, instead of adjacent to the curb. It is unknown at this time if the TPC will advocate for a bicycle and pedestrian element in every transportation project.

September 4, 2003

Comments from Bradley Anderson:

I attended the public meeting last night held in Mesa. However, I was not able to ask several questions due to time constraints. Here are my questions and comments:

The Plan calls for light rail transit. Please tell me what past SUCCESSFUL light rail projects you used in your analysis and what criteria you used in determining success or failure of those projects (is it San Diego, Salt Lake City, etc?).

Please provide to me your estimate of the cost per mile for light rail (I believe someone said it was \$50 - \$60 million / mile at the meeting last night).

What is the cost per mile for bus service? If you need to break it down between express bus and street bus service, that is ok.

History tells me that virtually all government projects end up costing much more than the original estimates that are provided to the public and used to decide whether or not to increase taxes. Please provide to me an analysis comparing the original estimated costs for building the existing freeway expansions that were presented to the public prior to implementing the original half-cent sales tax and what the actual costs were for the freeway expansion.

Response:

There are many successful examples of light rail throughout the Western United States and the world. When deciding to include light rail in the Regional Transportation Plan (RTP), the Transportation Policy Committee (TPC) sponsored polling to determine community sentiment about transportation issues and citizen priorities regarding transportation elements. These scientifically valid polling results show that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

In developing the cost estimates for the RTP, the capital cost of light rail is estimated at \$60 million per mile, which includes contingencies. For the Draft Plan, revenue and cost estimates have been reviewed extensively and are considered to be reasonable for planning purposes. Contingency factors have been applied to help recognize the uncertainties associated with projecting costs and revenues over a 20-year period. However, many of these cost and revenue uncertainties can only be resolved once detailed engineering studies are completed and economic conditions are revealed over time. Periodic updating of the Plan will be needed to respond to these changing conditions.

Service costs for bus service are expressed in terms of cost per revenue mile. Local bus service in the region is provided by several companies under contract to Valley Metro or one of its member cities. Costs for service (net of fare recovery) is as follows:

ATC Mesa - \$3.48/Revenue Mile
ATC Phoenix - \$5.94/Revenue Mile
ATC RPTA - \$3.65/Revenue Mile
ATC Tempe - \$3.72/Revenue Mile
Laidlaw - \$4.45/Revenue Mile

DASH, ALEX and other neighborhood circulators are provided under a separate contract through Arnett and MV.

Comments from Ben Sage, Employee in Tempe:

I am in the process of opening a new branch office for my company in Tempe. I am relocating from Houston, Texas, and I've been impressed at how effectively the Phoenix area has kept traffic congestion under control despite extremely strong population growth. By comparison, Houston traffic congestion is intolerable (but Houston is larger than Phoenix). Please keep Phoenix ahead of the curve by concentrating on construction of additional freeways and improvements to arterial streets. This is where Houston has failed, in my opinion, and now the city is getting distracted by light rail, which won't even put a dent in the traffic problems despite the money being spent.

Looking at your current plan, it appears that you are proposing to spend less (percent) on freeways and streets than you have in the past. Please continue to concentrate on these two categories with at least 75% of the budget so Phoenix won't be like Houston when it has a million more people somewhere down the road. Thank you.

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Buddy Satterfield:

Please use 90% or more of the funds collected to go towards freeway construction on arterials. This is where it's needed most. Only a fraction of people will use light rail or buses. Thank you.

Response:

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional

Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from David Cornwall, Cavalier Properties:

After reviewing the above referenced Plan's final draft, I am inclined to provide my commentary on the distribution of the tax funds for transportation to your offices.

It is my belief that at a minimum of 75%-80% of the tax dollars received by the State for transportation should be used for the construction of additional freeways and improvements of existing arterial streets. As much funding that can be diverted to reducing congestion on our already crowded roadways as possible, will not only be beneficial for our existing residents, but aid in enticing industry and transplantees from other States where congestion and commutes are a more significant problem.

As the Principal of a land development company, a real estate agent and lifetime resident of Arizona, I have seen the traffic and roadway problems develop into a critical situation over the last twenty years. Noticing the reduction in the budget for arterial streets caused me considerable concern.

Getting an engineering and construction plan that connects all the major freeways to the newly developing outerlying areas of Metro Phoenix should be at the forefront of the Transportation Department's agenda, and funding for these projects should come from this tax pool. These funds are collected from our residents and should be put to use addressing the transportation issues that they face on a day-to-day basis.

Response:

There are many transportation needs in a rapidly growing area like the MAG region. Fortunately, there are also local funds and funds from developers that are used to construct streets, including arterials and local streets. The funds in the Regional Transportation Plan (RTP) are intended for major arterials that serve a regional function, and not for all arterials. The amount of funding provided to freeways and major streets is approximately 67 percent of the total funding in the RTP. To aid in determining which types of projects to include in the RTP, the MAG Transportation Policy Committee (IPC) sponsored polling to determine community sentiment. This polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Norm S.:

I am very supportive of continuing the sales tax for regional transportation. I would encourage the MAG Governments to allocate a minimum of 75% of the sales tax to improving freeways and arterial streets. I believe mass transit is important, however as we know, the Phoenix Metro area is a very mobile community and the majority of the funds should be used where it benefits the greatest number of tax payers.

Response:

The Transportation Policy Committee (TPC) has spent much time discussing the role of transit in the Regional Transportation Plan. To aid in determining which types of projects to include in the RTP, the MAG Transportation Policy Committee (TPC) sponsored polling to determine community sentiment. This polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Rus Brock, Tempe Resident:

Having reviewed the draft regional transportation plan I consider the desire of the individual cities to ensure that they are going to receive their “fair share” totally contrary to the goal of creating a regional plan. In a regional plan the primary concern should be whether any given portion of the plan is what's best for the region.

To that end I do not consider the large amount of money proposed for light rail to be in the best interest of the region and will be voting against the proposed plan unless some larger (70 to 80%) of the funds are committed to freeways and/or major arterial improvements which I believe will genuinely address traffic congestion. I reside in Tempe.

Response:

The MAG Transportation Policy Committee has discussed both the balance between “fair share” and “regionalism” in their discussions. It can be very difficult to balance all of the transportation needs in the entire region since different areas are at different stages of development. For example, in Tempe, the community is built out , while in communities such as Avondale, growth is just beginning. Geographic equity has been a consideration in the development of the regional transportation plan, but it is just one of many factors considered in determining projects. In a recent scientific poll by Behavior Research Center of 600 Maricopa County voters, respondents were asked: “Which is most important: building a transportation system that improves how people get around the entire Valley, or one that improves how people get around in your area?” Eighty-nine percent of respondents said it was more important to them to build a transportation system that improves how people get around the entire Valley.

The amount of funding provided to freeways and major streets is approximately 67 percent of the total funding in the RTP. To aid in determining which types of projects to include in the RTP, the MAG Transportation Policy Committee (TPC) sponsored polling to determine community sentiment. This polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the Regional Transportation Plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Michael & Barbara Benn:

I am not sure if you are the person that can help me. We depend on our bus line as a way of travel to work. Unfortunately the bus service only arrives every 30 min as apposed to other large cities that are every 10 to 15 min. We need to catch a connecting bus to our destination and this can take 1 to 2 hrs for us to arrive for work and school. If the bus is late just by a few minutes then we have to wait for another 30 min. We are now back in our cars. We gave the transit our best shot but you may have lost 2 more customers.

Response:

The majority of funding for Valley Metro bus service comes from local sources. These include local sales taxes such as were passed in Phoenix, Tempe, Mesa and Glendale, as well as from city general funds. As a result, service levels are dictated by local funding availability with higher service levels and longer hours of service in communities with dedicated funding for transit. If the current countywide sales tax for transportation is extended beyond its current end in 2005, approximately one-third of the money raised over the next twenty years would go to support transit. Among other things, this would allow for higher frequencies of bus service, and consistent levels of bus service across the metropolitan area.

Comments from Fareed Abou-Haidar, Maricopa County Parks and Recreation:

Yesterday I attended the MAG Regional Transportation Plan public meeting in Mesa. I looked at the maps on display. One of them showed approved developments all around the metropolitan area. One of the areas shown in red is Spur Cross Ranch at the north side of Cave Creek, adjacent to Tonto National Forest. Please note that Maricopa County bought the land in early 2001 and it is now called Spur Cross Ranch Conservation Area – A Maricopa County Park.

Also, other maps I've come across on the MAG web site and various PDF documents accessed through it show Usery Mountain Recreation Area with a half-section private inholding inside it; we bought that over a decade ago.

Generally speaking, it would help to show the County parks on the various maps showing new freeway corridors, future population density, etc., as these major points of reference would make the maps easier to understand and also would show areas where development will never take place. Please let me know

if you'd like to have the latest County Parks system in GIS format in order to send it to the people who'd use it.

Response:

Thank you for your comments on improving the ability for users to read the maps in the transportation plan. It can be quite a challenge in making the maps legible while still portraying all the information needed. We will consider incorporation of these features into future maps.

September 5, 2003

Comments from Andy Ligget, Taylor Woodrow Arizona:

It has recently come to my attention that the Maricopa Association of Governments Transportation Policy Committee (TPC) is preparing a regional transportation plan to support a 20-year extension of our current half-cent tax. I am employed with a Phoenix area homebuilder and have lived in the Valley for 25 years.

I believe that the best plan for the next twenty years involves the allocation of most if not all (75 to 80%) of the tax proceeds to measures that will move the greatest amount of people, goods and services. Further, in order to reduce congestion, I hold a firm belief that the funds should be used for the construction of additional freeways and improvements of arterial streets. Specifically, the following high performance projects should be continued and considered:

- Improvements to I-17 from the I-10 stack to the 101 must remain at a complete funding level of \$1 billion.
- The I-10 reliever, running from the proposed South Mountain to the proposed 303, south of the current I-10, needs to remain a full freeway.
- The South Mountain loop, from the I-10 south of Ahwatukee to the I-10 west of 51st Avenue, needs to stay in the plan to prevent gridlock on the I-10 downtown.

Response:

The MAG Transportation Policy Committee sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the Regional Transportation Plan (RTP) and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including a concept for double-decking a portion of the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

A detailed study is currently underway in this area to determine the final design concept and environmental impacts for the South Mountain/Loop 202 Freeway. This study, called an environmental impact statement (EIS), was initiated by the Arizona Department of Transportation in 2001 and is ongoing. The EIS is looking at potential social, economic and environmental impacts of various alternatives, and will also identify ways to lessen the potential impacts. While the specific outcome of this study remains to be determined, we urge you to become involved in this effort and provide your input as the EIS process continues.

Comments from Heath A. Bradley, Gilbert:

I feel it is wise for the county to put a greater emphasis than it currently has on reducing congestion on freeways and planning ahead for the future by expanding the roadways. Let's be proactive and not reactive!

Response:

To aid in developing the Regional Transportation Plan (RTP), the Transportation Policy Committee sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

Comments from Scott Peterson:

I would like to voice my support for a plan that utilizes 75 - 80% of it's financial resources for the construction of additional freeways and the improvement of key arterial roadways. I believe addition to and improvement of these transportation corridors will reduce congestion with the Valley. I also believe these type of improvements will significantly improve the Valley's quality of life and economy.

I feel specific improvements such as the improvement of I-17 from I-10 stack to the 101; I-10 reliever south to the proposed 303; South Mountain loop and arterial street programs are critical.

Thank you for allowing me to share my opinion and your willingness to serve our community.

Response:

To assist in developing the Regional Transportation Plan (RTP), the MAG Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately 2 percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

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September 7, 2003

Comments from Fred Schenck, Sun City:

Dear Sir:

I am e-mailing a public comment on funding of the regional transportation plan. If you are not the correct person to direct this to, would you either please forward it to that person or let me know who should receive it. Thank you.

PUBLIC COMMENT ON SALES TAX AS FUNDING VEHICLE FOR REGIONAL TRANSPORTATION IN MARICOPA COUNTY, ARIZONA

Several studies have examined the impact of sales tax rates on employment and have come to similar conclusions: each one cent increase per sales dollar DECREASES employment about 2%. Not extending the 1/2 cent sales tax should result in a 1 % increase in employment opportunity in Maricopa County, a positive step. I believe the voters should reject any plan that uses sales tax to fund the regional transportation plan for Maricopa County.

Taxation should not only raise needed revenue but should be used to direct public action for the general good if possible. The half-cent sales tax (that some now want to RAISE to one cent) does not seem to do this. It would seem logical that road construction should be paid for with taxes that only directly impact road users.

Modifying licensing taxes to encourage gasoline conservation would also benefit our environment. Taxing everyone (one third of the population doesn't own a car) is the wrong answer as it will reduce spending on everything. One only has to look at the complaints about the high sales tax in Surprise, Arizona to see that a higher general sales tax is not the answer.

I suggest that vehicle licensing fees based on vehicle value be eliminated as they discourage people from the purchase of new vehicles that could be less polluting. I suggest that the annual tax be modified to take into account two major sources of vehicular pollutants: emissions and particulates.

Emissions could be taxed by dividing the annual vehicle milage by the CAFE (miles per gallon) rating to estimate gasoline used. This would be multiplied by a factor changed annually to provide the needed revenue (much as real estate taxes are calculated). This would be the equivalent of a gas tax and would charge those who use the most gasoline (and presumably use the roads the most and contribute more to pollution) the greatest fee.

If worthwhile, a second tax could be added, again based on annual milage and the tire wear rating to compute a particulate tax due to tire wear.

Perhaps a third element based upon annual milage and gross vehicle weight could be added to properly compensate the County for road wear.

This taxing structure should be applied to ALL vehicles including the many large trucks that cause much of the road damage.

Such a licensing tax structure prices would encourage residents to purchase more fuel efficient vehicles and better tires. That should result in improved environmental quality. I know that some people consider that vehicle size equates directly to safety but the real data seem to disprove this "urban legend."

Marc Ross and Tom Wenzel authored "An Analysis of Traffic Deaths by Vehicle Type and Model" dated March, 2002 (available on the web) in which they concluded that SUV's were, "no safer (for their drivers) than many of the most popular compact and subcompact models." They further stated, "If combined risk (risk to both drivers in a two-car crash) is considered, most cars are safer than SUV's while pickup trucks are much less safe than all other types." Clearly, if their analysis is correct, motorists could purchase high milage vehicles without compromising their safety.

I believe that a general sales tax is the wrong source of funding for the regional transportation plan for Maricopa County. Vehicle license taxes related to gasoline consumption, particulate formation, and road wear seem a more appropriate source to me.

Response:

Several months ago, when deciding potential funding sources for the Regional Transportation Plan (RTP), the MAG Transportation Policy Committee determined that a one-half cent extension was most feasible since the existing one-half cent funding source for transportation will be expiring in 2005. A one cent tax for transportation would be a tax increase, which would likely not be favorably supported by voters, especially in these difficult economic times.

Because transportation needs are so great in the region, a variety of funding sources are used in the Regional Transportation Plan (RTP). Funding sources do include the gasoline tax, but 56 percent of the funding for the RTP would come from the extension of the county-wide half-cent sales tax for transportation. There has been strong public support in the past at both the local and regional level to apply sales tax revenues to transportation needs. Recent polling also indicates a continuation of this support.

Comments from Joe Ryan, (a former transportation employee and planner), Sun City West:

Folks:

As I understand what was said at that meeting in the Phoenix Public Library, most of the talking was done by government employees who are selling their plans for future transportation infrastructures and operations. They did not point out major problems in their plans, so what was recorded by the "court reporter" in the meeting room is biased.

Just to point out one significant safety problem, consider the design of the VMRI stations:

Most of the stations will be in the middle of the existing streets, with a left-hand-turn-only lane on one side between a station platform and the remaining street lanes that, according to the MPO's own forecasts, will be in congestion Condition F in the year 2020.

The stations will serve trolley "trains" traveling in two directions. The trains, consisting of three connected 93-foot-long streetcars during peak hours, and the two parallel platforms all will be 279 feet long. The platforms each will be 8 feet wide. All of the passengers walking and riding wheelchairs into the two 8-foot-wide station platforms will do so from the end of the station facing the busy intersection. Around that corner, traffic that could not make left-hand turns for a mile will be making U-turns. All of the passengers walking and riding wheelchairs out of the 8-foot-wide station platforms will do so from the end of the station facing the busy intersection.

The travelers who do not want to get delayed by the people and wheelchairs in the mass of humanity at the entrance/exit of the station have a great option. Since the station platform is only 14 inches above the level of the street - that is the level of the tracks - they can walk and run up and down the tracks on either side of the station platforms. Most passengers will have no problem jumping down from the station to the tracks, or vice versa. Once in a while, someone will fall on the tracks.

Now, keep in mind the trolley-train's scheduled station stop time is twenty (20) seconds. A wheelchair passenger wanting to get into a trolley door has to wait for the disembarking passengers to get out of the trolley door. (Note: there is no VMRI employee in the passenger compartment of the vehicle to help disabled passengers.) Once inside the streetcar, should the wheelchair-bound passenger see that the wheelchair "positions" in the vehicle are occupied, then the disabled passenger in a wheelchair will just remain in the vehicle's aisle. There is nothing the trolley train operator can do to help.

So much for just one aspect of the design of the \$3,000,000.00 stations. And much of that cost already has been spent – part of the \$60,000,000 or so already paid to “expert consultants” for their work on the light rail project. Several of the concerned VMRI employees now are on a junket to Dallas to see what the Dallas light rail operations look like. They will see that part of the Dallas right-of-way is inside a tunnel. They will see that most of the Dallas stations are not in the middle of the streets. So, if they like the Dallas lay-out, so what? Isn't the Dallas information that they acquire what I call “ho-hum information” – information that is useless with respect to what the junketeers can do to change the Phoenix infrastructure? The investments in those Dallas trips are just as beneficial as are the investments made for trips to see the lay-out of Curitiba city streets and bus operations. Not to worry. Somebody else is paying the bills. Are you listening, you folks in Washington and San Francisco?

It appears that the folks who planned the VMRI infrastructure and operation are not “real” transportation people - people who are trained in the concept of "safety first".

Response:

Mr. Ryan’s comments regarding safety of the light rail transit system have been addressed in the staff responses to comments at the Phoenix and Avondale public meetings.

Comments from Joe Ryan, (a former transportation employee and planner), Sun City West:

All:

Better still, since the Court Reporter at prior meetings has sat by herself during most of the two hours for which she was paid, to get more “official” public input for MAG’s dollars, I suggest the few members of the public who may wish to formally give MAG their thoughts be allowed to dictate for as long as another citizen is not waiting to give “testimony”. There is no logical reason (that I can think of) to give the court reporter a timer and tell her to limit “testimony” of a citizen to only three minutes – certainly when no one is waiting to give “testimony”. If the management of MAG really want to get ideas from the public, why do they limit public “testimony”???

Response:

The time limits to public comment are put in place at the transportation public meetings to create an equal forum to all individuals to provide input and comment. The development of the Regional Transportation Plan (RTP) began more than two years ago, and is the culmination of substantial public input. Several formal and informal public input opportunities have been provided, including presentations to community and neighborhood groups, and scientific surveys and polling data. The Transportation Policy Committee, which has been charged with developing the RTP, has conducted surveys of the public which demonstrate a strong desire for a multi-modal transportation system that includes a range of transportation options to meet future travel needs. The main goal of this most recent

round of public meetings in late August and early September is to obtain public input and comment on the draft plan, before it is finalized, and prior to scheduling the timing of implementation of the projects identified in the RTP.

Public input on the RTP may also be submitted in writing, via fax or e-mail. A response to all comments received is being developed, and will be presented to the Transportation Policy Committee for its consideration prior to refining the draft RTP.

September 9, 2003

Comments From Tom Tait:

To Whom It May Concern:

The purpose of this communication is to express my support for the extension of the current Maricopa County transportation half-cent sales tax which will expire in the year 2005, and to suggest that at least 85% of the funding of this sales tax be used for the construction of additional freeways and the improvement of arterial streets.

I understand the current tax will expire in the year 2005, and the Maricopa Association of Governments is developing a new regional plan for the next 20 years. I strongly support the extension of the current tax because our freeways and major arterials are already over-crowded. We are in desperate need of a plan that will ease the congestion and assist in the rapid and efficient movement of vehicles.

Of special concern are the following projects:

- Traffic congestion on the I-10 through the Tempe corridor requires that the South Mountain loop, which travels from I-10 south of Ahwatukee and connects to the I-10 just west of 51st Avenue, remain priority in the plan. Additionally, freeway or parkway connection with the Loop 101 in the West Valley would be helpful.
- The heavy congestion endured by travelers on I-17 from the I-10 stack to the 101 demands that the funding level of \$1 billion remain constant.
- The arterial street program has already suffered major cuts and must not be reduced any further.

If adjustments to the plan budget must be made, it is my sincere hope that the above-listed projects will not be negatively impacted.

Your consideration of these issues is greatly appreciated.

Response:

We appreciate your comments about how to balance the Regional Transportation Plan (RTP). Your comments will be forwarded to the Transportation Policy Committee (TPC) as it refines the draft RTP.

The RTP does include funding for an I-10 reliever and for Loop 202, and also identifies additional lanes for Loop 101. In creating the RTP, the TPC has used the results of scientific polling which showed that citizens want a balanced plan that includes a variety of transit options, including freeways, streets and transit.

September 17, 2003

Comment from Mr. Steve Dreiseszun, Phoenix Resident:

My name is Steve Dreiseszun and I represent the F.Q. Story Historic District in Central Phoenix. For many months, I've appeared before this body and others attempting to convey the problems that impact neighborhoods such as ours that border the various rights of way in the Valley. As you know, Interstate 10 bisects our neighborhood, essentially cutting it in half.

Recently, I've presented compelling information demonstrating the extremely high traffic volumes, excessive noise levels at or above State and Federal standards, the lack of effective noise barriers, poor air quality and heavy truck traffic that roars through the Story neighborhood at all hours, day and night – all to apparently no avail.

The document you are considering today is the result of a tremendous amount of effort from professionals, agencies, planners, community and business leaders. The Plan is extensive and its staggering.

But there's a problem. There are no allocations made for neighborhood mitigation of the very rights of way of which we are so fervent.

We have a vicious circle. People who want to avoid the negative impact of a freeway, move to outlying areas for quality of life. Then they expect to have an expressway route that will take them where ever they want to go. When the transportation infrastructure intrudes on them, they complain that they've lost their peace and quiet and move further away, with the same expectations of travel convenience. It never ends.

To reduce this escapist sprawl, we need to provide mitigation to those residents on these rights of way and maintain a quality of life that attracts. I feel that there's genuine concern for these issues from this Committee. The differences are how and when do we deal with them?

There are many competing interests for every dollar in this Plan. Some look at the projected surplus and want to revisit projects dropped earlier. Some have said that we should wait and see what's available as

long range projections are unreliable. Some have said that we couldn't focus on neighborhood mitigation when there was an \$800M shortfall.

With all due respect – Whether the Plan is short \$800M or will end up with a \$94M surplus is not the point as this Plan and its process, so far, short changes neighborhoods. Mitigation has been an after thought when it should be policy and a major design requisite. It should be a first priority not a last. This is a regional issue that affects all communities. Neighborhoods must be viewed as a collective concern, not a patch of houses here and there along these rights of way.

If we wait until the end of the Plan, then some neighborhoods will be asked to wait for 30 or 40 years for relief. Why should a transportation system run over its citizens? The greater good is not good enough when neighborhoods pay an undue price for progress.

Staff has again recommended inclusion of this mitigation budget allocation. There are contingencies throughout the Plan for all of the other major components. We must have a neighborhood mitigation contingency as well that will allow some restoration of our quality of life. You must all be Solomon here.

While hard choices must be made today, this one's not so hard. Show the residents of the County that their quality of life is as important as their quality of commute. This must be done today, not 20 years from now.

Response:

In adopting goals, objectives and performance measures, the Transportation Policy Committee adopted Objective 3A: “Identify and encourage implementation of mitigation measures that will reduce noise, visual and traffic impacts of transportation projects on existing neighborhoods.” Under the Final Draft, \$75 million is included in the Plan for neighborhood mitigation issues.

On many of the corridors in the Plan, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

ONLINE COMMENTS

August 11, 2003

Comments from Deniamarie Jozwiakowski, 11:47:54 AM:

I would like to let you know I am in favor of the half cent sales tax.

August 17, 2003

Comments from Kay Steinmetz, 4:09 PM:

As a homeowner living in the Manzanita area for 40 years District 1 We do not want double stack freeway. We know the transportation issue is bad, put more buses have companies give money incentives for riding the bus. Richard & Kay Steinmetz

Response:

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking a portion of the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

We appreciate your comments and input into the Regional Transportation Plan, and hope that you will also participate in the design concept and environmental assessment that must be completed for the I-17 corridor prior to implementation of any alternative.

August 19, 2003

Comments from Thormon Ellison, 10:03 AM

I do not support use of general sales tax for transportation. The gas tax should be promoted as an alternative even if it costs ten cents more per gallon.

Response:

Because transportation needs are so great in the region, a variety of funding sources are used in the Regional Transportation Plan (RTP). Funding sources do include the gasoline tax, but 56 percent of the funding for the RTP would come from the extension of the countywide half-cent sales tax for transportation. There has been strong public support in the past at both the local and regional level to apply sales tax revenues to transportation needs. Recent polling also indicates a continuation of this support.

Comments from Kim Wilmot, 3:28 PM:

I have no gas to attend the hearing however if there was a light rail line, I would be there in a FLASH so I am supporting more money for light rail. Us old people need to get around, my mind is still strong, but body is weak. Praise the Lord and pass the light rail.

Response:

The Transportation Policy Committee (TPC) has spent much time discussing the role of transit in the Regional Transportation Plan (RTP). The TPC sponsored polling to determine community sentiment on transportation, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

There is a desire by some to put additional light rail in the region. However, more projects in the Regional Transportation Plan (RTP) mean that more funding is needed. One of the elements used to meet travel needs will be light rail transit. The total planned high capacity transit system in the region includes 57.5 miles of light rail transit, with 27.5 miles of extensions being funded through the RTP, which is approximately 14 percent of the Plan.

August 20, 2003

Comments from Robert Rebsamen, 6:18 AM:

I attended the subject open house at the Phoenix Burton Barr Library last night. I agree with the proposed freeway plan, if it includes an upper deck for the I17, and having traffic running in one direction on either level during peak times of the day. Also, the I17 plan should include light rail running in the middle of the I17 freeway, as a module plan for future light rail expansion. Further I would like to see expansion of the valleys proposed light rail system, by having it run in the middle or along the sides of the freeway system, as our population is moving out from the city center. By having an express service running along the freeway system and installing stations at the freeway overpasses/interchanges and Park&Rides along the way, will be able to capture many folks who would rather ride the light rail system, then drive the freeway into and out of the city, or going from one side of the valley to the other.

Response:

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking a portion of the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

In preparation of development of the Regional Transportation Plan, MAG conducted a High Capacity Transit Study (HCT). The HCT study found that due to the significant growth projected for the MAG region, there is sufficient travel demand to justify additional light rail/bus rapid transit and commuter rail corridors. The HCT examined the use of light rail in the I-10 West and I-17 North corridors, but the level of analysis in the HCT was not detailed enough to determine specific alignments or designs. Because analysis done for the study was not constrained by available financial resources, recommendations for the study were categorized as near-term (10 to 15 years), mid-term (15 to 30 years) and long-term (30 to 40 years). The draft RTP includes \$5 million in funding for additional study on implementing commuter rail and several corridors recommended as near-term priorities in the HCT, including light rail along I-10 west – a freeway corridor.

Approximately 59 percent of funding in the plan goes to freeways. Projects include additional high occupancy vehicle lanes which can be used by express buses. The 57.5 miles of light rail (which includes the 30 miles in the minimum operating segment plus 27.5 miles of extensions in the RTP), include links to Glendale, Mesa, Tempe, West Phoenix and Northeast Phoenix. Other transit services will help support the light rail system, including a strengthened underlying bus network, bus rapid transit and express bus.

August 22, 2003

Comments from Bruce G. Leadbetter, 12:17 PM

I know this is a difficult issue, but if you actually made the public transportation system more reliable and efficient, and added a comprehensive bike lane system and tax breaks that amounted to something, people would gravitate more toward those types of transportation. Also, add a HUGE gas tax that makes driving less appealing. Adding roads is counterproductive to the real solution . . .less cars!

August 30, 2003

Comments from Roy Villaverde, 6:24AM :

How would I find out how much vehicles use certain intersections in city of phoenix thnks roy

Response:

We have traffic count maps available on our Web site at www.mag.maricopa.gov. A better source for you may be through the city in which the intersection of interest is located.

SECTION IV. COMMENTS RECEIVED VIA TELEPHONE AND U.S. MAIL AND STAFF RESPONSES

TELEPHONE COMMENTS

September 2, 2003

Comments from Edith Yahr, Phoenix Citizen, 10:00 a.m.

I moved here in April of '96. My daughter, who found the apartment for me, thought she did a great thing because there are buses, such as they are, that run on Camelback. And at that time I was living right there at 40th St. and Camelback. But the buses didn't go anywhere I wanted to go and there weren't enough of them.

I've had people tell me look, there are buses, and I say, "How far do you have to walk to get there?" and they say "A half-mile." I can't walk half a mile, I'm 75. And also, in this heat you can't do too much. I come from Pittsburgh where I was so spoiled, I had seven buses when I walked out the door and I could get anywhere, even as a blind person.

You need to have more buses. Here I am on North 36th Street and if I walk out the front gate – this is a retirement center – and to the right, it's short, I can get to Thomas. But to the left, to get to Camelback, I have to walk half a mile. And when I first moved to this place, I didn't know it was a half mile and I started to walk, and it was 12:30 in the afternoon on a summer day. The only reason I didn't collapse is someone delivering papers saw me and he said, "Hey, what are you doing walking?" And I said "I'm just going to Camelback." And he said, "You can't get to Camelback in this heat." So he was nice enough to arrange for me to get a ride home. And that's my story and it's multiplied by all the people I know that live here and there are several hundred.

I would like to see more shuttles, more circulator buses and improvements to Dial-a-Ride. I use Dial-a-Ride. I didn't know about Dial-a-Ride when I moved here, and I thought I would have a hemorrhage, and my daughter was not going to take me everywhere I wanted to go. So we definitely need more shuttles, definitely.

We need more frequent bus service. The ones you have don't come that often. I'll end with my most pathetic story. I wanted to go to the American Federation for the Blind convention, which is the 12th, 13th and 14th of September in East Mesa. And I called the transportation department and I asked, "How do I get there from here, if I'm not taking Dial-a-Ride?" which for that kind of trip is not so great either. So how about a regular bus? Well, she told me about three different buses that I'd have to take. Remember, I'm blind and traveling alone, and I have to get on the proper bus. What if I don't? What

if I go in wrong direction? So you see my problem. And I'm the kind of person that likes to move, I'd like to get to Scottsdale without Dial-a-Ride's hour transfer number, things like that.

Because I'm handicapped, there are two kinds of Dial-a-Ride. The first kind I don't want any part of. You can call that day but you can wait two hours before they come and get you. So that was not going to be for me at all. The second one is the one that's very usable. That one is, if you check in with them and they say yes, you are handicapped, you can go for \$2.40 each way, no matter how far in Phoenix you're going. And they do come when you ask them to. But you have to arrange it a day in advance. And that's how I get anywhere, and it's pretty good considering the options in Phoenix. But come on, you want to be a great-big grown-up city and you don't have the services.

Response:

Ms. Yahr's comments highlight several issues related to the current transit system that can be considered by the regional transportation planning process. As noted by Ms. Yahr, current senior dial-a-ride service can be difficult to use where a trip originates in one community but ends in another. The reason for this is the nature of dial-a-ride funding. All senior dial-a-ride service is funded locally. As a result, the level of service can vary significantly from one community to another due to differing levels of local funding. Since cities generally do not want to pay for trips outside their own jurisdiction, dial-a-ride riders are generally required to transfer to a different vehicle at the city or town line in order to complete their trip. Waits at transfer points can be long and this can be a disincentive to using the service. There are some exceptions. East Valley Dial-a-Ride (EVDAR) is a cooperative venture of several East Valley communities that allows for cross-jurisdictional travel without transfers.

As Ms. Yahr noted, she utilizes ADA paratransit for many of her trips. ADA paratransit service is a form of Dial a Ride that is limited to riders who have been certified as being disabled under the Americans with Disabilities Act (ADA). The ADA requires that public accommodations, including public transportation, be accessible to handicapped individuals. Since physical handicaps could preclude a person from utilizing fixed route transit, transit agencies have developed a parallel demand response service that provides point-to-point transportation within the area served by fixed route transit services. Ms. Yahr's trip needs would be addressed by the proposed Regional Transportation Plan (RTP) and associated extension of the half-cent countywide sales tax for transportation. The RTP calls for a significant expansion of fixed route transit services (bus and light rail transit). This in turn would result in a parallel expansion of ADA paratransit service as the underlying fixed route service is extended into more areas of the county and provides service later in the day and on weekends. This expanded ADA paratransit service would better accommodate Ms. Yahr's travel needs.

Valley Metro continues to work to meet the needs of Ms. Yahr and its other visually impaired riders. Valley Metro provides trip planning assistance through its customer service operation. Improvements to transit centers include accommodations for mobility and visually impaired riders. The bus fleet is also being made more accessible to visually impaired riders. Valley Metro is undertaking the installation of a Vehicle Management System (VMS) on its bus fleet. The VMS system will allow for real time tracking

of transit vehicles that will, among other things, provide riders with real time information on when the next bus is due to arrive at a transit center. The VMS system will also include audible as well as visual announcements on the buses of upcoming stops and transfer opportunities that will make it easier for visually impaired riders to use the fixed route bus system. Audible, visual and tactile information will also be provided at major transit stops to ensure that visually impaired riders can identify their bus and navigate the transit system.

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Freeways are approximately 59 percent of the regional transportation plan (RTP), and major streets are about eight percent of the RTP. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements. Your comments on the additional emphasis to other modes of transportation will be forwarded to the TPC as it develops the final draft of the RTP.

Telephone Comments from Anonymous Caller, 7:59 a.m.:

Yes, I wanted to comment on this Phoenix Bus/Rail Transit 2000 vote, which was totally unconstitutional. You asked two questions, one you asked yes/no, you asked voters also to vote rail yes or no, there should have been a system in there where you could have voted yes/yes, no/no, no/yes, yes/no. Totally, the rail is totally unnecessary and only feeds the greed of the Phoenix 40, in that the bus route number Red Line goes from Metrocenter to Mesa every 20 minutes. You continue to waste money on this rail. Even at the Metrocenter Transit System you spent hundreds of thousands of dollars but all you've accomplished is making luxury parking for this future rail that is not going to be used. You can't get the people out of their cars, not into buses, not into rail. The bus system and rail in an environment like Phoenix only complements the poor, the unemployed, the criminals, the Mexican Americans living on Welfare. Thank you.

Response:

The Transportation Policy Committee (TPC) sponsored scientific polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. The cost of building light rail is about 60 million dollars a mile, which is commensurate with the 39-69 million dollars per mile for freeways (freeway costs vary by corridor due to right-of-way purchase differences). A three-car light rail train carries about 450 passengers, while a bus carries about 45-65 passengers.

In an even more recent scientific poll conducted by Behavior Research Center of 600 Maricopa County voters, 55 percent of respondents stated that they would be likely to use light rail either a lot or occasionally. The demographics of these voters crossed a variety of gender, age, race, economic and

political lines. Ridership demographics of light rail in other Western cities historically demonstrates a balanced mix of ridership.

COMMENTS RECEIVED VIA U.S. MAIL

Comment:

See attached letter from the Tempe Chamber of Commerce in Section VI.

Response:

Thank you for voicing your support of the efforts of the Transportation Policy Committee and the Regional Transportation Plan. The Tempe Chamber offered three recommendations for refining the plan. The three recommendations are reiterated below along with staff responses.

1. Transit should remain at its current funding levels as plan modeling progresses.

The draft Plan substantially increases the amount of funding for transit over what had been provided under the previous Long Range Transportation Plan. Under the draft Plan, transit receives approximately one-third of the total half-cent funding. The funding for transit provided in the draft Plan is for light rail, regional bus service (which includes express bus service and bus rapid transit or BRT), as well as bus maintenance and passenger facilities including park and ride lots. Operating funds for regional bus services are also provided.

Overall, the new regional funding for transit, if approved in the upcoming sales tax election, will provide needed (and previously missing) long term stability to transit services across the region for the duration of the Plan.

When the Plan was unanimously adopted by the TPC September 17, it included a provision that firewalls be established to protect funding levels proportionately within each mode.

2. The I-10/US 60 interchange project should be reconsidered.

Improvements are needed to this corridor given current and projected high traffic volume demand. The draft Plan provides \$500 million for improvements from the SR 51 interchange to Baseline Road. ADOT is considering alternatives in the I-10 Corridor Improvement Study, which was originally a collector/distributor (CD) system study but was expanded to consider a full range of options, including transit.

3. Regional equity should be a top plan priority.

In adopting goals, objectives and performance measures for the Plan, the Transportation Policy Committee identified Objective 4C: “Develop a regionally balanced plan that provides geographic equity

in the distribution of investments.” The draft Plan allocates funding considering this objective and the varying transportation needs across the region.

Comments from Anna Maria Chavez, Assistant Director of Division of Aging and Community Services, Arizona Department of Economic Security, in a letter dated August 18, 2003 to Mayor Neil Giuliano, Chair of the Transportation Policy Committee:

(Please refer to exhibit in Section VI.)

Response:

The Maricopa Association of Governments is concerned about the issue of elderly mobility, and we are active in this issue. We have implemented an Elderly Mobility Initiative to develop and design a transportation system that addresses the needs and issues of elder mobility in the Maricopa region. The MAG Elderly Mobility Stakeholder Group has developed 25 recommendations in the MAG Regional Action Plan on Aging & Mobility for creating safe and enhanced mobility options for our region’s mobility, overall quality of life and general travel characteristics. These recommendations include many of the concern’s mentioned in your letter.

The Regional Transportation Plan (RTP) is a balanced, multimodal plan that incorporates freeways, streets and transit to meet the needs of a variety of different people, including the elderly. Funding is provided in the RTP to provide transit stops with seating and shade. To address the needs of bicyclists and pedestrians, the RTP provides a set-aside of funding to other programs that include bicycle and pedestrian projects, air quality programs, and other regional programs.

Comments from Gil Stafford, President of the Grand Canyon University, in a letter dated August 20, 2003 to Mayor Mary Manross, City of Scottsdale:

(Please refer to exhibit in Section VI.)

“I do have two questions regarding the considered double-deck from I-10 to the 101 along the I-17: 1) will consideration be given to entrance and exit ramps along the expressway? These are needed so as not to impeded the economic recovery that is happening along the corridor and specifically the Alhambra Village; and 2) will serious consideration be given to provide appropriate beautification of the project so as to ensure and enhance the pride and quality of life that can be had by those residents and businesses within the scope of the corridor?”

Response:

We understand there are several issues that need to be addressed before a final option is selected to help meet transportation needs in the I-17 corridor. At this time, double-decking is only one alternative that might be considered in future studies of the corridor. These studies will consider a range of alternatives, and the impacts of each, before selecting the preferred option. Visual impacts and impacts to businesses will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

Comments from Brian Kearny, President and CEO of the Downtown Phoenix Partnership, in a letter dated September 8, 2003 to Mayor Neil Giuliano, Chair of the Transportation Policy Committee:

(Please refer to exhibit in Section VI.)

Response:

The Transportation Policy Committee (TPC) has worked to develop a multimodal transportation plan that is balanced among freeways, streets, and transit. This emphasis has been supported by scientific polling results which indicate that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the Regional Transportation Plan (RTP) and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The TPC has extensively discussed the role of transit in the RTP. The RTP is capital-intensive for transit. No regional funds are provided for the operations of light rail transportation. However, regional funds are provided for the operations of the “supergrid” arterial bus system to ensure a geographically continuous network of bus serve that will not be subject to gaps in service hours or coverage due to the potential inability of jurisdictions to fully fund operating costs.

Express bus and bus rapid transit are also included in the plan, and the plan includes regional funding for both capital and operating expenditures in a manner similar to the “supergrid” bus system. The plan also includes funding for bus maintenance and passenger facilities, including park and rides and transit centers.

The Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including double-decking the freeway, design concepts and environmental assessments will need to be completed before a final design is selected.

Comments from Larry Fallis, president of the Cordova Neighborhood Association, in a letter dated September 17, 2003.

(Please refer to exhibit in Section VI.)

Response:

Your name has been added to our mailing list to receive additional information about the Regional Transportation Plan.

Since you are especially concerned about I-17, it might be helpful for you to understand that while the Regional Transportation Plan includes funding to improve traffic flow on I-17, there are still several options to be considered, including “double-decking” the freeway. Future design concepts and

environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. These studies will include analysis of neighborhood and social impacts, visual impacts and environmental impacts of the different alternatives.

Comments from Paul Hernandez in a letter dated September 20, 2003 :

(Please refer to exhibit in Section VI.)

Response:

Over the past decade, a number of studies have assessed options for improving the traffic flow on Grand Avenue. Double-decking, as you suggest, was considered but was ultimately rejected by local jurisdictions. The Major Investment Study (MIS) completed in 1999 recommended improvements at eight locations along Grande Avenue.

The current Transportation Improvement Program(TIP) and the Draft Regional Transportation Plan include a variety of improvements along the Grand Avenue corridor, as recommended in the MIS. Seven grade separations along Grand Avenue have been funded, in addition to ramps connecting to Loop 101 at 91st Avenue. Several of these improvements are in the design stage or already under construction. Under the Draft Plan, four new traffic interchanges are also planned on Grand Avenue from Loop 101 to Van Buren, including grade separations at Northern, 51st, 35th, and 19th Avenues.

The current Draft Transportation Plan covers the fiscal years 2005-2026. While the Plan itself is just over a 20-year Plan, it was developed with a 40-year vision. In conducting the numerous transportation studies preceding development of the Plan, projections were made and transportation issues analyzed to the year 2040. Therefore, the projects contained in the Draft Plan are designed with an eye toward a transportation system far beyond the 20-year cycle.

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

Although high capacity transit is not currently planned directly along I-17, it should be noted that light rail transit is scheduled adjacent to the I-17 corridor from Camelback Road north along 19th Avenue to approximately Dunlap Avenue, where the line will turn west toward Metrocenter. A monorail system has been considered for the MAG area, but was determined not to be feasible due to greater costs. Elevated systems cost in the range of \$100 to \$140 million per mile to construct, compared to \$45 million to \$60 million a mile for a comparable surface-running system. Part of the additional cost is for ADA accessible station stops which require elevators to provide access to street level for handicapped

riders. The elevated structure also creates a significant visual impact on the street corridor, which is especially problematic where the line runs adjacent to residential neighborhoods.

Completion of the South Mountain Loop is in the Draft Regional Transportation Plan. Some construction will be completed during Phase I (2006-2010) and the remaining construction will be completed in Phase II (2011-2015).

SECTION V.
RESPONSES TO COMMENT RECEIVED AT THE FOLLOWING MEETINGS: SEPTEMBER 17, 2003 TRANSPORTATION POLICY COMMITTEE; SEPTEMBER 24, 2003 REGIONAL COUNCIL; OCTOBER 8, 2003 MANAGEMENT COMMITTEE; OCTOBER 22, 2003 REGIONAL COUNCIL; NOVEMBER 5, 2003 MANAGEMENT COMMITTEE; NOVEMBER 12, 2003 TRANSPORTATION POLICY COMMITTEE; AND NOVEMBER 21 FINAL PHASE PUBLIC HEARING

Comments received at the September 17, 2003 Transportation Policy Committee meeting:

Comments from Phoenix Mayor Skip Rimsza

Today, the federal government authorized a five-month extension of TEA-21 funding for transportation in the nation. The TPC recognized that work needed to begin early on the extension of the half cent sales tax for transportation before the existing tax expired in 2006. MAG and the business community said this was something that needed to be addressed so there would be continuous funding for transportation in the region. Everyone should feel good about what has been accomplished. This effort is not something done in other parts of the country. The TPC is planning for future investments to build for the future. Everyone had challenges to meet the needs of their individual communities, and the TPC should feel good about what has been accomplished. The journey began a few years back while I was Chair of the Regional Council. Bringing in the business community contributed to the powerful foundation work. Voters will respond and the election will win. The win will allow protection of our quality of life. The region has benefitted in the past by decisions of past leaders, through such projects as Central Arizona Project (CAP) and the Salt River Project (SRP). In 1985, leaders advanced the half cent sales tax for transportation. What would this region be like if the decision for the sales tax had not been made in 1985? We would be choking in our own traffic. Congratulations and thanks for the years of support given to me and the good work for the region. The results of the plan will be positive.

Response:

Editor's Note: Phoenix Mayor Skip Rimsza served as the Chair of the MAG Regional Council from 2000-2002. During his tenure as chair, Mayor Rimsza oversaw a review of the MAG governance process. This review led to the creation of the Transportation Policy Committee, which opened up the MAG process to allow more voices at the table, including members of the private sector.

Comments from Ben Kulger:

The TPC efforts have been beneficial because it is a cooperative effort. I represent the Manzanita Block Watch, which represents approximately 70,000 residents. I have concerns about the double-deck design on I-17. My group is generally in favor, but have qualifications: that it be below-ground, xeriscaped, and

have mass transit hubs. My group requests that we be involved in the process. We also want to be involved in the decision making for the light rail lines planned for the west side of I-17 from Dunlap to Northern. I would like to encourage the TPC in actively involving neighborhoods and businesses in the area.

Response:

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

Comments from Diane Barker:

Staff should provide me with a response if officials can comment during Call to the Audience or be put on the agenda. Citizens are disallowed to attend executive sessions and certain meetings. Comments turned in by citizens say that the plan should not cater to pet projects, should be regional, and wean drivers from their dependence on automobiles. Another citizen said that the lower income residents will be paying proportionately more sales tax than other residents and receiving less. The plan does not address pedestrian safety. All of the monies coming in, including funds going to cities, should be considered in the total amount available for transportation. Grand Avenue and the canals should be considered and the region could have the fastest rail possible.

Response:

The MAG public comment process follows the Arizona Open Meeting Law any citizen that so desires may provide such comment in accord with our adopted public involvement process. We do not discriminate by job title or occupation, nor do we preclude any person from providing public comment; therefore, elected officials are provided the same rights to address a public meeting as any other Valley resident and, like any citizen, are welcomed in our process. The Arizona Open Meeting Law also governs executive sessions. It outlines seven specific instances in which a public body may discuss matters in private, without the public being allowed to attend and listen to the deliberations.

The Regional Transportation Plan is designed to provide many choices to the automobile, including \$2.3 billion to a regional bus system, another \$2.3 billion to light rail transit, and \$332 million to other transit programs. An additional \$276 million is dedicated to bicycle, pedestrian, and other regional programs.

Sales taxes by nature are considered “regressive” taxes. Because they are imposed equally on products regardless of the income of the buyer, some argue that the impact is felt more by lower-income residents. It is important to note that this tax is an extension; residents will not be paying anything more out of their pocket than they are currently paying.

The Regional Transportation Plan includes \$132 million in funding for bicycle and pedestrian projects, which take into account safety aspects. Safety factors would also be considered in the implementation of other transportation projects.

The Regional Transportation Plan does take into account all available regional funding sources, for a total of \$17.1 billion in projected revenue over the 20-year period. Approximately \$9 billion in the Plan would be generated through the extension of the Regional Area Road Fund (half-cent sales tax).

Approximately \$5 million in the Plan is dedicated to the study of potential commuter rail implementation. Exact corridors for potential future commuter rail have not yet been determined.

Comments from Ron Friesen:

I'm Ron Friesen, Chair of the Black Canyon CLOUT, which represents 35 groups, bounded by I-17 to 43rd Avenue, Indian School Road to Dunlap Avenue. I would like to express that CLOUT supports the RTP, including the double-deck on I-17, and the extension of the half cent sales tax for transportation for 20 years. I request that the group would like to see a recommendation to establish community advisory boards to be involved in the design and construction of such projects as the I-17 double-deck.

Response:

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin.

Comments from Bob McKnight:

A Phoenix news release states an increase in transit ridership of five million, or 11.56 percent, over the past year. This should say boardings. If the numbers were accurate, there would be 43 million riders. This sort of loose language is typical of the process and is propaganda. You ignore the facts, are arrogant, and we end up paying the bill. I went to Vancouver, which has been named as having the best transit system in North America. I had never heard of their system, and then realized it was because they had ripped up the rails and put in electric trolley buses.

Response:

In regard to Valley Metro ridership growth, 10 years ago, in fiscal year 1992-93, Valley Metro carried 32,194,122 passengers on its bus service. Five years ago, in fiscal year 1997-98, Valley Metro boardings had increased by 13 percent to 36,377,705. Fiscal year 2002-03 saw boardings soar to 50,319,003, which equates to a five-year increase of more than 38 percent.

The statement that Vancouver, British Columbia, has scrapped rail transit is incorrect. Public transportation services in Vancouver are provided through Translink (Greater Vancouver Transportation Authority). Translink operates two rail transit modes: SkyTrain – which operates elevated, at-grade, and below-grade light rail lines (Expo and Millenium Line routes), connecting the city with the suburban communities of Burnaby, New Westminster, and Surrey – and West Coast Express, a commuter rail service linking downtown Vancouver with the communities of Mission, Port Haney, Maple Ridge, Pitt Meadows, Port Coquitlam, Coquitlam and Port Moody. It should be noted that SkyTrain carries 146,000 passengers on an average weekday, or 20 percent of the transit system's boarded passengers.

Comments from William “Blue” Crowley:

I would like to refer members to the documentation page of the Input Opportunity Report. The minutes express my feelings about 51st Avenue. The County’s plan needs to be considered. A one-cent sales tax is needed, not a half cent. I want the tax split one-third to light rail/freeways, one-third to rubber tire transit, and one-third to roadways. The roadways are being shortchanged. I liked the input from agencies, but I heard from citizens that they want more transit and rubber tire transit.

Response:

Maricopa County serves as a member of the Transportation Policy Committee. House Bill 2292, passed by the state legislature last year, further provides that Maricopa County, along with other stakeholders, shall have a specific opportunity to review and provide comment on the Plan during the Alternatives Stage and Final Draft Stage of the Regional Transportation Plan. Maricopa County provided the TPC with specific comments on the Plan, which were considered by the TPC in development of the Final Draft Plan. On September 17, Maricopa County was among those voting to support the final plan in the unanimous vote.

The idea of pursuing a one-cent tax was considered by the Transportation Policy Committee early in the plan development process. In deciding potential funding sources for the RTP, the committee determined that extending the half-cent sales tax was the most viable funding source, because a one-cent tax for transportation would be a tax increase and would likely not be favorably supported by voters, especially in these difficult economic times.

Under the final draft plan, funding by mode for revenues raised via the half-cent sales tax extension break down like this: 56 percent for freeways/highways, 10 percent for major streets, 33 percent for transit and .4 percent to other programs.

Comment:

Thanks for the air quality the TPC did today. I recommend that the TPC vote to have a five-year review of the plan. The biggest harm to air quality is freeways and congestion. As soon as a freeway is built,

there is congestion. The TPC says it wants to ensure there are firewalls, but the problem is that arterials are not being done right to begin with. Air quality is a part of the equation for it to be done right. And, I don't see heavy rail as part of the equation.

Response:

The Transportation Policy Committee has developed the Regional Transportation Plan with an identified goal of sustaining the environment, to include “transportation improvements that help sustain our environment and quality of life.” The current draft plan is being recommended for approval for an air quality conformity analysis. Under federal law, the Plan must be able to demonstrate that it will not exceed the motor vehicle budgets in the air quality plans.

Comments from Beverly Harvey:

I am an organizer for Black Canyon CLOUT, an organization representing 35 groups, bounded by I-17 to 43rd Avenue, Indian School Road to Dunlap Avenue and I also represent the United Neighbors Association. Our organizations support the RTP, including the double-deck on I-17, and the extension of the half cent sales tax to provide infrastructure for transporting people. The people along the double-deck area are concerned to the extent that their concerns could jeopardize support. This concerns our organizations greatly. I request that the TPC recommend to the legislature establishing community advisory boards involved in the design and construction of such projects as the I-17 double-deck. This would assure the residents have a voice in the design and they should feel comfortable supporting the proposal.

Response:

The Regional Transportation Plan includes funding to improve traffic flow on I-17. While there are several options to be studied, including “double-decking” the freeway, design concepts and environmental assessments will need to be completed before a final design is selected. These studies will consider a range of alternatives and the impacts of each before selecting the preferred option. Visual impacts and environmental impacts will be examined as part of these future studies. We urge you to participate in these design and environmental studies when they begin. Your suggestion regarding community advisory boards will be considered.

Comments from Jane White:

From what I just saw, the firewalls concept is fine as long as it is not enforced. There is no enforcement mechanism. The black hole will be I-17 and light rail. Light rail will not return money back to the system. What happened in other cities is that light rail stole money from buses, then the other transportation modes. This will happen and firewalls have no meaning. Do you have any idea how easy this will be to defeat? We defeated MAG in 1994 when people were desperate for freeways. This is a bad plan, put together badly. I am a big proponent of freeways. Cities have given local control of arterials to MAG and will have to crawl on broken glass to MAG to get money, which will go to the black hole. Mr. Smith commented that the audit was one of the best things that ever happened. The

audit was a result of activists battling for it at the legislature, and they have never received a thank you note.

Response:

On September 17, 2003, the Transportation Policy Committee adopted a motion that funding firewalls be established for the following modes of transportation: freeways, streets, and transit, with the understanding that these firewalls represent the percentage of funding identified in the plan and that the funds from the sales tax be deposited in their respective accounts (Regional Area Road Fund for freeways, a sub-account of the RARF for streets and the Public Transportation Fund for transit). Increases or decreases in sales tax revenue would be reflected proportionately in the respective accounts. This concept is part of the Regional Transportation Plan that will be forwarded to the Arizona State Legislature, which will determine whether to allow citizens to decide whether to extend the half-cent sales tax for transportation. The firewalls element would be included in the state law granting authorization for the vote; therefore the firewalls concept would be enforceable under state law.

The final draft plan includes more than \$9 billion to freeway/highway projects, including new and improved freeways with better access and more capacity. This funding includes \$1 billion for capacity improvements to I-17, which is a major congested corridor. In addition, \$2.3 billion for extensions to the planned light rail system are included in the Draft Plan.

There are many successful examples of light rail throughout the Western United States and the world. When deciding to include light rail in the Regional Transportation Plan (RTP), the Transportation Policy Committee (TPC) sponsored polling to determine community sentiment about transportation issues and citizen priorities regarding transportation elements. These scientifically valid polling results show that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 32 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail.

In developing the cost estimates for the RTP, the capital cost of light rail is estimated at \$60 million per mile, which includes contingencies. Overall revenue and cost estimates were prepared and are considered to be reasonable for planning purposes. Contingency factors have been applied to help recognize the uncertainties associated with projecting costs and revenues over a 20-year period. However, many of these cost and revenue uncertainties can only be resolved once detailed engineering studies are completed and economic conditions are revealed over time. Periodic updating of the Plan will be needed to respond to these changing conditions and new information.

Cities have not given local control over arterials to MAG. The money dedicated in the MAG Plan to arterials represents regionally-significant street projects that have an impact on the regional transportation system. This is one reason that street improvements make up only nine percent of the

Plan; it is assumed that the other necessary street improvements will be funded by the local jurisdictions and the development process.

In 1991, the legislature implemented a performance audit for the Maricopa Freeway System. MAG and ADOT implemented all of the recommendations of the 1991 audit as well as the subsequent audits in 1994, 1997 and 2000. Since 1991, the Regional Freeway System has been on time and on budget. Citizens who were involved in this effort should be proud of their achievement.

Comments received at the September 24, 2003 Regional Council meeting:

Comments from DD Barker, Citizen:

At the September 17, 2003 TPC meeting, thanks were expressed to members, business and legislative representatives. I want to express my thanks to the citizens who have given of their time freely for many years. I will say, “Multimodal feels good and is the American thing.”

Response:

Public input has been an important part of the development of the Regional Transportation Plan, with more than 400 opportunities for input over the past three years. The Regional Transportation Plan is a comprehensive, multimodal Plan that covers a wide variety of transportation modes, including freeways, streets, bus transit, light rail transit and other transportation alternatives.

Comments from Art Dinges, Representative, National Federation for the Blind:

I represent the National Federation for the Blind. I’ve been a resident of the Phoenix area for 23 years, and transportation has improved since I first moved here. The National Federation for the Blind passed a resolution at the September 14, 2003 convention supporting the extension of the half-cent sales tax and the concept that funds will be used for mass transit in Maricopa County. (Ed. Note: Mr. Dinges provided a copy of the resolution to the Council. This resolution was made a part of the permanent record). I am attending the Regional Council meeting to reaffirm the Federation’s position.

Response:

The Maricopa Association of Governments is grateful for the support expressed by the National Federation for the Blind. MAG has a comprehensive public involvement program that provides specific outreach to population groups protected under Title VI of the Civil Rights Act of 1964 and other federal directives, including the Americans With Disabilities Act (ADA) of 1990. MAG employs a Community Outreach Associate who is tasked with providing outreach to members of the disabled community, and numerous meetings were held and presentations provided to receive specific input from persons with disabilities into the Plan.

Comments from William “Blue” Crowley, Citizen:

Goodyear requested a park-and-ride lot at Cotton Lane, which is not included in the plan.

Response:

The need for park-and-ride lots and other transit passenger facilities was recognized in the RTP and a total of 32 new passenger facilities throughout the region were included in the Plan. While the Cotton Lane Park-and-Ride lot is not included, there are two Park-and-Ride lots in the Plan that serve the far West Valley along Interstate 10: the East Buckeye Park-and-Ride lot at Litchfield Road and the West Buckeye Park-and-Ride lot situated 3.5 miles west of the Sun Valley Parkway interchange.

Comment:

I would like to say thank you to Mayor Giuliano for his efforts to get the TPC to agree to a plan. At the Glendale public hearing, the public expressed their desire for more rubber-tire transit, not light rail. The MAG members are freeway people, and are more interested in maintaining tradition than in getting the job done.

Response:

Comments from participants at numerous public workshops held by MAG around the region centered on the need for future transportation in the Valley to be multimodal. The RTP directly responds to this message by allocating resources across a range of transportation modes, including freeways, highways, streets, bus service, light rail and other transportation services. In fact, the Plan's allocation of funds among transportation options is strikingly similar to the input received from public input. For example, the one-third to two-third ratio of transit and roadway funding in the RTP is virtually identical to the results of scientific polls and workshop input on the issue of funding allocation. In a survey taken at the Northwest Public Meeting/Hearing in Glendale, about 77 percent of participants either strongly agreed or agreed with the level of bus service in the Plan, while approximately 73 percent either strongly agreed or agreed with the level of light rail improvements.

Comment:

I have been misquoted in minutes when I commented on allocating the half-cent sales tax. I said that I wanted the job done correctly because my money is being used. About 60 percent of Maricopa County is west of Loop 303, and in MAG's plan, that 60 percent is addressed zero.

Response:

While much of the land area of Maricopa County lies west of Loop 303, the vast majority of the population falls to the east of this facility and will continue to do so in the future. Nonetheless, the RTP recognizes transportation needs in the area west of Loop 303. Projects in this area include: widening of I-10, right-of-way protection on State Route 74, right-of-way protection and interim construction on the I-10 Reliever, widening of State Route 85, and rural bus service to Buckeye, Gila Bend and Wickenburg.

Comment:

Making all improvements to SR 51 simultaneously would save money.

Response:

ADOT is constantly improving its approach to freeway development in the Valley, seeking to construct facilities in the most efficient way possible. The use of “design-build” contracts, which eliminate several steps in the contracting process, is one tool that is being utilized. As the freeway system is improved in the future, the sequence of constructing specific projects will need to take into account a variety of factors, including traffic demand, system continuity, revenue cash flow, and project readiness.

Comment:

Concerning the “firewalls” concept, would that mean that Phoenix would be using the money for light rail and not for bus?

Response:

Among the key policy concepts adopted by the TPC is the creation of funding “firewalls” to protect modal funding allocations in the Plan. Transit is considered a modal funding allocation. Allocations within the transit allocation between light rail, the bus grid, paratransit, etc., will be handled through the Life Cycle Program for transit.

Comment:

I do not see the bus upgrade happening. The County’s plan was the only plan showing a bus route south of McDowell on 51st Avenue.

Response:

The Regional Transportation Plan (RTP) includes a number of regionally funded local routes in its “supergrid” network. Among these is service on 59th Avenue to Buckeye Road. Transit service to this area on the west side of Phoenix is also provided by locally funded service on 43rd Avenue which, like 59th Avenue, extends south to Buckeye Road. At present, service on 51st Avenue is provided by Route 17 - McDowell Road. Like 59th Avenue, the McDowell Road route will be regionally funded under the RTP. While an extension of service south of McDowell on 51st Avenue is not targeted for regional funding under the RTP, it could be eligible for local funding. As such, a future extension of service south of McDowell Road on 51st Avenue would be a local decision and would utilize local transit operating funds.

Comment:

Komatke was here before Phoenix and is not being taken care of.

Response:

Komatke is located on the Gila River Indian Reservation. Smaller communities like Komatke will require local major county funding for bus improvements. Valley Metro is currently in discussions with the Gila River Department of Transportation to discuss future transit needs in that area.

Comment:

In 1989 Mayor Hawker and myself said that a 2½ cent sales tax was needed – with a vote taken every five years to get to that level.

Response:

Several months ago, when deciding potential funding sources for the Regional Transportation Plan (RTP), the MAG Transportation Policy Committee determined that a one-half cent extension was most feasible since the existing one-half cent funding source for transportation will be expiring in 2005. A one cent tax for transportation would be a tax increase, which would likely not be favorably supported by voters, especially in these difficult economic times.

Comment:

I had been told that the next election would be 50 percent to rubber tired transit and 50 percent freeways. The RTP is 60 percent to freeways.

Response:

The speaker likely refers to Proposition 400, which called for a 50/50 split between freeways and transit. Proposition 400 was defeated in 1994. Under the original half-cent sales tax, known as the Regional Area Road Fund, which expires in December of 2005, a transit allocation was made, which started at about \$5.0 million then increased with inflation. By FY 2003, the allocation was \$7.5 million out of a total collection of about \$270 million. In developing the new Regional Transportation Plan, the TPC relied on numerous comprehensive transportation studies and extensive public input, including scientific polling, to determine the percentages to allocate in the Plan by mode. In developing the new Regional Transportation Plan, the TPC relied on numerous comprehensive transportation studies and extensive public input, including scientific polling, to determine the percentages to allocate in the Plan by mode. Furthermore, three cities, Phoenix, Glendale and Tempe, now have local, dedicated transportation sales taxes that are all or substantially allocated to transit. After carefully considering the needs of the region, the TPC ultimately allocated 32 percent of regional funding to the transit element, and of that amount, 57 percent is allocated to bus and bus-related improvements. The TPC allocated 57 percent of the regional funding to freeways/highways.

Comments received at the October 8, 2003 Management Committee Meeting:

Comments from William “Blue” Crowley, Citizen:

What has not been addressed was an occasion at a MAG TRC meeting when I had asked to speak and comment was not allowed. Public comment is allowed on only about half of the Management Committee agenda items, because they are not for action. How is the public going to make things happen when they cannot input throughout the process? It is important to make comment at the Management Committee meetings, because much work is done by the committee

Response:

Since the TRC meeting in question, MAG has reviewed its public comment process and implemented numerous improvements, including a standardization of the public comment periods at all MAG meetings and the ability of citizens to provide comments on nonaction items that are on the agenda for discussion. These improvements were the result of meetings held with citizens, including Mr. Crowley, on ways to improve the process. That said, it is important to note that Mr. Crowley did have an opportunity to speak at the TRC meeting during the Call to the Audience, but during the meeting the chair exercised a prerogative to limit citizen comment based on the need for the committee to conduct the work of the body in a timely fashion. It is also important to note that MAG's adopted process allows the Chair of each committee to extend or limit public comment as necessary. This is in accordance with the State's Open Meeting Law, which allows citizens to attend and listen to public meetings, but does not guarantee them an opportunity to comment.

Comment:

I'd like to point out that conclusions reached in a 1990 document from RPTA recommend a bus system for Gila Bend within their town and the surrounding area. Another recommendation was using existing rail for commuting from Buckeye into Phoenix. I would like to see an audit that would show what each agency received from the 1985 half-cent sales tax.

The Errata Sheet on agenda item #5C says the projects are regionwide, but the Glendale park-and-ride was built years ago. (Referring to the RPTA 1990 document) One recommendation includes recognizing the need to design freeways for optimizing the movement of persons rather than vehicles, and coordinating projects so they are constructed at the same time. The area within western Maricopa County has not been addressed in a long time and needs to be resurfaced. I appreciate the effort, but more needs to be done. West Valley transit needs to be addressed. I do not see the projections being done where the growth will occur, such as the Sonoran Desert National Monument area. When Tonopah becomes a community, will they be at the table and how will they be invited?

Response:

The RTP calls for rural bus service to Buckeye, Gila Bend and Wickenburg. In addition, the Plan includes funding for commuter rail implementation studies.

The ADOT freeway life-cycle program manages expenditures on the development of the regional freeway system and represents a comprehensive source for past and future expenditures on this system. The freeway network serves the entire region and the residents of individual jurisdictions benefit from this system by using elements of the system that may not fall within their immediate communities.

The RTP allocates significant resources to freeways that help maximize not just the vehicular carrying capacity but also the person-mile capacity of the facilities. These projects are in the form of additional high occupancy vehicle (HOV) lanes and ramps to connect HOV lanes through system-level (freeway-to-freeway) interchanges. The HOV improvements will facilitate travel for carpools and buses,

increasing the passenger carrying capacity of the freeway system at a greater rate than would construction of general purpose lanes.

ADOT is constantly improving its approach to freeway development in the Valley, seeking to construct facilities in the most efficient way possible. The use of “design-build” contracts, which eliminate several steps in the contracting process, is one tool that is being utilized. As the freeway system is improved in the future, the sequence of constructing specific projects will need to take into account a variety of factors, including traffic demand, system continuity, revenue cash flow, and project readiness.

The RTP recognizes transportation needs in the far west portion of the region. Projects in this area include widening of I-10, right-of-way protection on State Route 74, right-of-way protection and interim construction on the I-10 Reliever, widening of State Route 85, and rural bus service to Buckeye, Gila Bend and Wickenburg. If new cities and towns incorporate in the western portion of Maricopa County, they will be invited to join MAG.

Comments received at the October 22, 2003 Regional Council Meeting:

Comments from Becky Fenger:

I'd like to comment on the DART junket. I will probably not see figures on the DART project. DART has lost market share and commuters between 1990 and 2000, according to the US Census. The system has cut light rail construction and bus service, increased fares, and has applied to the FTA for subsidies to keep operating.

Response:

The Maricopa Association of Governments, in conjunction with the Business Coalition and Maricopa 2020, conducted an informational tour to the city of Dallas on September 4-5, 2003, to examine the transportation system of a peer Western city, including light rail. Western city. DART President and Executive Director Gary Thomas told the group that he is very pleased with the success of the Dallas rail system and stated that ridership continues to increase as lines are extended. Dallas has enjoyed particular success with transit-oriented development that has occurred along the light rail line, and according to interviews with passengers, light rail remains tremendously popular in the Dallas area. Mr. Thomas acknowledged that the system is undergoing tough times because of a slump in sales-tax collections, but says the slump is due to the economy, not the light rail system. According to published reports, DART has eliminated 16 bus routes, modified 39 routes, and increased the time between midday trains to deal with the reduced revenue.

Comment:

Here is a press release that I sent out saying that Washington is getting cold feet about light rail projects. The House Transportation Appropriations Subcommittee pulled out \$500 million from the Seattle light rail project. Senator John McCain has issued a statement saying that Phoenix has a highly recommended rating, but so did Seattle. Use caution on proceeding with light rail.

Response:

The Federal rail transit appropriation continues at a high level – there is not a diminishing amount allocated to rail projects throughout the country. On the contrary, there are additional projects being considered for funding. The rail project for our region continues to receive favorable action and funding as it proceeds to a Full Funding Grant Agreement with the Federal Transit Administration.

The Regional Transportation Plan is a comprehensive, multimodal Plan that seeks to use the appropriate solution for the wide variety of regional transportation challenges. In the highly-dense urban core, building new freeways is not a viable solution due to the disruption of homes and businesses that would occur. However, 94 percent of the Valley’s population currently lives within the freeway loops. Therefore, in the central region, alternative solutions become necessary.

The Transportation Policy Committee (TPC) sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 32 percent component of the Regional Transportation Plan, including 15 percent allocated for light rail transit.

Comment:

Valley Metro’s own reports, the figures from the Central Valley/East Valley Light Rail Project Final EIS report, show that light rail will slightly increase congestion and pollution. I have been told for the past few years that any amount of money is worth the investment if it goes toward reducing pollution. Do you really want to allocate 16 percent of the RTP money to light rail? Out of 12 monitoring stations near the rail line, only three would show that building light rail would lessen pollution. In addition, because light rail will be at-grade, congestion will increase.

Response:

The air quality analysis shown in the table derived from the Environmental Impact Statement (EIS) for the Light Rail Transit Project has been quoted as showing air pollution is worse with rail (Build). Unfortunately, this table has been misinterpreted as demonstrating that light rail causes air pollution, which is absolutely not the case. In fact, the purpose of the Table in the EIS was to show that worst-case carbon monoxide levels at intersections and park-and-ride lots do not cause or contribute to violations of the federal standards that have been set to protect public health.

In the Table, the carbon monoxide levels predicted for rail are all well below the federal carbon monoxide standards. The federal one-hour standard for carbon monoxide is 35 parts per million. The average concentration with rail is 6.8 ppm, which is 81 percent below this standard. The federal eight-hour standard for carbon monoxide is 9 parts per million. The average concentration with rail is 4.8 parts per million, or 47 percent below the eight-hour standard.

The Table includes existing and predicted worst case carbon monoxide concentrations at 11 intersections and one park-and-ride lot. These sites were chosen because they are heavily traveled, very

congested, areas of potential community concern, and/or located where the greatest air quality impacts from the rail project are expected to occur.

The Table shows that there are no existing or projected violations of the carbon monoxide standards in the 12 locations. In fact, there have been no violations of the carbon monoxide standards anywhere in the region since 1996. On September 22, 2003, the Environmental Protection Agency published an official determination of attainment for carbon monoxide for this region in the Federal Register. In addition, the 2003 Carbon Monoxide Maintenance Plan and Redesignation Request for the Maricopa County Nonattainment Area has concluded that the standards will continue to be maintained in the region through 2015.

The carbon monoxide concentrations in the Table were estimated using federally-approved air quality models. Model forecasts are only approximations of what may actually happen in the future. There are uncertainties inherent in predicting carbon monoxide levels, especially long-range forecasts. The Table shows that the average increase in carbon monoxide for the Build vs. No-Build alternatives in 2020 is only 0.3 ppm for the one-hour standard and 0.2 ppm for the eight-hour standard. These differences are too small to conclude with certainty that carbon monoxide levels will be higher in 2020, if the rail project is built.

Comments from DD Barker, Citizen:

I agree with Ms. Fenger that at grade light rail is a polluting, congestion creating mechanism, and it was true that Seattle had its funding taken away. The light rail operating costs are unknown. In addition, they have indicated that the bonding was authorized by the citizens in Transit 2000. I was unaware bonding was mentioned in the ballot. Any good business has a business plan, and both citizens and business want to know the costs.

Response:

Please review the response to Ms. Fenger's comments above. Light rail operating costs are known and factored into the locally approved plans – no rail operating funding is included in the regional transportation tax package. Bonding is included as an option for funding of the routes. Cities have always had the capability of bonding for city funded improvements. All costs in the regional plan are clearly defined.

Comments received at the November 5, 2003 Management Committee Meeting:

Comments from William “Blue” Crowley:

State funding for maintenance is inadequate, even with the \$279 million allocated in the Regional Transportation Plan. I can appreciate the funding mechanism and the cooperative effort of the

resolution, but not all were represented at the meeting on mass transit and light rail held earlier in the day at Valley Metro.

Response:

Maintenance funding for landscaping, litter pickup and sweeping has been impacted throughout the State and region due to shortfalls in the State budget. A maintenance stakeholders group studied the issue and made recommendations – through a joint resolution between the MAG and the ADOT Board – to address the issue. It was realized that an allocation of \$279 million from the extension of the half-cent sales tax would only be part of the solution, so the resolution states that other approaches will be taken as well. This resolution has been approved by the Transportation Policy Committee, MAG Management Committee and the Arizona State Transportation Board.

Comment:

There will be serious growth in the West and Northwest parts of the Valley, but MAG’s projections will not do anything for residents of the area.

Response:

The Regional Transportation Plan does seek to address the projected growth in the West and Northwest areas of the Valley, including the addition of the I-10 Reliever, construction of Loop 303, light rail extensions into Glendale, construction of the Northern Avenue Parkway, improvements to Grand Avenue and other street improvements, and the implementation of a regional supergrid of bus services.

Comment:

The Work Program and Budget have been amended five times over the past two years to accommodate the SR Beard contract.

Response:

The statement that the Work Program has been “amended five times over the past two years to accommodate the SR Beard contract” is inaccurate. SR Beard is currently under contract to MAG as a public information program consultant. This is the only contract MAG currently has with this agency. The only amendment to this contract has been one amendment dated October 31, 2003, which extended the time period for this contract from September 30, 2003 to January 31, 2004 to allow for SR Beard to continue to assist MAG in public involvement activities. It is important to note that there were no changes to the amount of the contract and no additional program funds needed, since SR Beard had not expended all of the money under the original contract and funding was remaining to accommodate the extension.

Comment:

A 1990 study recommended that one half of the sales tax should go for rubber tired transit, however, most of the transit funding in the draft Plan goes to light rail. The light rail routes along 16th Street or 24th Street will end at the mountains, which leaves SR 51 as the only corridor for light rail. A light rail

route that runs from Phoenix to a shopping center is not regional. The Yellow Line on Grand Avenue has been eliminated, because transit was not a part of the equation when ADOT was redesigning Grand Avenue. The small communities, growth, and the entire County need to be considered in regard to transit, because the sales tax money is coming out of everyone's pocket. It would be nice for transit to go to Komatke.

Response:

It is not accurate to state that "most of the funding" in the draft Plan goes to light rail. Under the draft Plan, \$2.3 billion of all regional funding sources goes to bus, \$2.3 billion to light rail, \$5 million to the study of commuter rail, and \$332 million goes to other transit services such as paratransit, the regional van pool program, and rural/non-fixed route transit service. While \$1.2 billion, or approximately 43 percent of transit projects funded by the half-cent sales tax will go to light rail capital, \$1.6 billion, or approximately 57 percent, would go to rubber-tired transit. It should be noted that the plan assumes a 50/50 federal match on rail capital and a 20/80 match on bus capital, which supplies a better funding split to bus projects. The SR 51 extension would connect to the Paradise Valley Mall Transit Center which, like Metro Center and Desert Sky, would provide a transfer connection to local and express bus service which serves this center. This route has significant regional impact in opening the entire north and northeast valley to multimodal transit alternatives, including Rail, Bus Rapid Transit, and fixed route bus service. The Yellow Line on Grand Avenue has been replaced with peak hour service which is more conducive to the overpass and road improvements in the corridor. The plan includes bus rapid transit on Grand in the first phase. The whole county is included in the plan, including connector routes to Wickenburg and Buckeye. Smaller communities like Komatke, which is located within the Gila River Indian Community, will require local major county funding for bus improvements. Valley Metro is currently in discussions with the Gila River Department of Transportation to discuss future transit needs in that area.

Comment:

I have a problem that PM-2.5 is not being considered in the Air Quality Plan. In the past year, we came close on many occasions to ozone violations. The gas pipeline problem happened at the same time, and the Governor allowed the bad gas to be brought in. Fifty percent of the transit funds in the sales tax should go to rubber tired transit. Transit should be a 24-hour system, and circulators and connectors should be established within all communities. Many small, outlying communities depend on the metro area's economic engine. Roadways are in those communities, so put transit on them. Rural communities are the least dealt-with entities in the Regional Transportation Plan.

Response:

Improving visibility in the region was the subject of the Governor's Brown Cloud Summit. Fine particulates, such as PM-2.5, may contribute to reduced visibility. According to the FY 2002 Arizona Department of Environmental Quality Annual Report, the Maricopa County area has had no exceedances of the PM-2.5 federal air quality standard over the most recent three year period. When

EPA makes final designations for the federal PM-2.5 standard in late 2004, the Maricopa County area is expected to be classified attainment.

Also, the region continued to experience a decline in the number of eight-hour ozone exceedances. During the Summer of 2003, the Arizona Department of Environmental Quality reported only 14 exceedances of the eight-hour ozone standard. By comparison, 57 exceedances of the eight-hour ozone standard were recorded in 2000. The Environmental Protection Agency's implementation of Tier 2 tailpipe standards begins with model year 2004 light duty vehicles and lower sulfur levels in gasoline. In addition, EPA has established Heavy-Duty Engine Standards and low sulfur diesel fuel requirements beginning with model year 2007. Both standards are expected to reduce tailpipe emissions and result in a further decline of eight-hour ozone exceedances.

Comments received at the November 12, 2003 Transportation Policy Committee Meeting:

Comments from William "Blue" Crowley

Approximately 60 to 80 percent of bus stops do not have shelters. Phoenix wants 40 percent of the sales tax extension revenue because they did not get their fair share from the last sales tax. I have not seen an audit that proves this. Wickenburg did not receive anything from the sales tax, even though they paid the tax. Does anything happens as a result of citizen input? I have been told for years that the spring training schedules will be included in the bus book. Light rail routes along 16th Street or 24th Street would end at the mountains, which leaves SR 51 as the only corridor for light rail. This option would cost twice as much. There is no bus on Roosevelt, and no bus south of Roosevelt on 51st Avenue.

Response:

The RTP includes more than \$26.4 million in capital funding for bus stop improvements. Wickenburg will receive rural transit service starting in 2006 if the sales tax extension is successful. Development of the RTP included an extensive public outreach effort that included focus groups, public meetings in various communities around the valley, a telephone survey of registered voters, meetings with local elected officials as well as local planning staffs. The RTP effort also benefitted from the public outreach efforts of associated planning efforts that contributed to the development of the RTP such as the Regional Transit System Study, the High Capacity Transit Plan, and three subarea transportation studies. The Plan also reflected the input garnered from local transportation and transit plans and studies which in turn were developed with the participation of the residents of the local communities. Spring Training supplements have been provided immediately prior to and during the season. The regional transit program included in the RTP is not meant to be a substitute for local transit services, rather it provides a framework within which local service, be it local bus or circulator service, can operate. Generally speaking, regional service is located on the mile grid of major arterials. Service on Roosevelt, which is located between two of these mile grid arterials (McDowell and Van Buren), and is located within the City of Phoenix, would be purely local in focus and as such would remain a local funding responsibility.

Comment:

I don't see a commitment in the Plan to pedestrians, and bicycle and bus users, and when roadways are being upgraded, addressing these modes. Eighty percent of bus stops have no shelters, and I do not see a plan where the development of bus infrastructure is being addressed. Transit for the community of Komtake is not being addressed. If the City of Tempe can pay for a bus to Phoenix, why cannot Phoenix do this for others?

Response:

The Regional Transportation Plan includes approximately \$132 million in regional funding for Bicycle and Pedestrian projects. Funding will come from Federal CMAQ funds. The plan also includes more than \$26.4 million in capital funding for bus stop improvements. Currently, Valley Metro/RPTA is having discussions with Gila River Indian Community DOT staff on public transit options that could address the work trip, medical trip, and shopping trip needs of GRIC residents.

Comment:

What would happen with the Plan if the Governor and Legislature tamper with it?

Response:

In regard to the concerns raised over the State changing the RTP, there are several factors that will mitigate against this possibility. First of all, the draft RTP has been unanimously recommended for approval by the MAG Transportation Policy Committee, the body charged with overseeing development of the plan. The Plan has also received unanimous endorsements from the MAG Regional Council, the ADOT Board, and the Valley Metro/RPTA Governing Board.

The Maricopa Association of Governments is the Metropolitan Planning Organization for the Maricopa County region. Under federal law, MAG has the responsibility for developing a transportation plan for this region. All regionally significant projects must be in the MAG Plan, regardless of funding source. MAG's authority for developing this Plan is recognized in House Bill 2292, which formalized the creation of the TPC to develop the Plan and acknowledged MAG as the planning authority for the region. The Plan is developed by MAG in cooperation with ADOT and the Regional Public Transportation Authority (Valley Metro). If changes are made to the Plan, the revised Plan would have to go back out through the public review process and the air conformity analysis before it could be approved again and implemented.

Comment:

In the past, promises were made that 50 percent of sales tax funds would go to bus. With the Plan, 39 percent will go to transit, of which two-thirds Phoenix wants to put into light rail. That leaves 13 percent for bus.

Response:

The speaker's referral to "promises of 50 percent" to bus likely refers to Proposition 400, which called for a 50/50 split between freeways and transit. Proposition 400 was defeated in 1994. Under the original half-cent sales tax, known as the Regional Area Road Fund, which expires in December of 2005, a transit allocation was made, which started at about \$5.0 million then increased with inflation. By FY 2003, the allocation was \$7.5 million out of a total collection of about \$270 million. In developing the new Regional Transportation Plan, the TPC relied on numerous comprehensive transportation studies and extensive public input, including scientific polling, to determine the percentages to allocate in the Plan by mode. Furthermore, three cities, Phoenix, Glendale and Tempe, now have local, dedicated transportation sales taxes that are all or substantially allocated to transit. After carefully considering the needs of the region, the TPC ultimately allocated 32 percent of regional funding to the transit element, and of that amount, 57 percent is allocated to bus and bus-related improvements.

Comments from the November 21, 2003 Public Hearing

Note: An advertised public hearing was conducted by MAG on November 21, 2003 to accept public comments on the Draft 2003 MAG Conformity Analysis, Draft Special FY 2004-2007 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan. Two testimonies were presented at the public hearing. In addition, written comments were submitted from one entity for the hearing. The following represents the MAG response to the comments received.

Comments from Dianne Barker, Citizen

In transit, there is a pamphlet that the Regional Council put out in June 2002-2003 on accomplishments. No. 1, maintain transportation assets that we have; and you're saying that you have done so. And last of all, make strategic investments. I really do believe that we can do a lot more. The other thing that I'm looking at – on your figures, it appears to me that from 2004 and 2007 you've got federal funds and transit funds. And I can't tell for sure, but it looks like half of that is coming from the federal government. My point is we get involved in these kinds of programs. Also we should use flexible rubber tires in mass transit before we start putting down an investment that is expensive like this commuter rail. I support modal transportation, and I support commuter rail.

I think we should look at getting commuter rail up as soon as possible. We know we're getting more people with more automobiles. That means these people are expecting roads. I'd just like to sum up that what you really need to look at and see what we realistically need to do would be that we need to be out fixing our streets in our communities such as the potholes and curbs and having these as priorities rather than taking on investments. You need to check that out on your funds or else we're going to be sucked into paying for a project.

Response:

The I-10 Deck Park tunnel project was to serve expansion of the express bus system. The defeat of various funding referenda to expand regional bus services has negatively affected the development of the bus tunnel/station. At present, there does not appear to be sufficient funding for the State to

develop the I-10 express terminal. Although the source of transit funding is fairly complex to explain, most funding for transit service is provided by city general funds and city sales taxes.

There are seven sources of funding in the FY 2004-2007 Special MAG Transportation Improvement Program (TIP). About 24 percent of funds come from local highway revenues, about 18 percent from federal highway revenues, about 17 percent from local transit, 14 percent from the half-cent sales tax (Regional Area Road Fund), about 11 percent from federal transit funding, 9 percent from state highway revenues, and 6 percent from private highway revenues. In the special TIP, about 29 percent of revenues (\$1.1 billion) are going to transit.

The Regional Transportation Plan includes \$2.3 billion, or about 15 percent of total regional revenues, for the regional bus element. This includes \$1.3 billion for capital needs and \$1.0 billion for operating costs. The Plan allocates another \$2.3 billion, or 15 percent, of funds to the light rail transit element. This element represents expenditures on capital items only and does not cover operating costs, which would be the responsibility of the implementing local jurisdictions. The Plan provides for the continuing development of commuter rail options for the region. A total of \$5 million is allocated in the Draft Plan to develop commuter rail options and implementation strategies. Finally, the Plan includes funding for other transit services, such as paratransit services, regional van pool program, and rural non-fixed route transit service. Taken together, these transit items will receive about \$332 million, or about two percent of the total transit funds.

The sequence in which the components of the Regional Transportation Plan are implemented over time is a key element in the planning process. It might be noted that many of the improvements to the regional “supergrid” network, or “rubber-tire transit” will be implemented well in advance of the light rail elements included in the Plan. However, the Transportation Policy Committee (TPC) had chosen to implement the light rail element prior to the implementation of commuter rail, which is contained in the Plan as a study element.

The speaker is correct in the statement that population and vehicle miles traveled will both continue to grow in the future. The Regional Transportation Plan includes significant investments to the freeway and highway elements, which include new freeways, widenings, new interchanges, and other capacity improvements. In all about \$9.0 billion, or 57 percent of the \$15.8 billion in projects identified in the Plan, is allocated to the freeway/highway element.

The speaker also addresses a need for curb cuts and ongoing street maintenance. The Regional Transportation Plan includes about \$1.5 billion, or 9 percent of the total funding, for new and improved major streets in the region. These projects cover a variety of improvements, including widening existing streets, improving intersections and constructing new arterial segments, as well as the funding of intelligent transportation systems (ITS) that inform the motorist and coordinate traffic control functions. Maintenance, however, is a function that is the responsibility of the individual jurisdiction, and street maintenance funding is not specifically included as an element of the regional plan. Bus

pullouts may in fact be included in the design of widening improvements in the future, but those decisions will be made as specific projects come online and are not currently outlined specifically in the Plan.

Comments from Paul Hollar, Citizen:

With regard to the conformity analysis, the analysis is lacking with respect to the vision MAG should have concerning protecting the environment and leading our communities. My specific concerns with respect to the ozone have been addressed. My first concern are the Volatile Organic Compounds (VOCs). The VOCs are protected by the TIP and RTP, and they're within the budget. The document points out that there have been six years with no violations of the ozone standard.

Response:

Based upon the air quality modeling conducted for the conformity analysis, the emissions from the TIP and RTP are well within the VOC budget of 87.1 metric tons per day for 2006, 2015, 2016, and 2026. The budget is from the 15% Rate of Progress Federal Implementation Plan for Ozone prepared by the Environmental Protection Agency. Also, since there have been no violations of the one-hour ozone standard for seven years (including the summer of 2003), MAG is in the process of preparing a One-Hour Ozone Redesignation Request and Maintenance Plan. This is an important step toward redesignation to attainment status.

Comment:

The temperatures in Phoenix have increased over the last 20 years or more. Some other metropolitan planning organizations have taken a different approach with respect to how they see their role in protecting their communities. MAG must consider that it affects our personal checkbooks on what we spend on information as well as the cost of goods and services. MAG is perfect to take the lead role in awareness. They have a knowledgeable and professional staff. Their focus can affect meaningful results. It would not require extensive expenditures, and they have a clout with local businesses to affect change.

Response:

Your concern with the Urban Heat Island effect is acknowledged and very much appreciated by MAG. The 2003 Greater Phoenix Regional Atlas prepared by Arizona State University contains a section on the Urban Heat Island effect. According to the Atlas, Greater Phoenix is getting hotter and staying hotter for longer periods of time. Salt River Project estimates that for every degree increase in temperature, its residential customers use \$5 to \$7 more electricity per month.

On February 10, 2003, MAG sent a letter to Mr. Holler thanking him for bringing the issue of Urban Heat Island mitigation to the attention of the Regional Council Executive Committee, Air Quality Technical Advisory Committee, and Planners Stakeholders Group.

In addition, MAG staff will continue to pursue grant opportunities, especially with the Environmental Protection Agency. Grant opportunities are important considerations in these economic times and resulting budget constraints. Again, we thank you for your concern and comments.

Comments from the Arizona Center for Law in the Public Interest (Letter dated November 21, 2003):

Comment:

Planning Assumptions: As MAG acknowledges in the Conformity Analysis, the Clean Air Act requires that the determination of conformity be based on the most recent estimates of emissions based upon the latest planning assumptions. Although many of the planning assumptions used by MAG are relatively recent, we are concerned that one of the most critical assumptions, vehicle miles traveled, is based upon a 1989 home interview survey and a 1995 on-board bus survey. Since the number of vehicle miles traveled is a significant factor in air quality, and it is a statistic that increases exponentially with the sprawl-type development typical of the Phoenix area, we believe that in order to be credible, the conformity analysis must be based upon more recent data.

Response:

The MAG trip generation models were re-calibrated in 2001, using trip rates per household stratified by household size and income group, derived from the 1989 home interview survey. The 1995 on-board bus survey was used to re-calibrate the mode choice model, which determines how many trips will be traveled by transit (local bus, express bus, light rail) or personal vehicles (by number of occupants).

Since trip rates in the MAG models are based on the number of households, the vehicle miles traveled (VMT) estimates are highly correlated with socioeconomic projections for the region. The VMT projections in the 2003 MAG Conformity Analysis are based on the interim population, household, and employment projections accepted by the MAG Regional Council in June 2003. These latest socioeconomic projections are based on the 2000 U.S. Census and are higher than projections used in previous conformity analyses. For this reason, the VMT projections in the 2003 MAG Conformity Analysis are also higher than in previous analyses.

Before emissions are estimated in the 2003 MAG Conformity Analysis, VMT estimates from the MAG travel demand models are reconciled with the Highway Performance Monitoring System (HPMS). As indicated on page 2-5 of the 2003 Conformity Analysis, EPA considers HPMS estimates of vehicle miles traveled to be the “primary measure of VMT”. Reconciliation with HPMS ensures that model output is consistent with the VMT estimates for the Maricopa County nonattainment area that the Arizona Department of Transportation submits annually to the Federal Highway Administration.

As indicated in Table 2-1, a new home interview survey of 4,000 households was conducted by MAG in 2001. Extensive traffic counts were collected in 2002 and a travel time (speed) survey was conducted in 2003. Results of these three surveys will be used to re-calibrate and validate the MAG travel demand

models in early 2004. It is anticipated that these models, as well as other latest planning assumptions, will be used in performing the 2004 MAG Conformity Analysis.

Comment:

Impact of new highways: In the transportation modeling, it is not clear whether, in projecting future traffic estimates, the model used by MAG provided for the induced traffic that can be anticipated from the additional highway capacity. Further, we were not able to determine from the report the amount of additional emissions attributed to the additional highways called for in the plan. It is noteworthy that the addition of almost 2000 highway lane miles is projected to cause the average number of vehicle miles traveled to more than double by 2026 with a decrease in the average p.m. peak speed.

Response:

The additional highway capacity reflected in the TIP and RTP is accounted for in the MAG travel demand modeling. As described on page 3-2, the speeds obtained from the capacity-restrained traffic assignments are “fed-back” in the MAG travel demand modeling chain. When highway capacity is increased, traffic from more-congested highways is diverted to less-congested ones, which induces longer trips and higher VMT.

However, as discussed in the response to the previous comment, the most influential factor in estimating VMT is not highway capacity, but rather, socioeconomic projections for the region. Table 3-1 indicates that VMT in the transportation modeling area is expected to increase by 111 percent between 2003 and 2026, with population increasing by 85 percent and employment, by 83 percent. The socioeconomic projections alone explain about three-quarters of the increase in VMT over this period. The remaining increase could be explained by (1) higher trip rates per household, due to increased income and household sizes and/or (2) longer trip lengths, due to continuing suburbanization and increased highway capacity.

Since motor vehicle emission budgets have been established for carbon monoxide, volatile organic compounds, and PM-10, MAG is required to perform the emissions budget test, rather than the emissions reduction test, for conformity. Under the emissions budget test, the FY 2004-2007 Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) must not exceed the established budgets. Figures 6-1 through 6-3 indicate that emissions associated with the TIP and RTP do not exceed these budgets.

Comment:

Transportation Control Measures: Again, as MAG acknowledges in the Conformity Analysis, the federal rule requires that nothing in the transportation plan may interfere with the implementation of any TCM in the applicable implementation plan. In its measure by measure assessment, MAG focuses on those aspects of the RTP that support the various TCMs, but fails to even address or acknowledge aspects of the RTP that may undermine those TCMs.

Response:

The 2003 MAG Conformity Analysis documents that the Regional Transportation Plan and FY 2004-2007 MAG Transportation Improvement Program meet the applicable criteria and procedures for timely implementation of Transportation Control Measures as specified in the transportation conformity rule (40 CFR 93.113). As the Draft 2003 MAG Conformity Analysis indicates on pages 5-2 and 5-3, the criteria are met when “the transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan. Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.”

In addition, the conformity rule specifies three TCM criteria applicable to a transportation improvement program:“(1) an examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all state and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area; (2) if TCMs in the applicable implementation plan have previously been programmed for federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform: if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program; and (3) nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.”

The description of Transportation Control Measures in the Draft 2003 MAG Conformity Analysis Chapter 5 provides an update in the implementation of TCMs. The TCM criteria have clearly been met since transportation control measures in applicable state implementation plans have already been implemented. A description of the additional projects underway to further TCM implementation, beyond the commitments found in applicable state implementation plans, is also provided. For example, the provision of Light Rail Transit or Bus Rapid Transit projects under TCM (i) are not specific projects with implementation schedules in an applicable state implementation plan.

Comment:

The commitments for regional transit improvement (TCM(i)) are potentially undermined by the RTP’s allocation of funds that favor highway expansion. Although the proposed Plan commits substantial funds for transit improvements, the majority of funds are dedicated to freeway and street improvements.

Moreover, there is nothing in the Plan to require the new freeways to include right of way for future high speed transit (LRT or BRT). This emphasis on highways to the exclusion of transit, represents a continued reliance on single occupant vehicle travel and acts as a disincentive to transit ridership. The conformity analysis fails to even address the impact the highway component of the Plan has on transit.

Response:

The Regional Transportation Plan (RTP) is multimodal, including a range of transportation options to meet different needs, such as freeways, light rail, express buses, and other options. The Transportation Policy Committee sponsored polling to determine community sentiment, and the polling shows that residents desire a blended transportation system that is balanced among freeways, major streets and transit, including light rail. Transit is a 31 percent component of the RTP and includes regional fixed route service, express bus service on freeways, bus rapid transit, light rail transit, and additional study of commuter rail. Approximately two percent of the funding in the RTP is provided to other types of projects, such as bicycle and pedestrian improvements.

The sales tax extension would also fund Bus Rapid Transit service that would provide quicker connections for riders traveling long distances. The BRT system will use high occupancy vehicle lanes on the region's freeways to provide faster trips than can be accomplished with local bus service. In addition to the freeway BRT system, the tax will also fund development of arterial BRT routes in several high travel corridors, and extensions to the Light Rail Transit system currently being developed by Phoenix, Tempe, and Mesa.

In developing the cost estimates for the RTP, the capital cost of light rail is estimated at \$60 million per mile, which includes contingencies. For the RTP, revenue and cost estimates have been reviewed extensively and are considered to be reasonable for planning purposes. Contingency factors have been applied to help recognize the uncertainties associated with projecting costs and revenues over a 20-year period. However, many of these cost and revenue uncertainties can only be resolved once detailed engineering studies are completed and economic conditions are revealed over time. Periodic updating of the RTP will be needed to respond to these changing conditions.

The 2003 MAG Conformity Analysis addresses the impact of the highway component on transit through the multimodal travel demand modeling process. The mode choice model determines the number of trips that will be made on buses, by rail, in single occupant vehicles and by carpools, based on the relative travel times and costs of each of these modes.

Comment:

Similarly, the analysis fails to address the impact that the proposed highways will have on TCM (xiv). The Plan proposes new freeways in the southwest and west valley. An obvious impact of this proposed infrastructure is expanded development in that area, with a concomitant increase in commuter traffic. However, the conformity analysis fails to even address this impact let alone whether the Plan even attempts to mitigate it by providing transit service.

Response:

The 2003 MAG Conformity Analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the Regional Transportation Plan and FY 2004-2007 MAG Transportation Improvement Program. The federal conformity rule does not require that an impact analysis be conducted on the effects of projects from the Transportation Improvement Program on previously implemented Transportation Control Measures.

Transportation Control Measure (TCM (xiv)) includes “Land Use/Development Alternatives”, “Areawide Public Awareness Programs” and “Encouragement of Telecommuting, Teleworking, and Teleconferencing.” In the Transportation Improvement Program, “Areawide Public Awareness Programs” such as the Maricopa County Trip Reduction Program continues to be funded \$910,000 annually by the Maricopa Association of Governments. Also, projects to support the “Encouragement of Telecommuting, Teleworking, and Teleconferencing” continue to be funded in the FY 2004-2007 MAG Transportation Improvement Program.

Overall, as evidenced in the 2003 MAG Conformity Analysis, Transportation Control Measures continue to be implemented in the region beyond the commitments made by state and local agencies in state implementation plans. The FY 2004-2007 MAG Transportation Improvement Program contains approximately \$3.3 billion in Transportation Control Measure funding.

Comment:

Automobiles and trucks continue to be a major source of air pollution in Maricopa County. In evaluating whether the RTP satisfies the conformity requirement of the Clean Air Act, MAG should, at a minimum, acknowledge and address the fact that this transportation plan continues to emphasize single vehicle travel over alternative modes and, thus, is potentially at odds with the stated goals and commitments of the applicable SIPs.

Response:

About 57 percent of the total regional funding for the RTP is allocated to freeway and highway improvements, including HOV lanes. Another 9 percent of the funds will pay for improvements to streets. These improvements are beneficial to carpools and buses, as well as single occupant vehicles. Almost one-third of the total regional funds will be dedicated to transit improvements. The 2003 Conformity Analysis demonstrates that this balanced, multimodal RTP is not at odds with the stated goals and commitments in the air quality plans. Rather, it demonstrates that the RTP continues to implement TCMs in the applicable SIPs and meets all of the other criteria for conformance with these air quality plans.

**SECTION VI.
LETTERS/CORRESPONDENCE**

Letters and other correspondence received is not available in electronic format, however copies are included in the final printed report.

**SECTION VII.
SURVEY RESULTS/PUBLIC INPUT FORM**



Public Input Form

Please assist us in identifying your level of agreement with the proposed MAG Regional Transportation Plan by answering the following statements.

1. Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

2. Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?

- Yes
- No

3. Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for following transportation areas?

Bus Improvements Strongly Agree Agree Disagree Strongly Disagree

Freeway Improvements Strongly Agree Agree Disagree Strongly Disagree

Light Rail Improvements Strongly Agree Agree Disagree Strongly Disagree

Street Improvements Strongly Agree Agree Disagree Strongly Disagree

4. Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?

- Strongly Agree
- Agree
- Disagree
- Strongly Disagree

5. If not, why? _____

6. What, if anything, would you change about the plan? _____

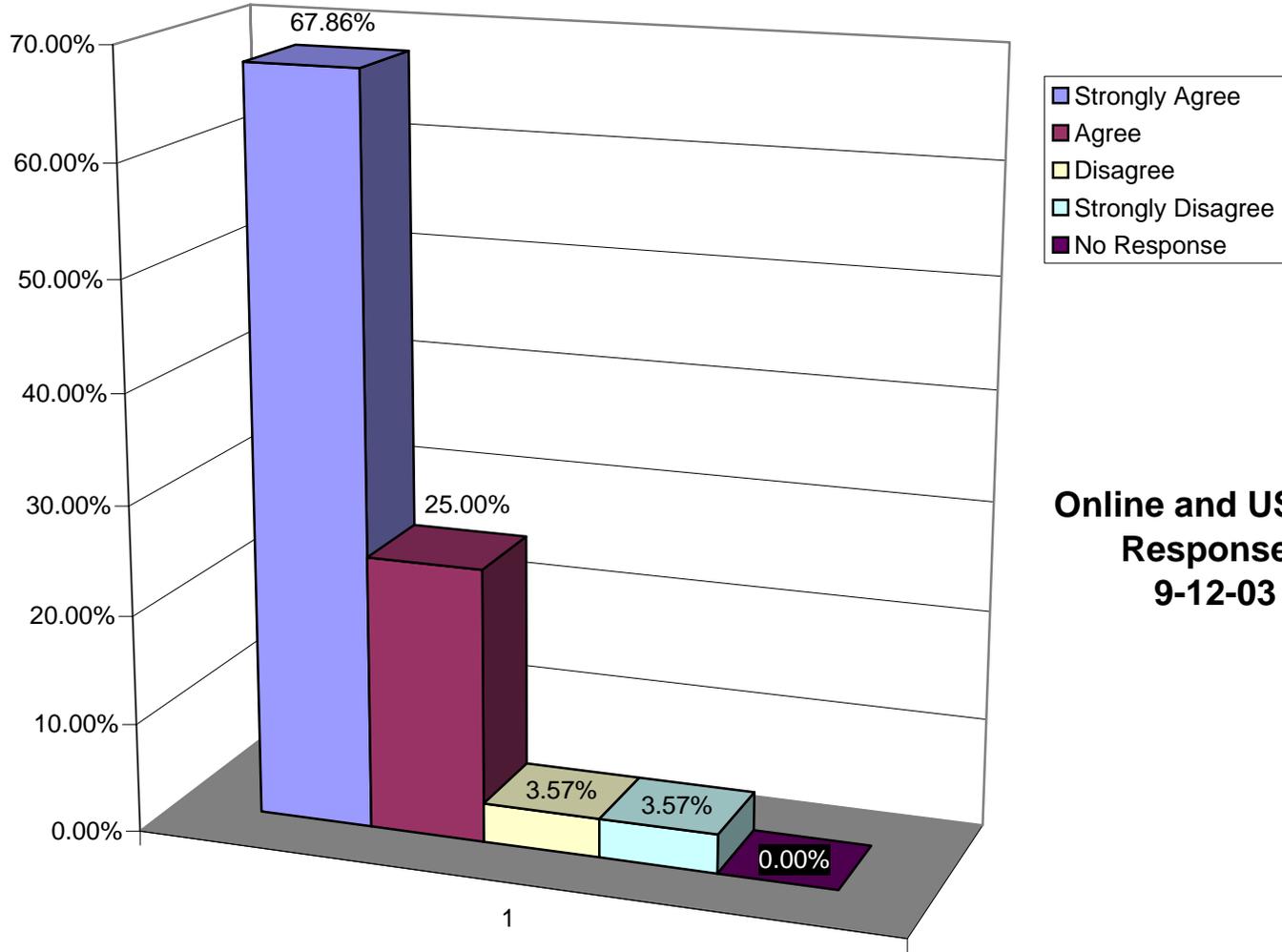
Thank you for taking the time to provide us with your input. Please return the survey to staff prior to leaving the meeting. Please complete the information below if you would like to receive the Transportation Policy Committee electronic updates. [Optional]

Name: _____ E-Mail Address: _____

Phone: _____

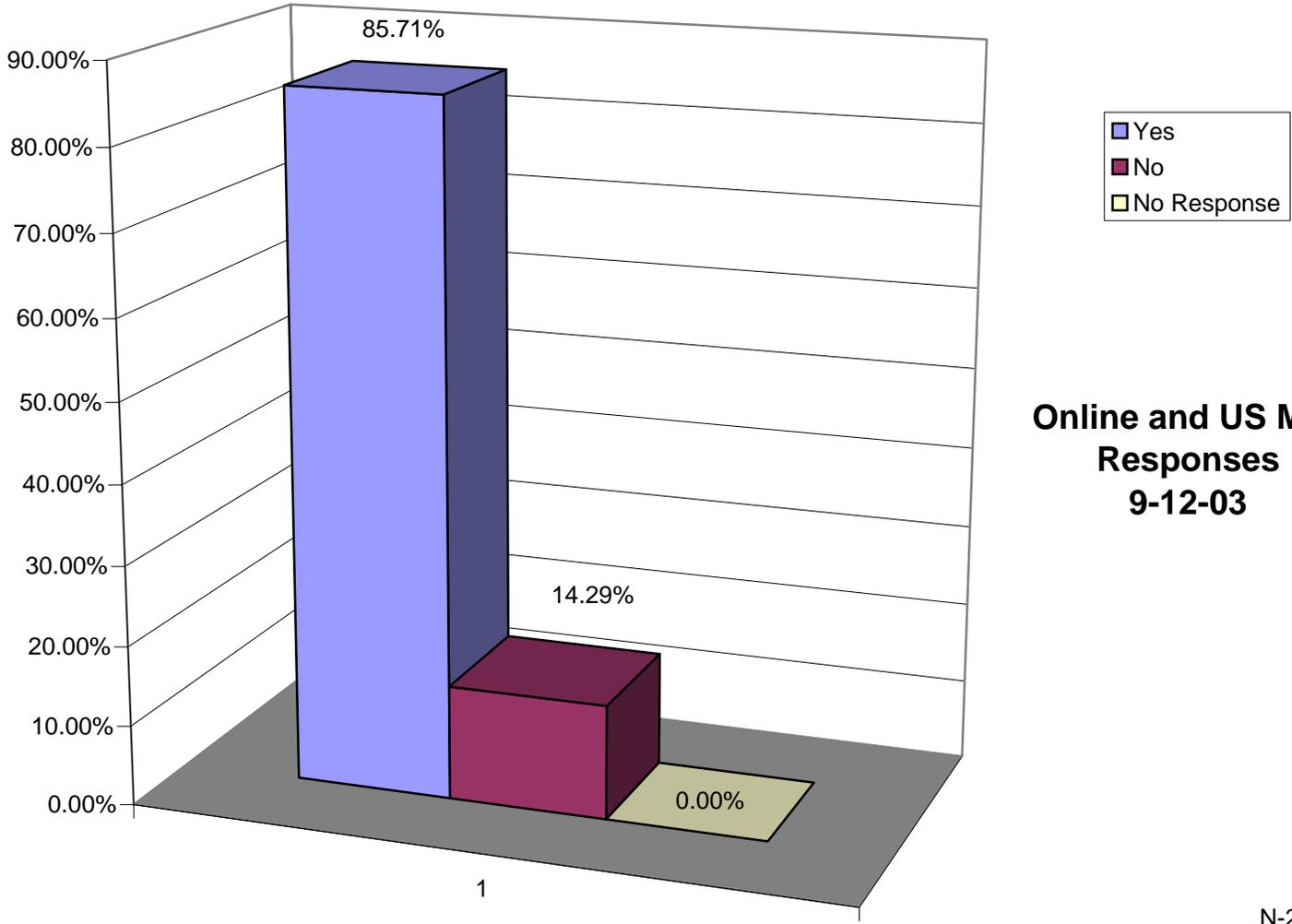


Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

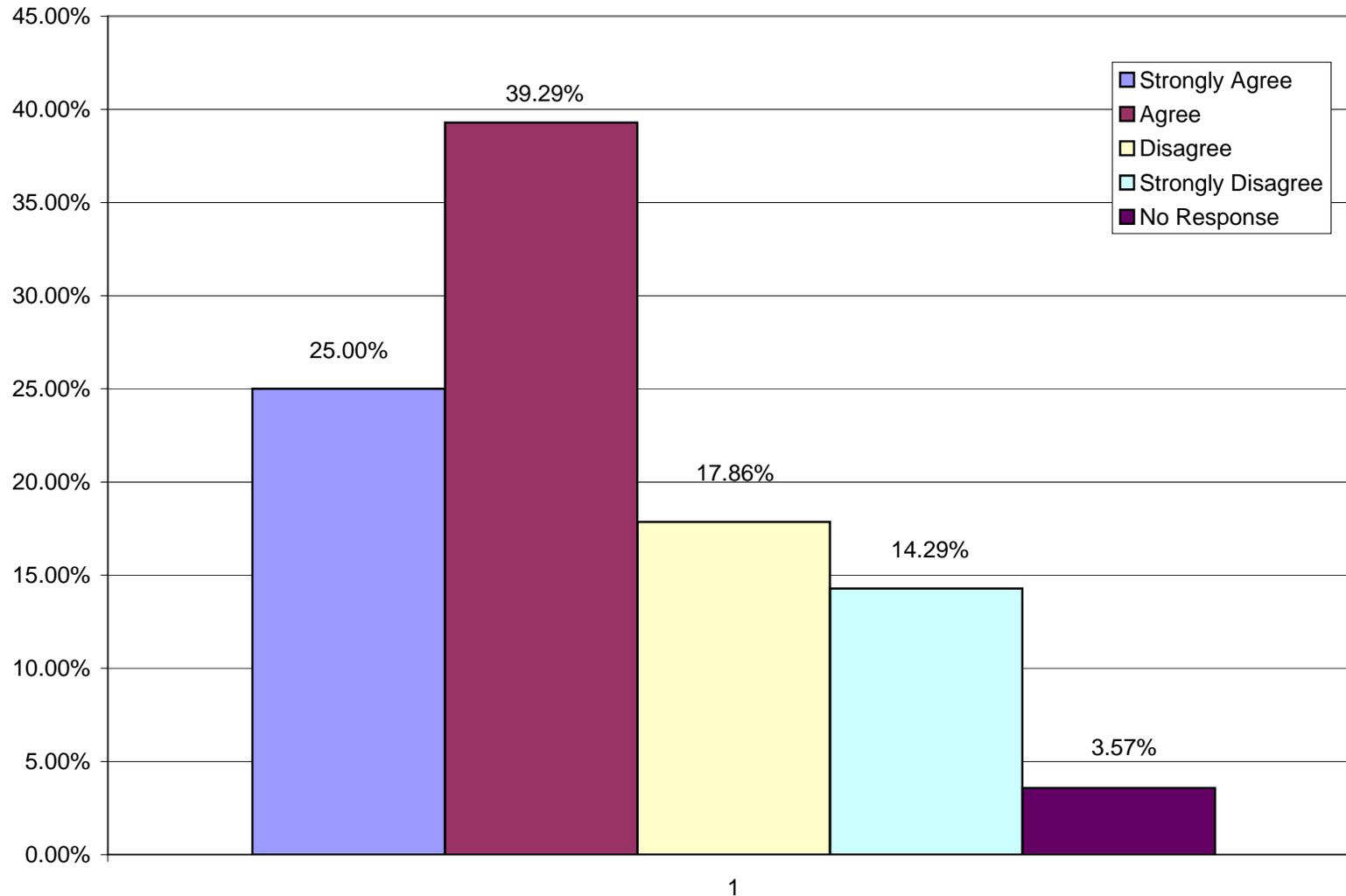


**Online and US Mail
Responses
9-12-03**

Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



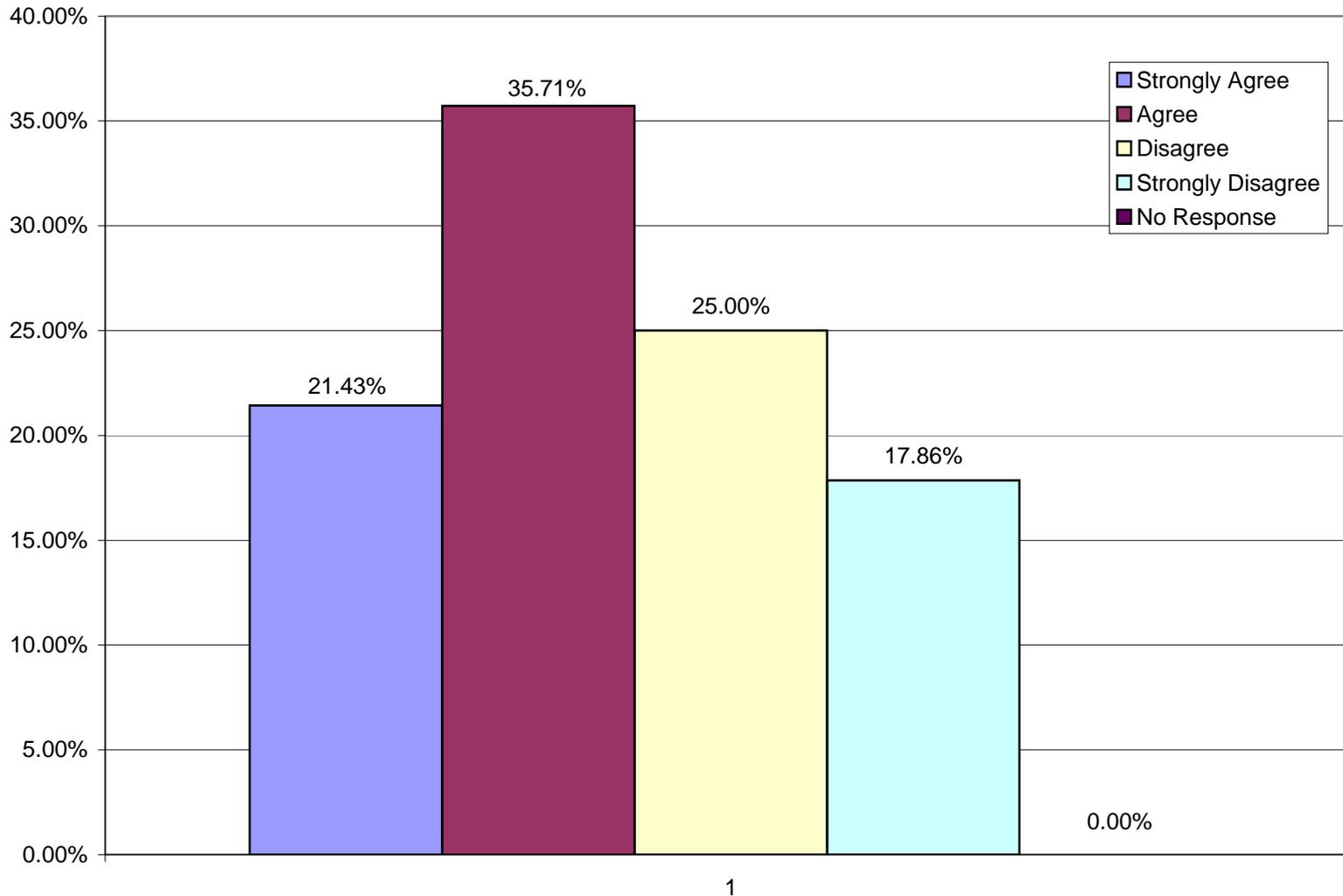
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



Online and
US Mail
Responses
9-12-03

N-28

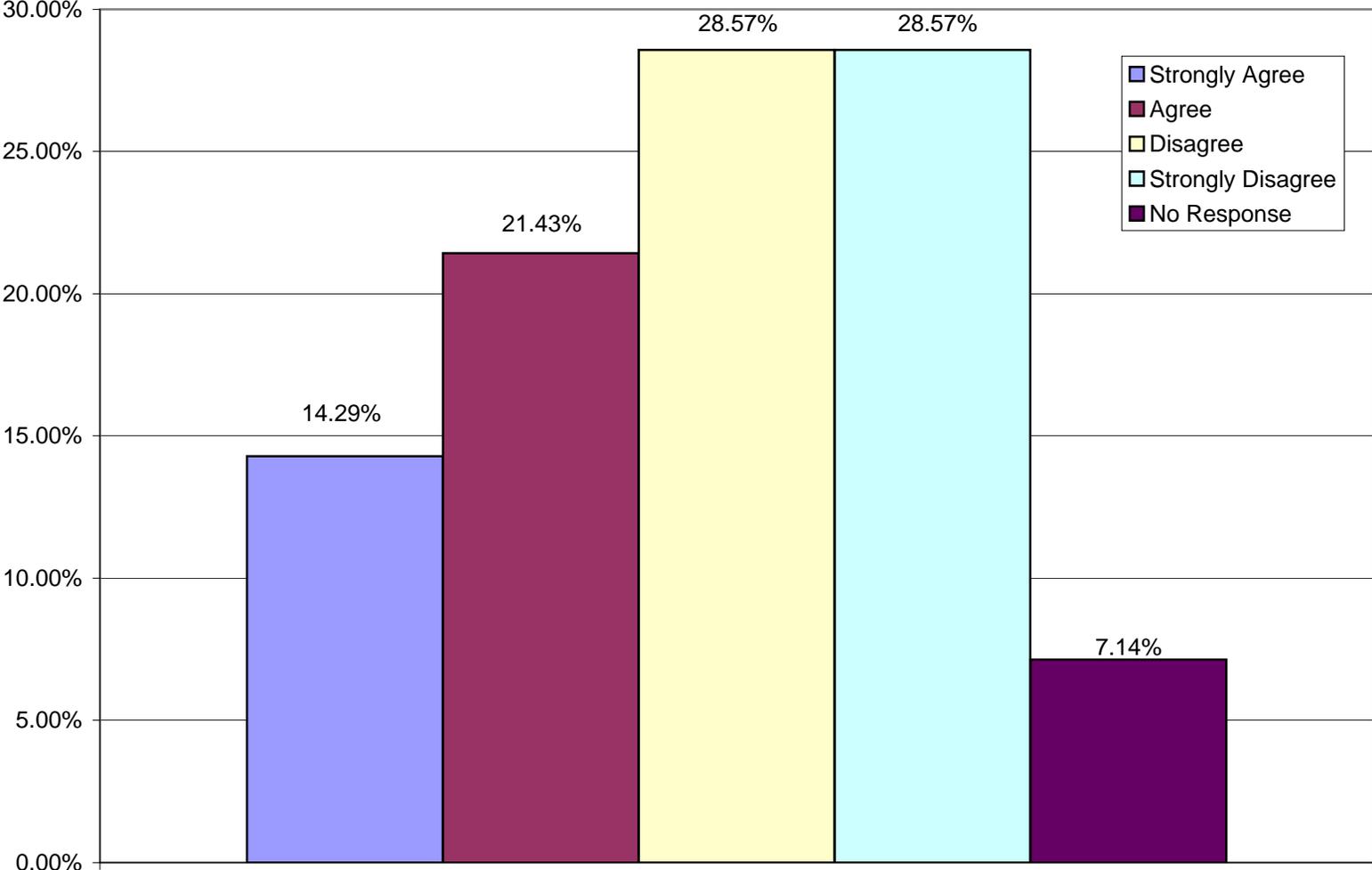
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



Online and
US Mail
Responses
9-12-03

N-28

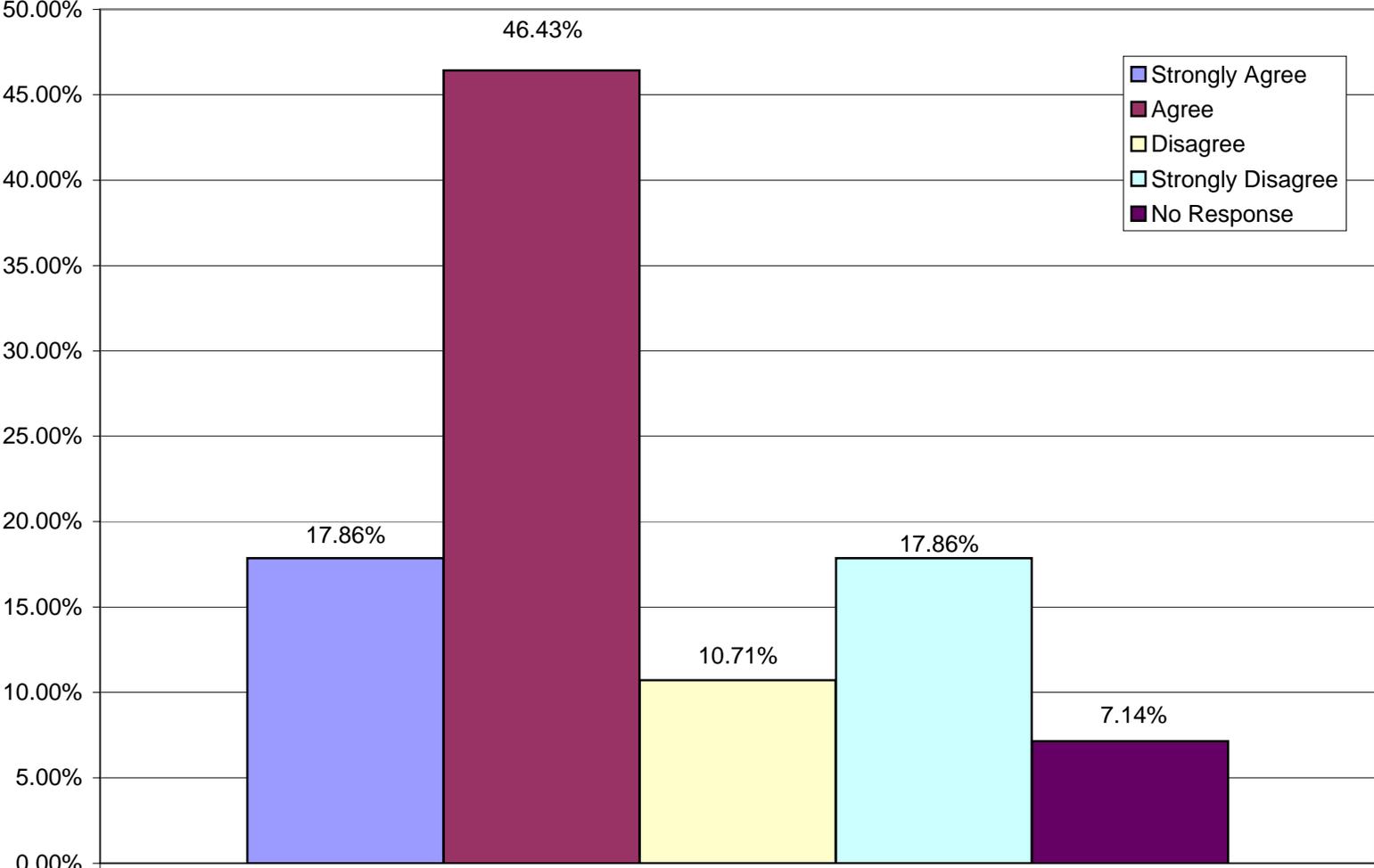
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



**Online and
US Mail
Responses
9-12-03**

N-28

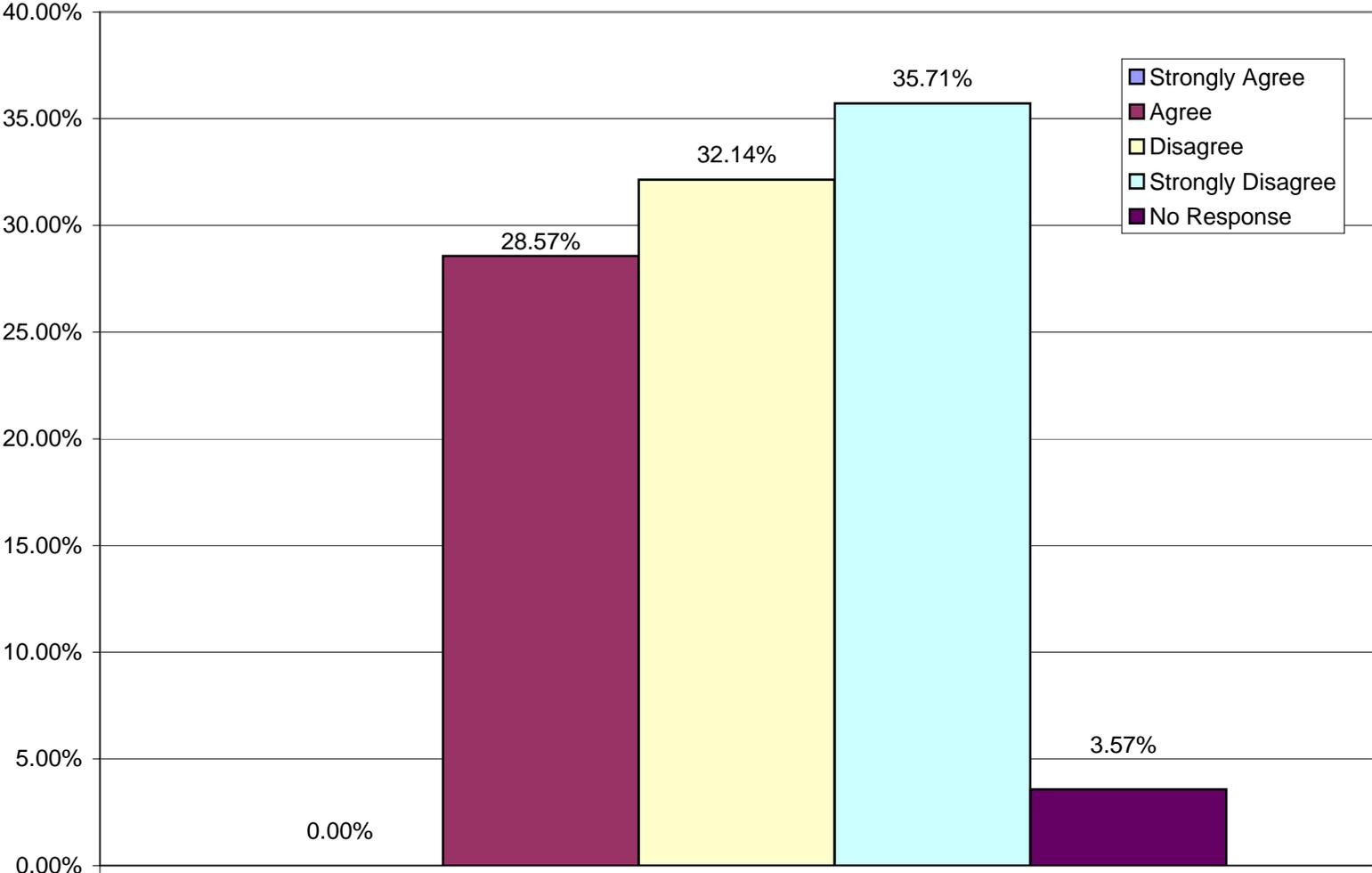
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Online and
US Mail
Responses
9-12-03**

N-28

Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



**Online and
US Mail
Responses
9-12-03**

N-28

Online and US Mail Responses
9-12-03

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	6	My only reservation is that I believe we are under funded to complete the plan as outlined.	Light rail is very expensive and will not move enough people to justify our involvement.
2	6	i believe we need more allocation to transit in all forms, extension of the Light Rail corridors, more frequent bus service, more neighborhood circulators to support the bus and rail system, and incentives to use transit. this should be done before expanding the freeway system anywhere.	see above.
3	6	No response	I think you are hastily throwing too much money towards Light Rail. Once the first sections open up and no one uses the system, it would be foolish to spend more money. I would dedicate more funding to freeway improvements, a 101 extension south to eastern I-10, improved I-10 reliever, etc.
4	6	We desperately need a subway system	I would include a subway system modeled after New York City
5	6	Not enough mass transit, bike and pedestrian improvement funding	More money for alternative means of transportation (bus, bike, walk)
6	6	No response	This may not seem like a big but many of us feel the bus needs to come by every 15 min. not every 30 min.If you are trying to reach anoth connection you may have to wait another 30 min.This issue will send the public back into there cars.
7	6	The most logical choice for transportation in the Valley seems to be the automobile. The rail options seem very costly to construct and even more costly to operate. For their relative cost they seem to serve a very small segment of the population.	More funding for local streets and freeways. Less emphasis on rail.
8	6	No response	See above
9	6	The plan focuses and supports auto transportation way too much. Alternative forms of transportation, as well as city development that promotes less travel needs more funding and attention. Adding more freeways will only promote more sprawl, longer commutes, and more traffic, resulting in more congested surface streets and the need for ever more freeways. We need to break the addiction to freeways now.	Spend 10% of the budget (instead of nearly 60%) on freeways. Spend 60% on mass transit. Spend 5% on major streets. Spend the remaining 25% on bike/ped and air quality.
10	6	The plan does not clearly identify the problem, it just gives solutions. In order to develop a solution, one must first accurately and clearly identify the problem. Then develop a range of solutions to solve the problem. Finally, do a cost-benefit analysis to identify which are the best solutions for the best price. The Hybrid Plan does not do any of this. First, identify the problem by putting projected volume along specific corridors. Also, a cost/benefit analysis needs to be done!	Do a cost/benefit analysis! How many people will be moved by the solution and what is the cost. For example, which is more cost effective building a new freeway or light rail? Also, seek more federal funds for freeway construction.
11	6	No response	Reduce the Streets & Freeways (except HOV) & Increase Public Transit funding. Enforce/Encourage HOV and Transit Usage by allowing Freeways to reach maximum capacity.

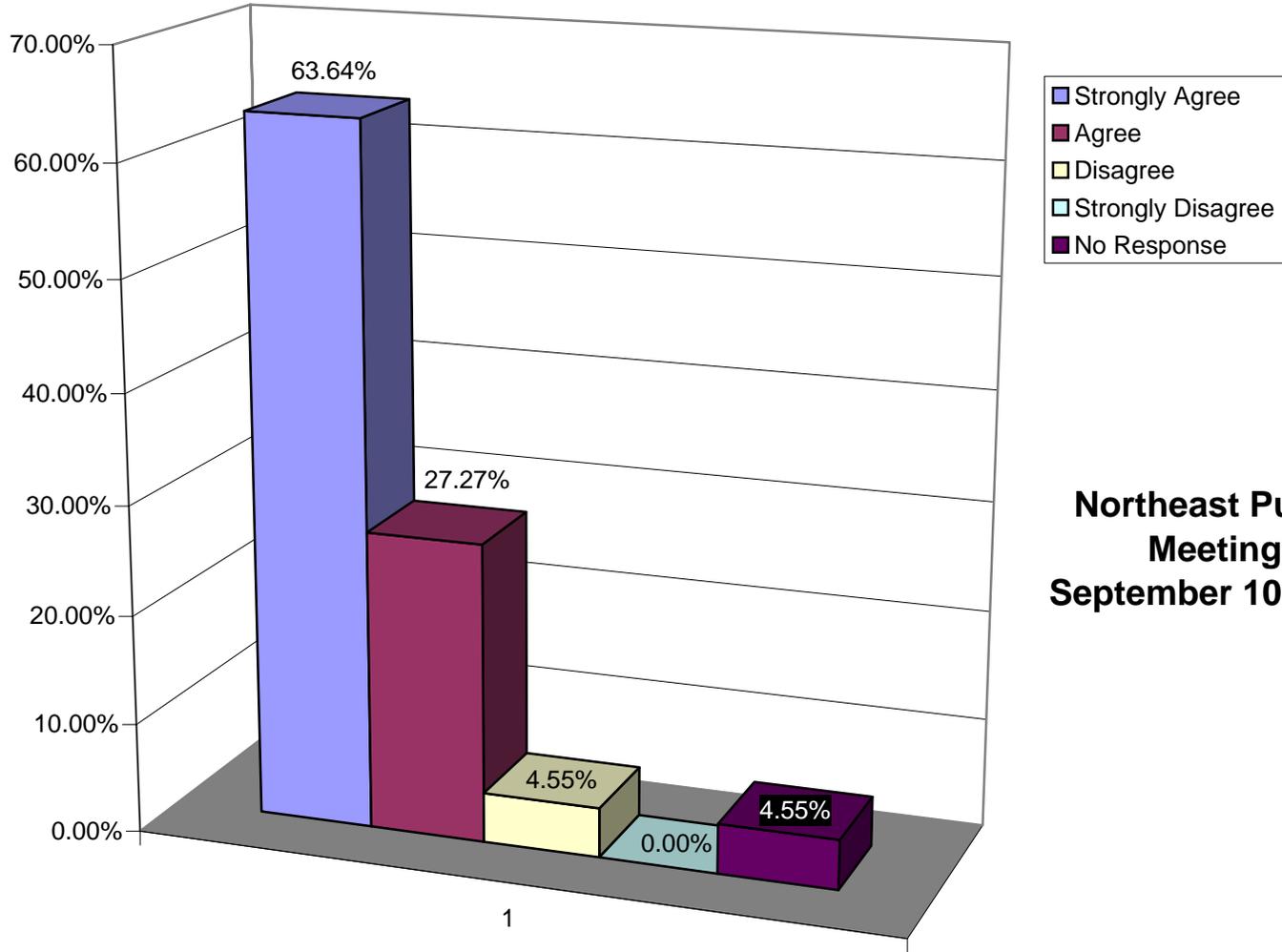
Online and US Mail Responses
9-12-03

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
12	6	Light rail will not solve traffic congestion, other cities with light rail say light rail has not helped	Look at car sharing, trip sharing, personal rapid transit and other unique and promising ideas
13	6	No response	Add improvements (e.g. more shelter on bus lines) to ValleyMetro to make bus usage more appealing.
14	6	Not a large enough percentage of funds aimed at public transportation.	Allocate less money to freeway infrastructure and more to public transportation initiatives.
15	6	Plan conceived by each city rather than by need of county. Rio Salado Parkway does it connect to I-10 reliever? light rail cost \$60M/mile	Require Benefits of each project to be twice cost. change light rail to monorail to save money and get it out of traffic
16	6	funding outer loop freeways exacerbates traffic at core.	no response
17	6	In my opinion, the MAG is asking the wrong question. Traffic congestion and the associated problems / pollution are the result of land use, zoning, and development decisions. Creating large scale residential areas far, far from commercial/office centers result in long commutes and associated traffic issues.	no response
18	6	If mass transit is the piece of the transit puzzle that needs to be enhanced then busses are a clearly better solution since they can be reallocated as needs change. Who would have predicted the magnitude of the Scottsdale Air Park employment center?	Light rail is clearly a boondoggle. I find the way this survey is constructed very *un*useful. Dissatisfied persons could want either more or less funding for the specific priority. (If one thinks light rail is a bad idea and that the funding associated with it would be better allocated across other needs then none of the levels would be "good."
19	6	Light Rail should encompass more coverage. Freeways need faster completion times. Other funds need to be inserted to accomplish these goals, via tax on sporting events/other venues at publicly funded complexes to go towards transportation costs.	Work to trim fat from administrative costs and place that money back into the construction column.
20	6	Not enough funding is directed to freeway congestion relief. Too much is directed to transit, which provides a more localized benefit. Additionally operating expenses should not be a part of a temporary funding plan since the funds will eventually end and cities are more likely take advantage of the additional operational subsidies to reduce their general fund contributions instead of increasing services.	Bus and transit services provide a more localized benefit than freeways since the benefits are concentrated on the businesses and users who live and work close to those facilities. They should be funded more by the localities they benefit. Freeways benefits are more valleywide since residence travel valleywide on the freeways even when they do not live or work near a freeway, crossing many community lines, thus freeways have a more regional benefit and are more deserving of regional funding.
21	6	More emphasis on mass transit; less on freeway improvements	Eliminate I-17 elevated lanes completely.
22	6	No response	no response
23	6	There's more than enough spending on freeways and not enough on transit	More transit improvements - especially rail

Online and US Mail Responses
9-12-03

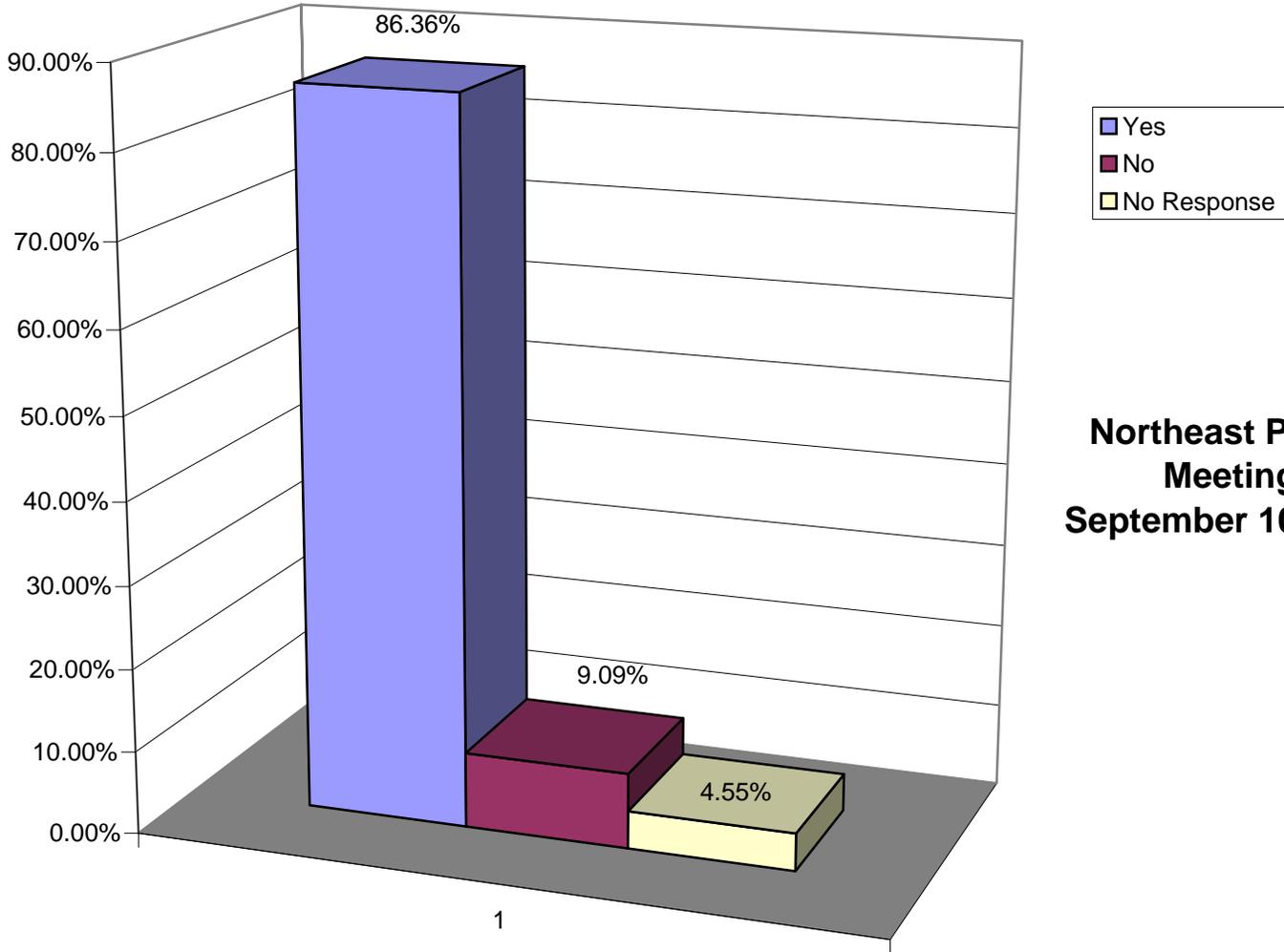
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
24	6	Light Rail (as is on the drawing board) addresses our 21st Century Problem by applying technology that is, by and large, 2-to-3 generations old. Since, governments are the major consumers of these technologies AND the US is an "automobile culture," private enterprise has not been given enough incentive to create something better.	Reserve 0.5%-1.0% of the proposed 20-yr \$.005 Sales Tax for Public Transit research grants. MAG grants should favor proposals for (1) applying existing technologies in innovative ways {not inventing technologies which are, at present, theoretical} (2) meeting or exceeding the functional specifications {capacity, safety, speed, ease, convenience, environmental impact} of proposed light rail AND (3) underrunning the proposed per-mile construction/maintenance/operational cost of Light Rail.
25	6	No response	Need to have more emphasis on the light rail and commuter rail departure. If possible check with Sal Lake City Light Rail .
26	6	The light rail segment is very underfunded in any of the proposals. If there is another recession, and you already have money invested in light rail, it is cheaper to continue the service vs. bus or dial a ide which is labor intensive and more costly per rider short term.	Add light rail extensions to major malls (ask them to pay for part of it) and all community colleges. Also new stadium going into Glendale out to Williams Gateway in E. Mesa.
27	6	The transit improvements will not provide significant increases in ridership. Surveys have demonstrated that people are willing to travel up to 42 minutes before moving closer to their employment versus riding the bus. Many road projects are for future development and these areas should pay for the roads, i.e. Loop 303 should be a toll road.	Add toll roads to I-17, I-10 and 303. Drop local roads, Pima roads, which should be paid by local contributions. Let the tax expire. Steop expensive light rail expansions that will never pay for themsleves, i.e. low cost benefit ratio.
28	6	Freeway improvements marked "disagree" above is solely stated due to the proposal of raising I-17 from Dunlap to I-10 stack. Feel use of existing frontage roads should be used instead.	See above, 1. No overhead stacking @ I-17, 2. Change I-17 to include one more HOV lane during rush hours. No extra \$ needed to build or buy except signage change and public communication. Could be done using existing lanes, just need to sign them.

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?



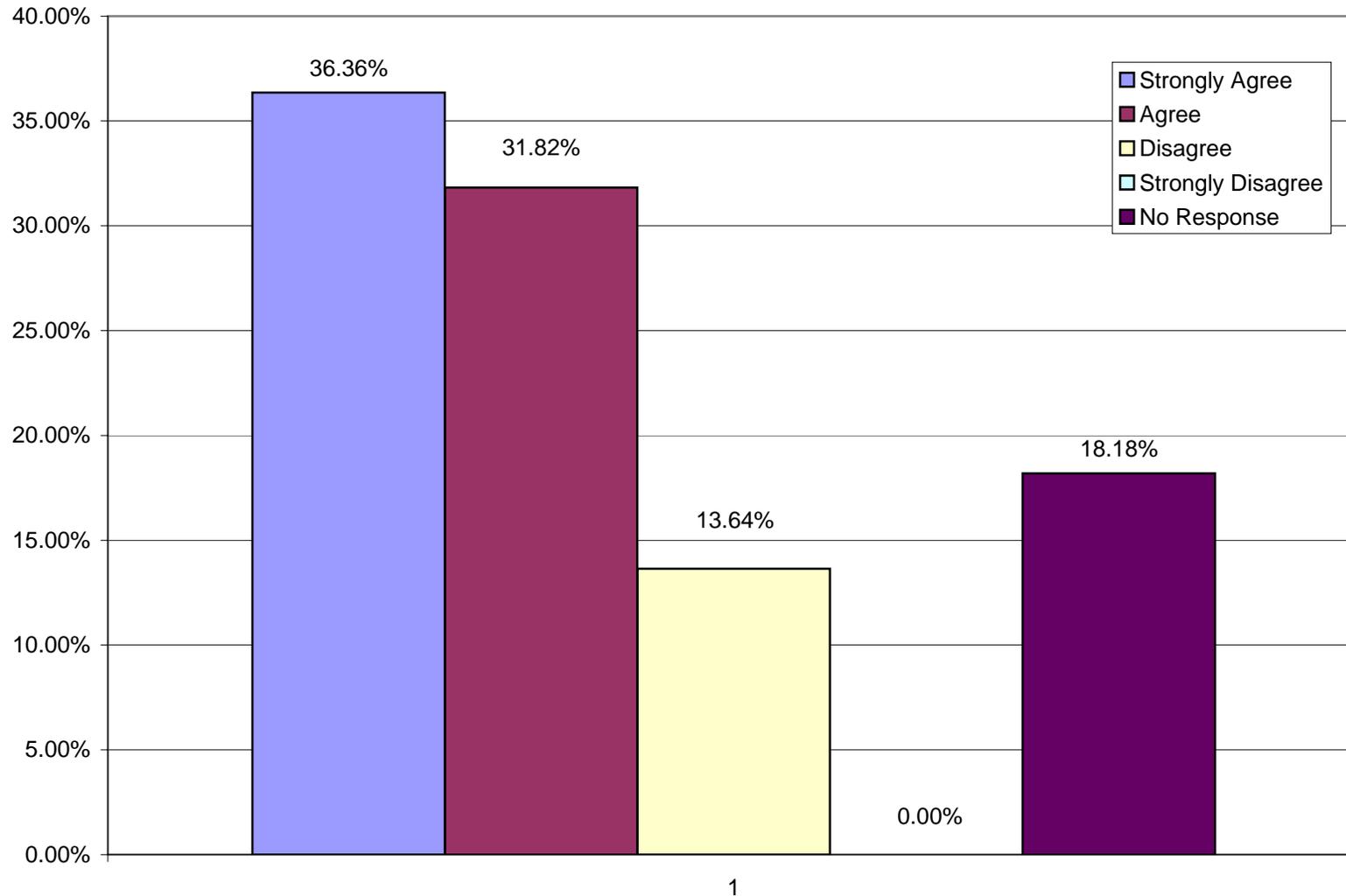
**Northeast Public Meeting
September 10, 2003**

Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



**Northeast Public Meeting
September 10, 2003**

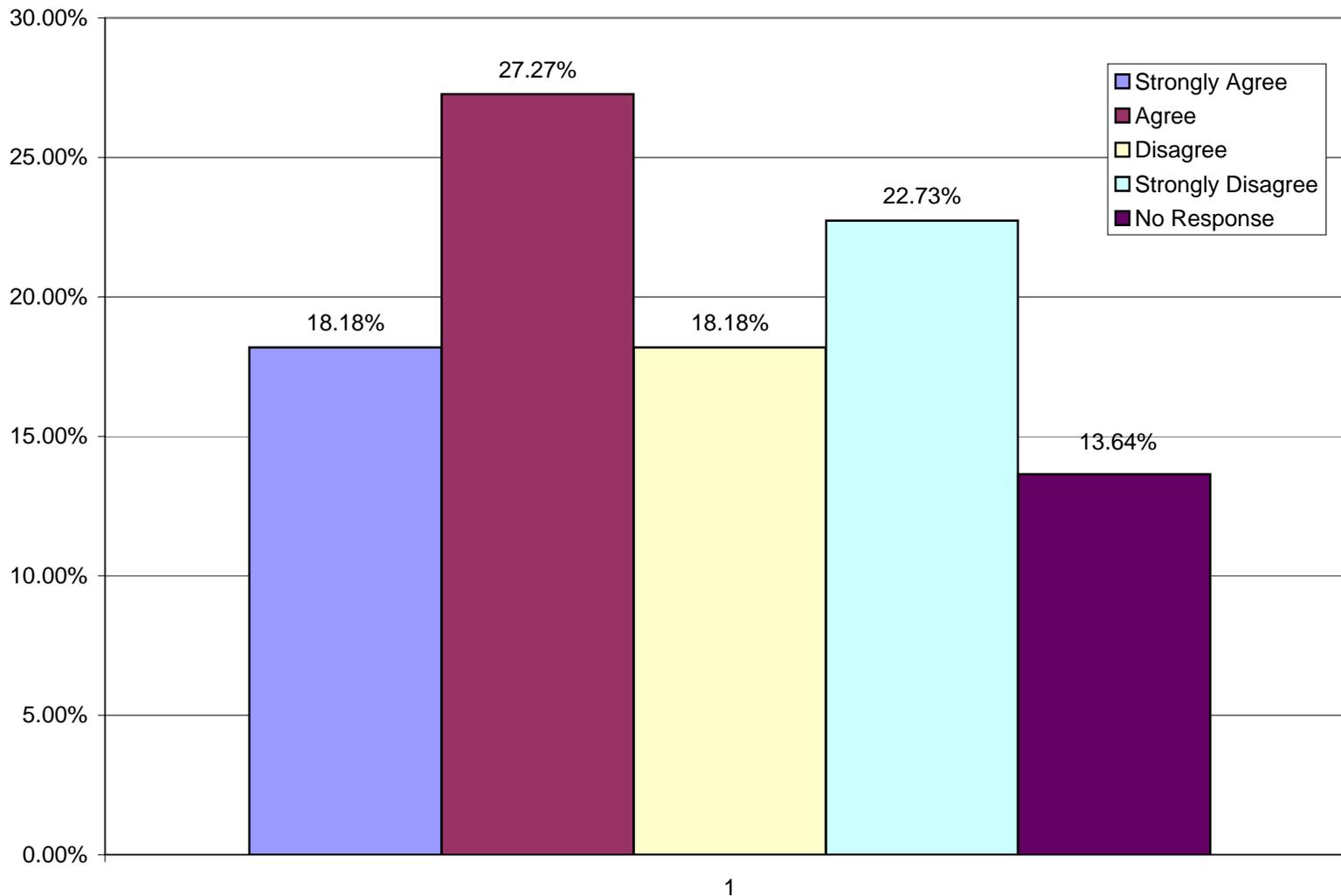
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



**Northeast
Public
Meeting
September
10, 2003**

N-22

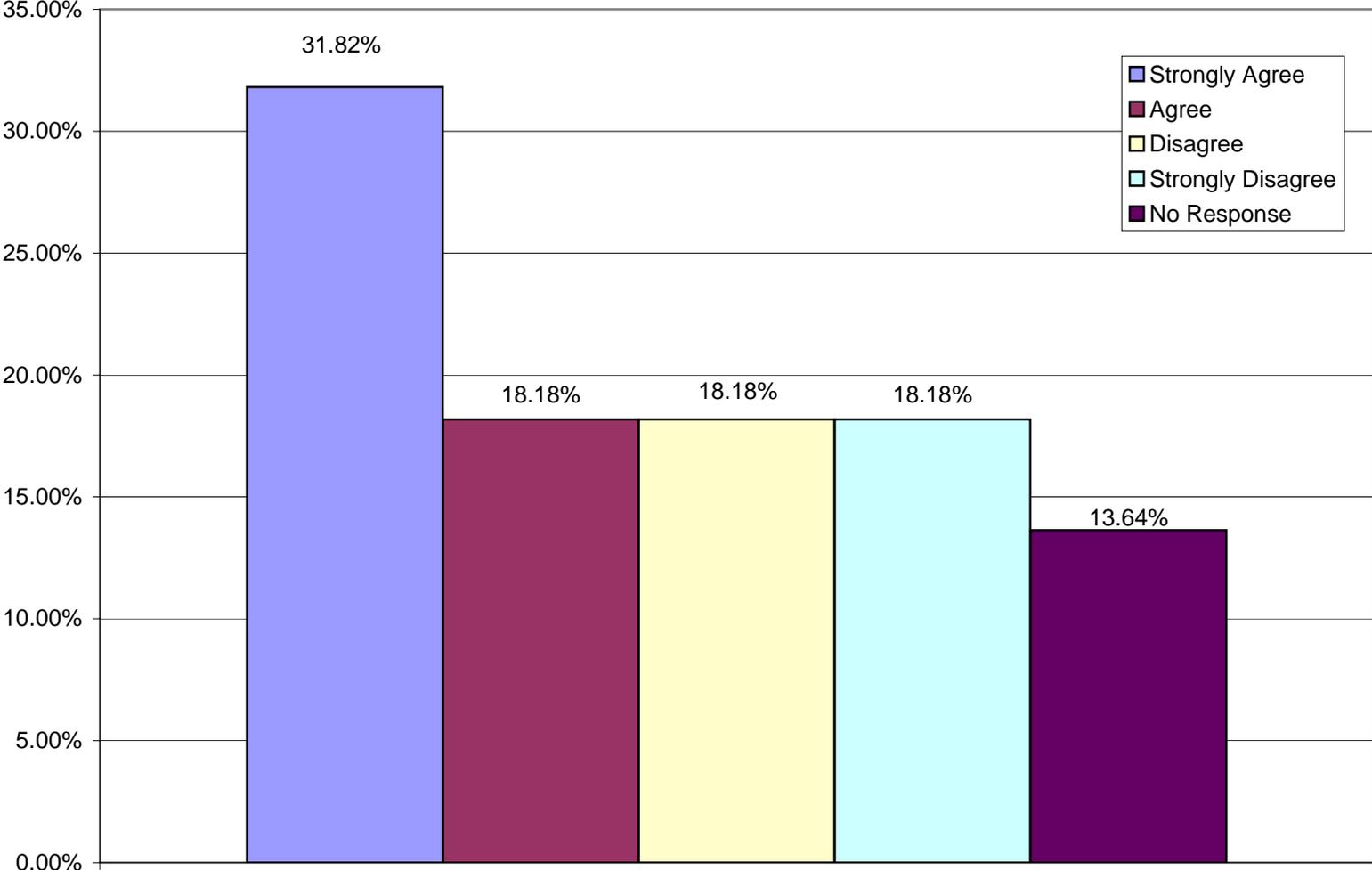
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



**Northeast
Public
Meeting
September
10, 2003**

N-22

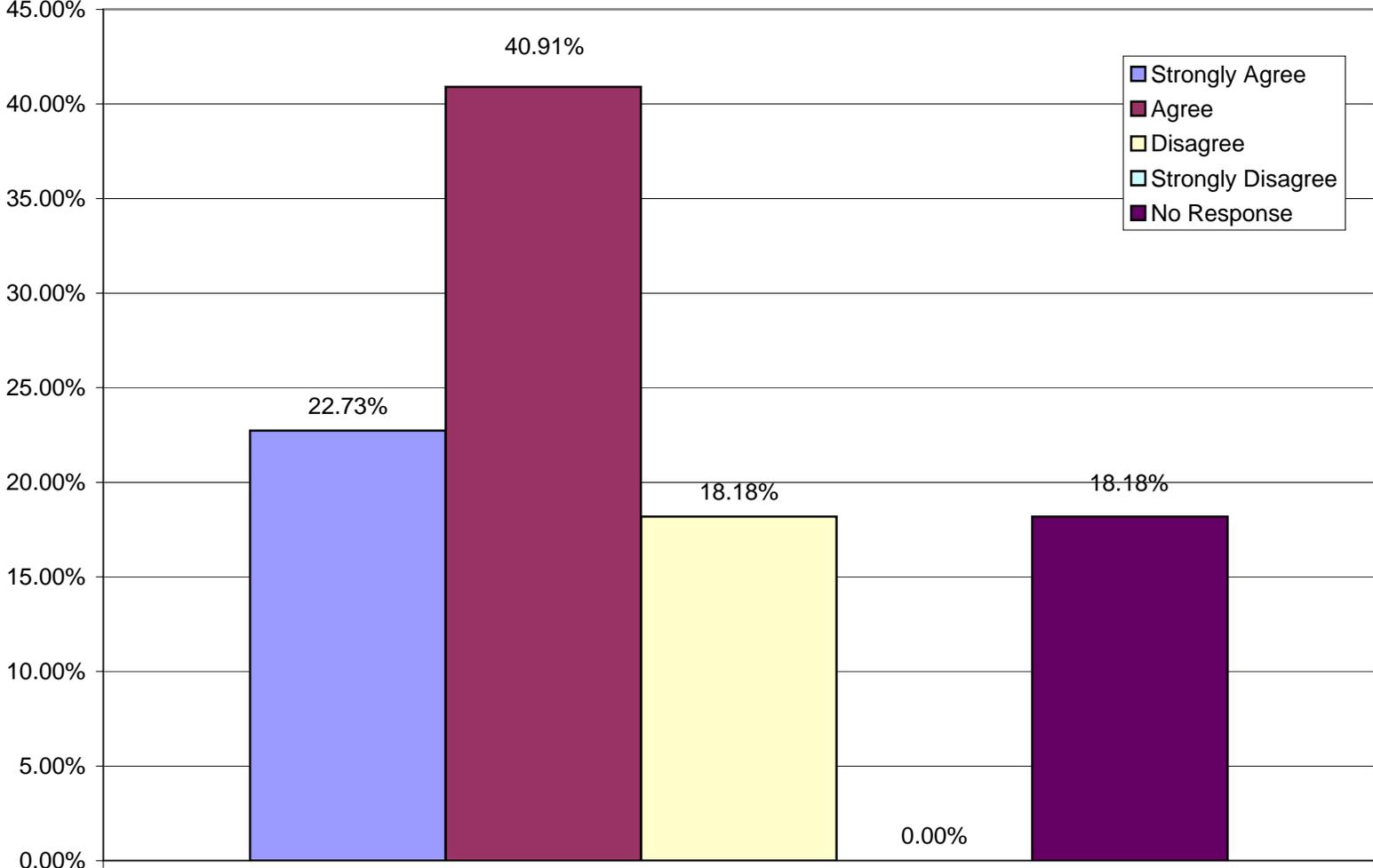
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



**Northeast
Public
Meeting
September
10, 2003**

N-22

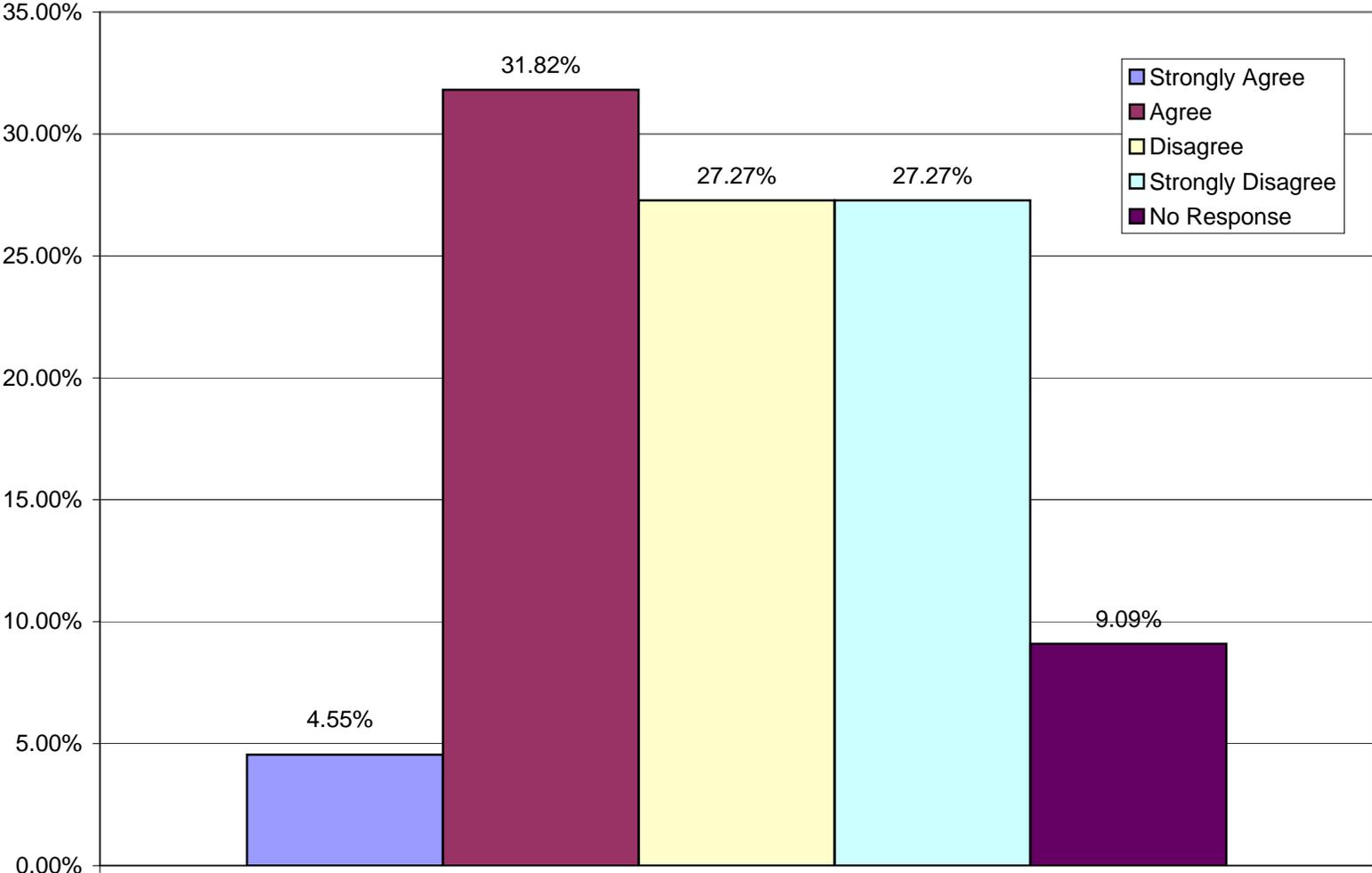
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Northeast
Public
Meeting
September
10, 2003**

N-22

Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



**Northeast
Public
Meeting
September
10, 2003**

N-22

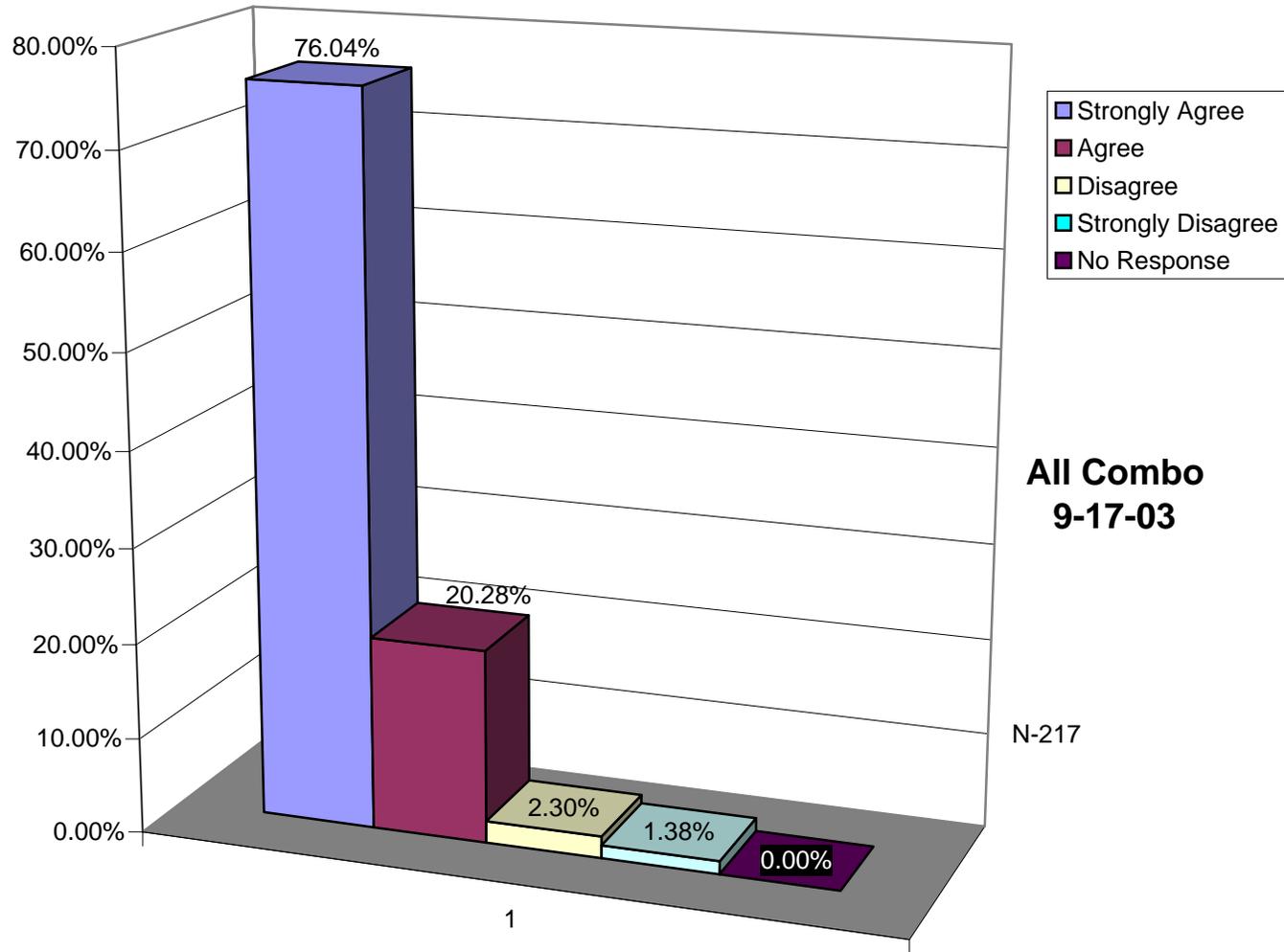
Northeast Public Meeting
9-10-03

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	6	No trains, more bike lanes	Other programs should be 20% no 27%.
2	6	No response	No response
3	6	More mass transit, toll roads for freeway, mass transit on Scottsdale Road - light rail could be good here all the way to ASU.	More emphasis on mass transit. Build more freeways, more cars will fill them. With more emphasis on mass transit people have the options to leave their cars behind. Need additional funding for freeways? Toll roads are a good idea. User pays.
4	6	General statement - There is no insight how education of educating and motivating persons to live properly with reasonable resources.	Help people help themselves. Act upon personal responsibility to do right.
5	6	Reliance on freeways so heavily is a doomed process. The objective is to move people and reduce air pollution. Not pave the valley into another LA.	More mass transit with sales tax \$. Utilize toll roads to let expanded freeway use be paid for by those that use them. Plan for mass transit into present freeway planning along with park and ride facilities.
6	6	No response	Again, a mere 2% dedicated to safety issues is totally unacceptable.
7	6	Light rail is a complete waste of taxpayers dollars. We should not be encouraging sprawl with more freeways out to rural areas. Cities should pay for their own street improvements from local taxes.	There needs to be a much greater emphasis on high-tech transportation research and development of cutting-edge personal rapid transit and automated people mover systems.
8	6	No enough emphasis is put on maximizing existing resources.	Concentration on Rapid Bus Transit on existing freeways.
9	6	Strongly weighted to freeway and road expansion. Transit has been ignored in the valley for far too long. We need a better balance between expenditure for freeways and more money for transit. Freeways and roads already get the lion's share of other funds - HUF, etc.	Shift the % allocation between new freeways and expansion to freeways and roads and the allocation to transit and alternative transportation solutions. Should be closer to 50%/50% on those 2 components.
10	6	No response	Hurry up and build it even sooner! Hope we can eventually have light rail N & S on Scottsdale Road.
11	6	Does not address some key bottlenecks (e.g.. I-10/US60) 'T' interchange and proposed 'T's at I-10 and 101 in the west and I-10/So. Mtn. Loop.	Mandatory "zoning" to create "super population/work center nodes" which would allow for the success of a mass transit system.
12	6	I'm concerned the plan is not regional but regional money paying for local projects.	AJ needs to be included in expanded transit. Many areas/cities or parts of cities have no transit and it appears there's no plan to expand transit to those unserved areas. What will cities do when regions/money replaces their currently local funds? Will they continue to use it for transit?
13	6	No response	More for transit. I-10 Reliever is questionable?

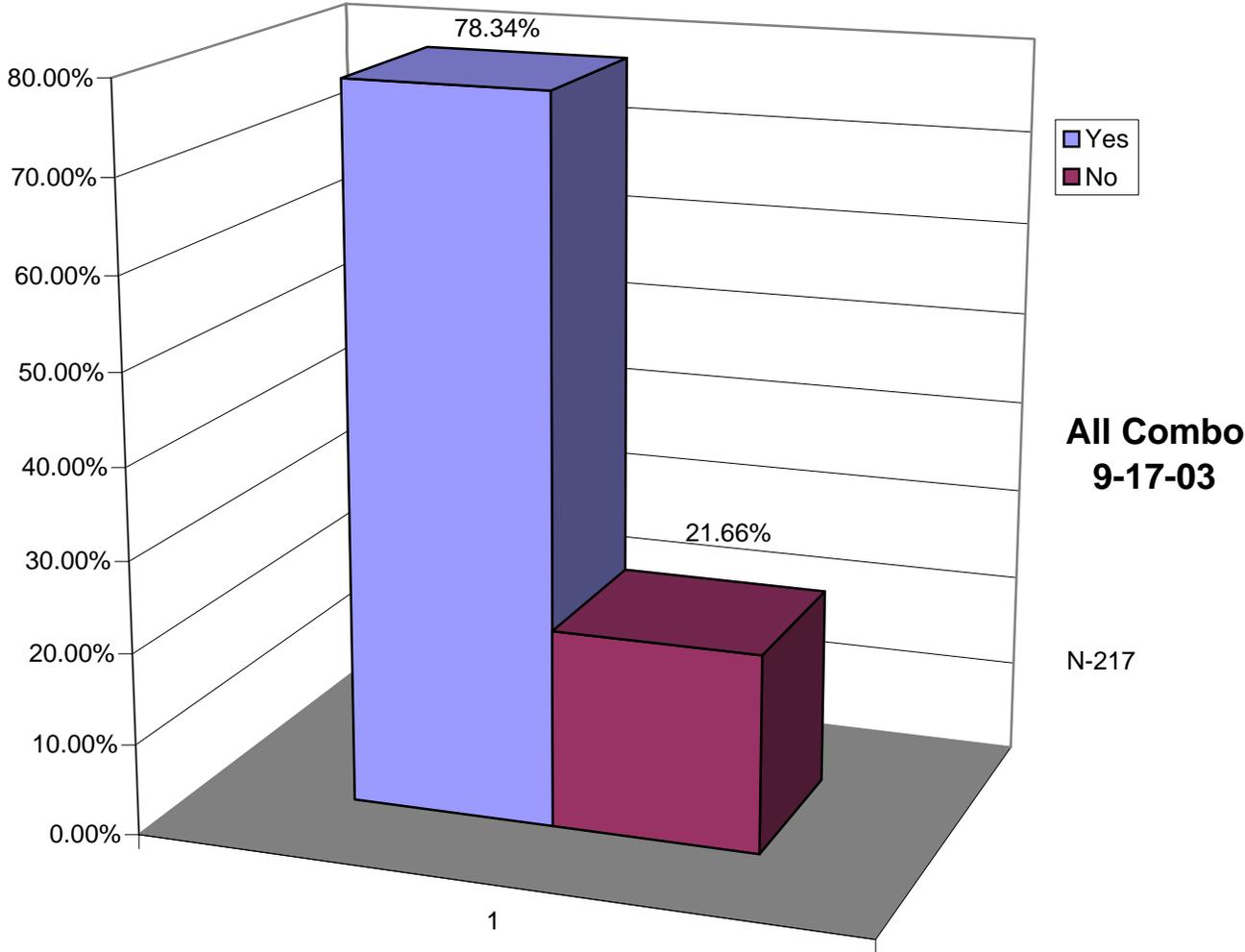
Northeast Public Meeting
9-10-03

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
14	6	Please keep all light rail. Please don't remove any light rail plans.	No response
15	6	No response	No response
16	6	No response	No more freeways without R.O.W. capacity for LTR/Bus lanes.
17	6	No response	Additional improvements to urban streets, primarily in the area of bus bays, etc. to keep the buses (and additional buses) from stopping traffic at bus stops.
18	6	Please add 1% of the other budget for regional trails construction in the valley.	Add a dedicated 1% trails to your plan.
19	6	Too much emphasis on freeways.	More bus services and light rail.
20	6	I'm concerned at how little money is being allocated to light rail compared to freeway and road improvements/expansions. With a 100% or more, increase in population, we will be exactly where we are not in 20 years, unless we have an expansive, accessible light rail mass transit system.	Build more light rail lines to extend to all the surrounding suburbs and communities. Make park and ride compatible with the new light rail stops. Extend light rail lines around the valley (as in Loop 101), and incorporate solar energy as a power source/generating force for light rail trains.
21	6	Not enough arterial and freeway capacity to continue growth.	Less \$ to LRT which is not regional but a downtown development plan. 90% of growth, 2005-2025 will be outside the 101L.
22	6	Need heavier % to transit and bike/ped but otherwise many elements seen well thought out by individual communities.	BRT for all express bus and add route on Lincoln, Scottsdale Road to Lincoln. Map & specify bike-ped projects. Move transit % to 50%.

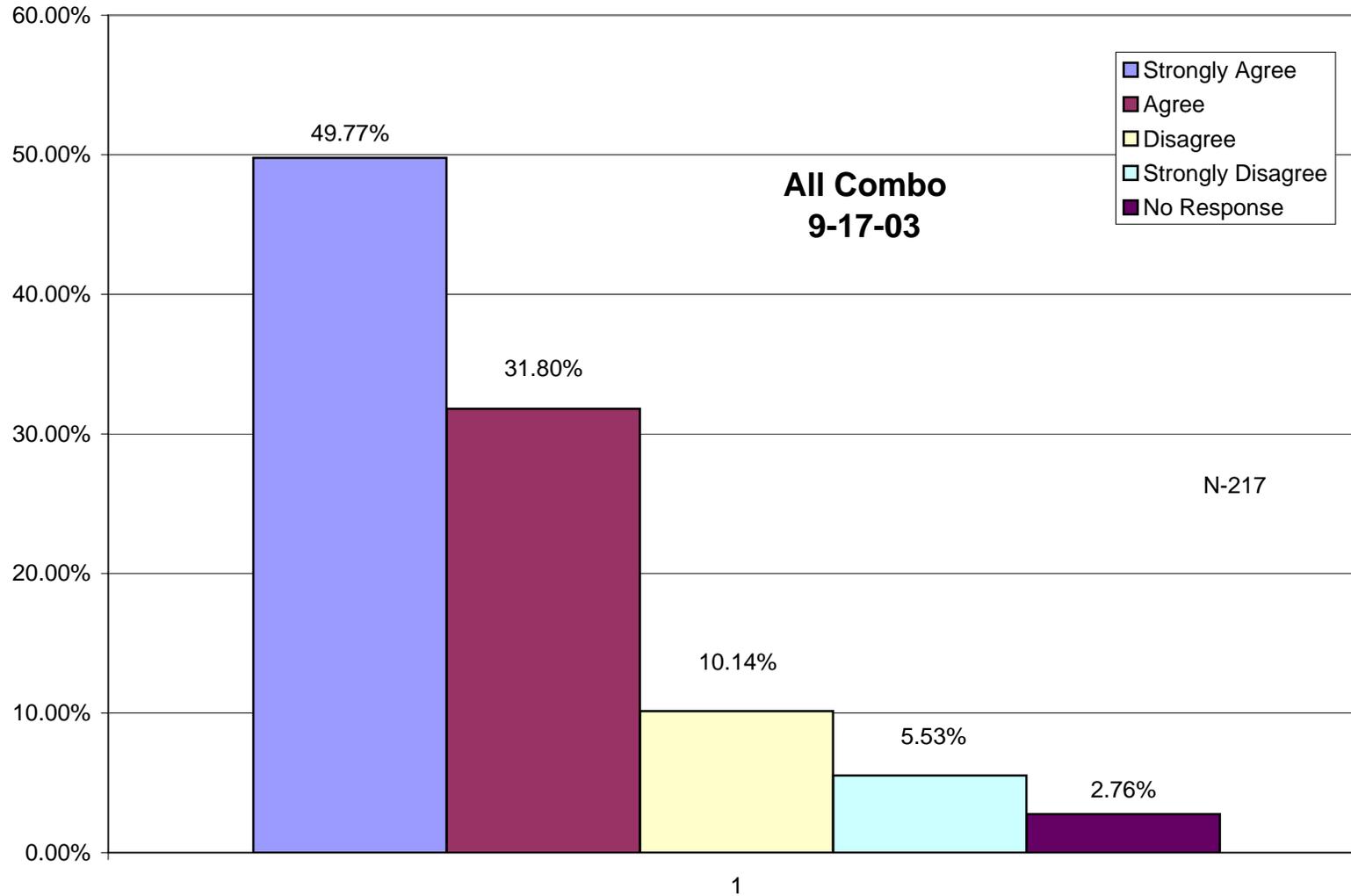
Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?



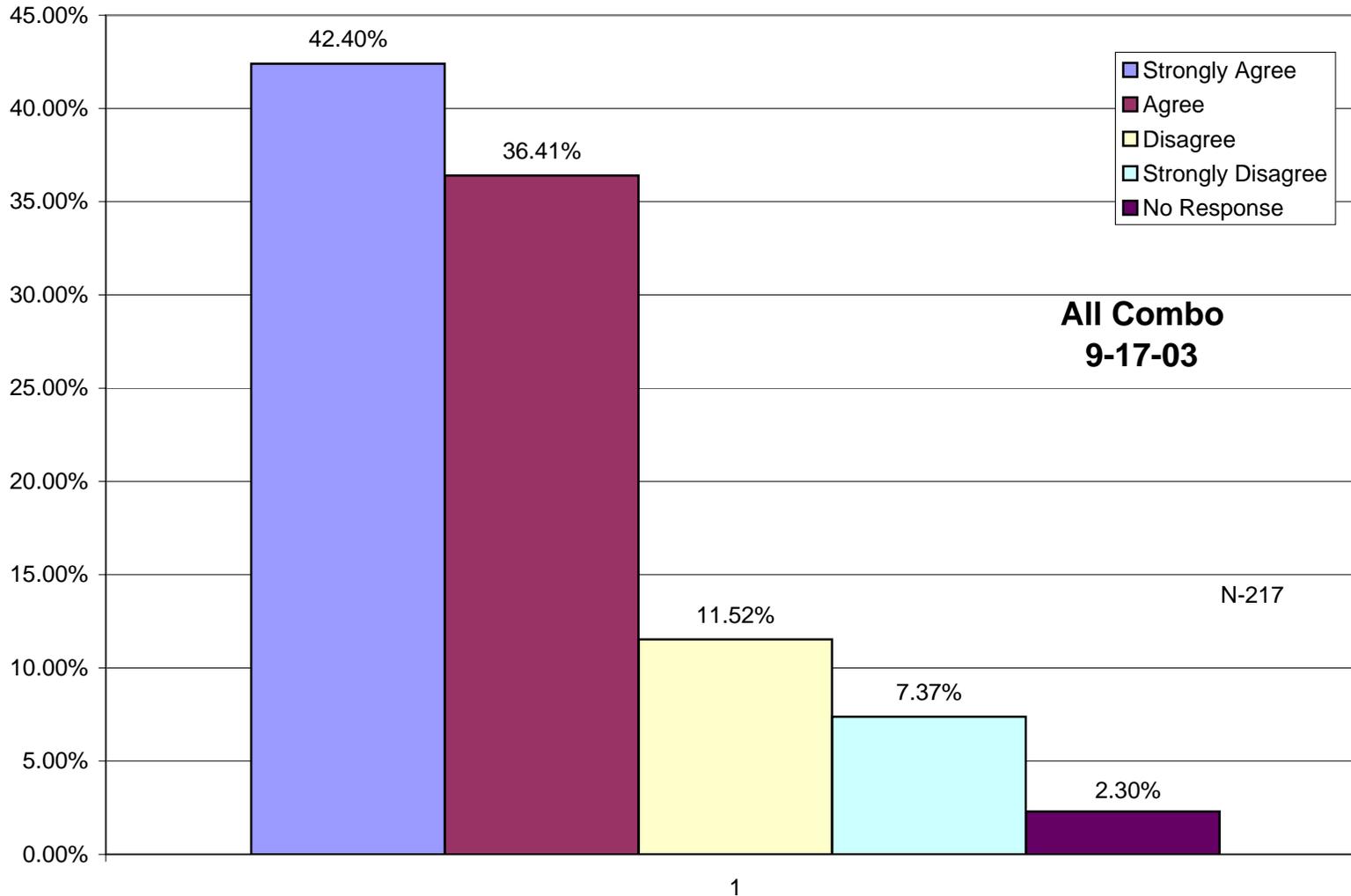
Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



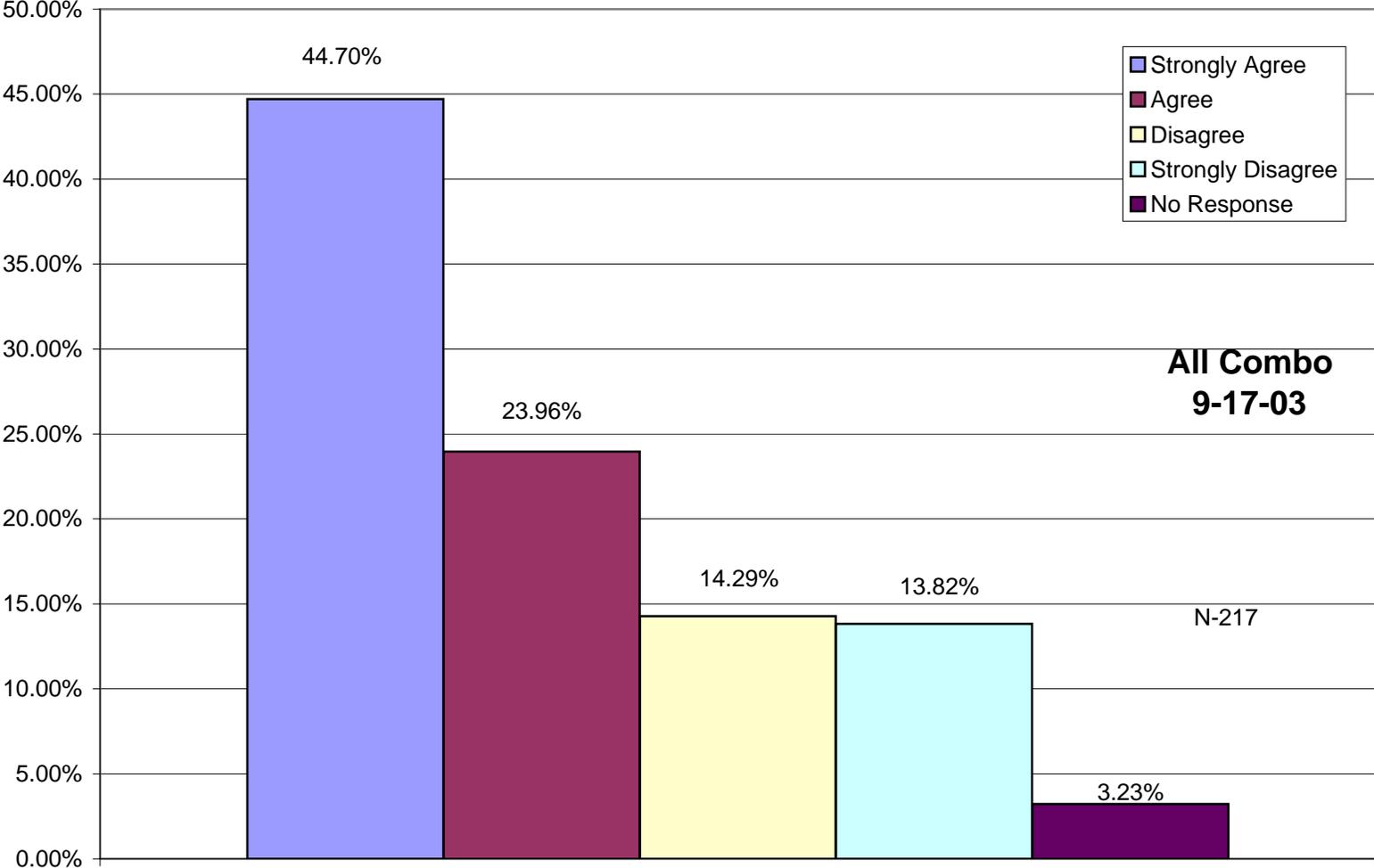
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



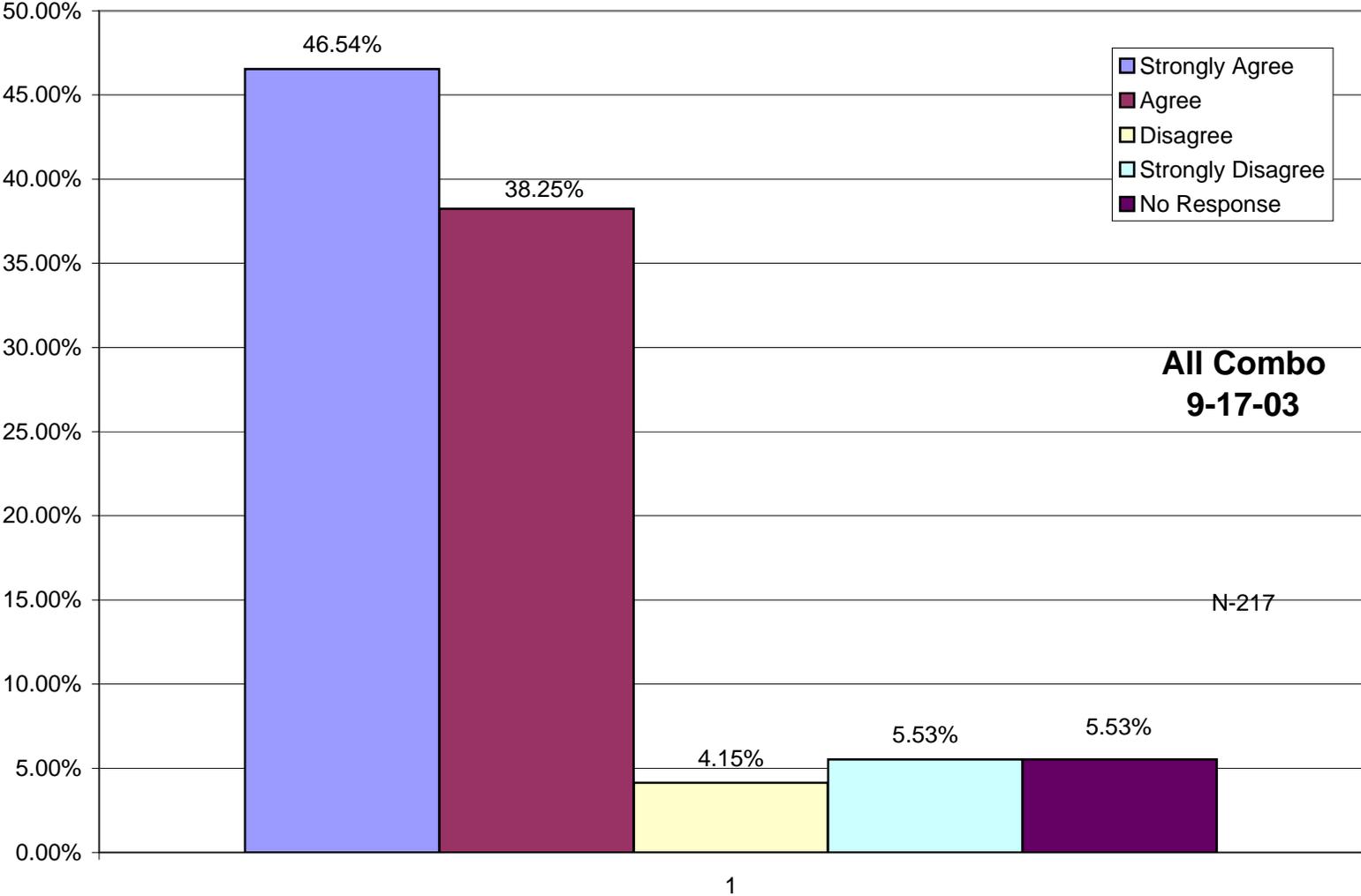
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



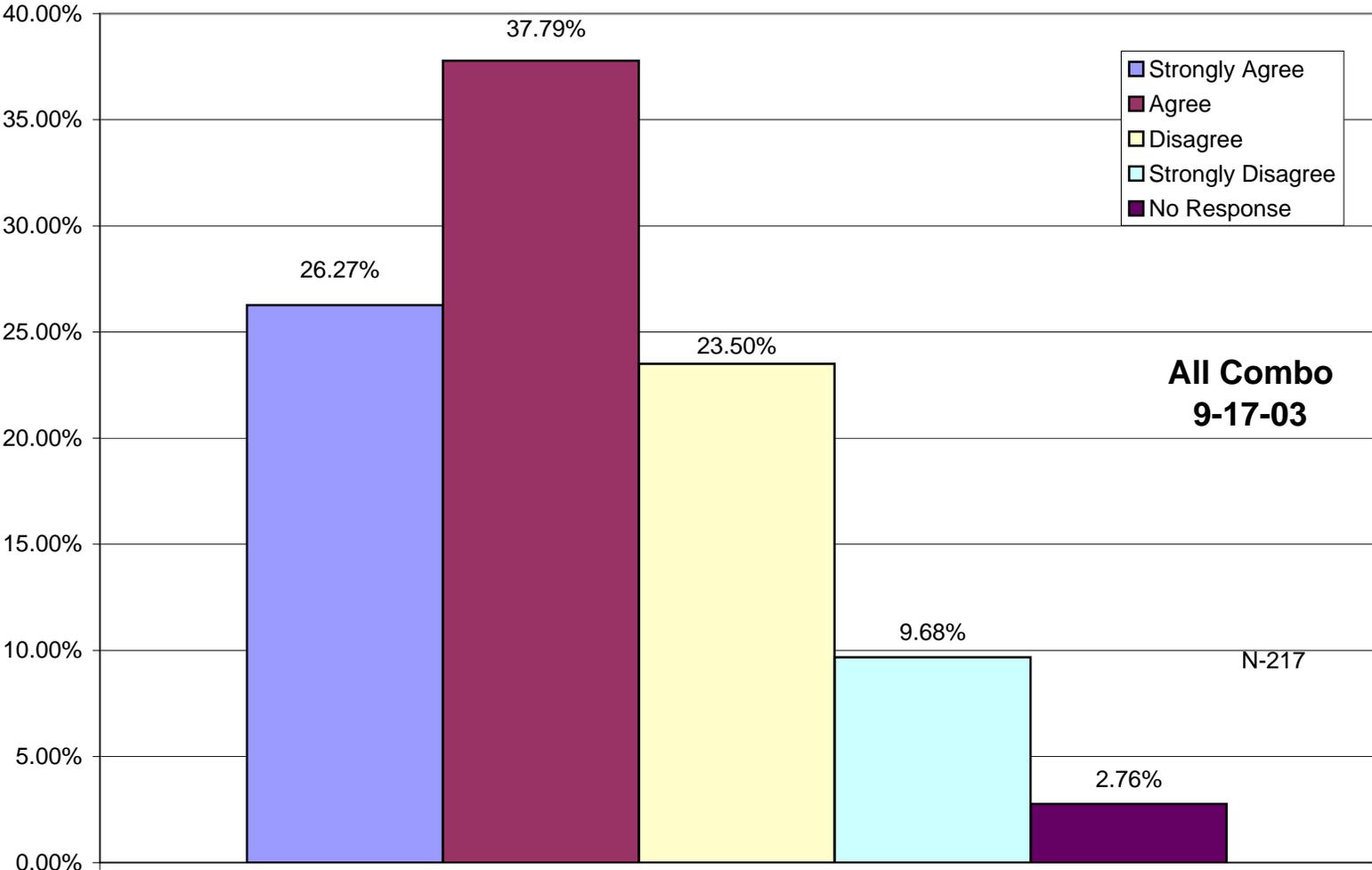
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	1	No response	No response
2	1	Focus on freeways, roads. We need to focus on transit.	More emphasis on transit.
3	1	No response	More light rail lines.
4	1	With a reservation about timing - I guess I want more FASTER.	Timing
5	1	Need more light rail	Add more money for transit.
6	1	No response	Make relationships with business leaders and potential tenants along light-rail lines the highest priority.
7	1	No response	No response
8	1	No response	No response
9	1	No response	Include more pedestrian and bicycle improvements.
10	1	I am a bicycle commuter. More than 30,000 cyclist ride to work once a week or more. If there were sufficient bicycle routes (lanes, bridges, etc.) that number would double to quadruple. Lanes, no paths, 2% is spread too thin.	1. Move some freeway plans out a bit and build bicycle bridges. 2. Designate some street improvement monies for signed bicycle corridors and bicycle sensors.
11	1	No response	I'd push for more light rail. Also, I don't see how this plan links to Pinal County growth areas. That rapid growth area will need MAG 1/2 cent tax help to get commuters in to Phoenix (where they work and spend \$).
12	1	The improvements do not appear to serve the population density predictions. Plan encourages sprawl. Light rail corridors should not lie on major streets, which would reduce traffic capacity.	More emphasis on street improvements, less on new freeways. Let Light Rail stand on its own. More pedestrian, traffic, bicycle emphasis.
13	1	Commuter rail should also be included - possibly in freeway corridors?	Too much emphasis on bus transit - not sure it's cost effective based on ridership.
14	1	Need to encourage mass transit more, more freeways will encourage more pollution and congestion.	More money on light rail, make adequate funding for alternate transportation bikeways and pedestrian facilities.
15	1	The emphasis must be on clean mass transit. Take cars out of the downtown area and replace them with free light rail or CNG buses.	Stop building freeways and start moving people where they need to be - encourage business to locate where people live.
16	1	Too heavily based on freeways, especially the new freeways. I support the increased HOV lanes, light rail, increased bus service.	Change the percentage of spending. More emphasis on alternate forms of transportation such as bicycles, walking, need more options for elderly, disabled, low income.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
17	1	Need more freeway funding, cut all light rail funding. Cut all maintenance and operations funding. The users of transit/bus should pay their fare share. Over 90% of the population never uses transit. The investment strategy should reflect this usage. The benefits of the new freeways are fantastic. Everyone says so. Stay on the successful track!	Eliminate all transit expenditures. Transit should be a separate tax proposal, like Phoenix and Tempe. The east valley versus west valley bickering must be ignored, keep a regional perspective. We should build the first phase of light rail first and see how it is utilized before proceeding with an additional phase. We subsidize about 70% of transit operations.
18	1	No response	More right turn lanes in all cities. The freeway system should make an X across the valley and a freeway East to West across the valley. A lot more light rail (L Train) and a subway system should be completed.
19	1	No response	It's the timing that comes first. I hope transit is first to accommodate van drivers and to relieve traffic and pollution.
20	1	The goal should be to severely reduce automobile traffic to improve air quality and reduce fuel consumption. Much more emphasis should be played on rapid transit, light rail, commuter rail and frequent bus connecting service.	Don't emphasize freeways. If you build them, they will come. Soon they'll be inadequate so you'll want more and bigger. Look at Los Angeles. Say no to freeways and yes to light rail. Commuter rail and good bus support.
21	1	Don't need so much on freeways - Need MUCH more on bike project! More on public transit lite rail. Cars are polluting the environment. No matter how you extend the freeways, they will become obsolete - Need to move toward discouraging driving.	Cut amount for freeways, raise amount for Light Rail and Bicycle lanes.
22	1	More work needed on rail - maybe rail should be separate ballot issue.	Regionalize and unite DAR, uniformity eliminate transfers.
23	1	No response	No response
24	1	More bus, no light rail correctly planned	Same as above
25	1	Does not address moving massive amounts of people into CORE, need to put primary focus on smart streets, bus, express bus hubs, park & ride, and high speed rail and light rail.	See Above. Transit should tie into hubs (buses, red line) and focus on rapid movement.
26	1	Freeways need to be paid by users, gas taxes! Freeways are subsidized today just as any high volume transit system - there needs to be more light rail.	Light rail on I-17, I-10 and 101
27	1	More mass transit grid. Extensions into Chandler, Peoria, Avondale, Scottsdale.	More emphasis on mass transit.
28	1	No response	No response
29	1	No response	More transit and light rail
30	1	There is too much emphasis on freeways.	I would put all the sales tax dollars into transit, bikeways, and pedestrian accommodations. We already use nearly of our federal \$'s and all of the state gas tax for roads.
31	1	I feel more emphasis should be put to public transit, light rail and other alternative transportation making them desirable for commuters to use. The bus system has improved a lot in the last 2 years, but it still takes a long time to get from here to there.	I think light rail is long overdue. I think it will definitely help the movement of commuters.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
32	1	The question of how traffic will be handled as it comes off a double deck freeway were not addressed. A viable plan for moving people from outlying areas to access a light rail service that ultimately has freeway capacity (8 park and ride hubs will not cover)	Change the light rail to monorail (ok-not an option) Consider monorail in other areas. Improve plan to move people from outlying areas to where they can access mass transit.
33	1	Not integrated with land use policy. Land use policy seems to be dictating transportation policy. Expanding freeways historically does not solve the problem; it only invites further congestion. Freeway users should pay for freeway expansion. A gas tax would bring more equitable system balance. I favor pedestrian and bicycle facilities for their lesser impact, existing infrastructure and neighborhood focus. Air quality fear with double the auto traffic is immense.	Shift freeway dollars to Ped/Bike AND mass transit projects. Use savings to build public perception of mass transit. Change land use policy so it is more difficult to clear cheap land, forcing people to seek cheap housing and rely on autos for work and school transport. Lock small % for transit dollars regardless of funding cuts.
34	1	The majority of the money is being put into the most inappropriate modes. Transit, bicycle and Pedestrian facilities should be funded over freeways and roads. Air quality is not being (?) appropriately.	More funding >50% into transit. More than 10% into pedestrian and bicycle facilities. Enhancements for HOV and pollution mitigation should be the primary focus on freeway construction and maintenance.
35	2	No response	No response
36	2	Need more bus routes E/W, parallel to I-10. I-10, SR85 to Phoenix, needs expansion also.	Raise 1/2 cent tax. Add Glendale Ave or approx. as major E/W corridor from Luke to Loop 101. Connect sports/convention areas w/light rail. Private developers need to input financial assistance. Add baseline or approx. as major E/W corridor, SR85 to Phoenix.
37	2	No response	Add provisions for the new stadiums at Camelback/Bethany.
38	2	No response	Funds are an issue. 303 South of 85 - Alt F will cost 65 million dollars more than Alt A. Why waste money, stick with the original plan, go with Alt. A.
39	2	It does nothing to reduce travel. I would like to see all funding come from gasoline taxes. Such that those who use the system, pay for the system. That would also be an incentive to reduce travel and reduce freeway needs.	No response
40	2	No response	Extend light rail west along I-10 corridor. Currently only goes to 19th Ave.? I do appreciate new freeways 303 and S. Mountain.
41	2	No response	Accelerate expansion of I-10 in the West Valley.
42	2	It is essential to have an I-10 reliever and also to extend to MC 85 South.	Some type of plan to alleviate excess traffic that will occur on Loop 101 during Cardinal games or other activities utilizing the stadiums.
43	2	No response	No response
44	3	No response	No response
45	3	No response	No response

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
46	3	No response	I would like to insure that the plan encourages lane (?) and central area growth and does NOT encourage additional sprawl. It would be beneficial if the plan forced infill and increased density and did not just open up continued regional expansion.
47	3	Still concentrate on getting in and out of "downtown" Phoenix. 1. There is no traditional down-town to Phoenix. 2. This only benefits government and a few financial workers.	Develop bus service as hub-loop-spoke. Hubs - around mega malls, Loops - continuous service to areas of interest around hubs. Spokes - from hubs to local neighborhoods.
48	3	Not foresighted enough. Too concentrated on how to get to "downtown" Phoenix. Don't ignore Anthem. Dial-A-Ride needed too and revampt for some overlap w/busses, young kids as well as elderly. I want a connection to Bee Line well North of Shea. Landscaping - NO POTS (101 in Scottsdale is nice.)	More buses further out - at least planned. More cross town - Mall to mall routes (eg route on Bell is good) Less down to downtown. Light rail corridors look reasonable. Need better freeway for weekends North toward Flagstaff, not just I-17, too prone to accident, closures.
49	3	1. What are the age demographics of projected growth? 2. Does regional planning include opening more job opportunities where people live rather than moving people huge distances to jobs? 3. Do we have enough water to support the projected growth? 4. Are you seeing inputs from people -elderly-not apparent(?) in the meeting?	We have an increasingly elderly population. Dial-A-Ride is unsatisfactory due to the need for long waits to be picked up. Too long for an elderly poerson. Communities and other states have shuttles for older people to up the ?? Their communitis effectivly. We must provide for elders to stay in their homes as long as possible. Answering Question #3 - Need community shuttles for elderly. Smart technology, (IEEE Spectrum). More jobs to the people insetad of people to jobs. More shaded bus stops, dial a ride must cross city boundaries, elderly cannot walk to bus stops and stand or sit in Phoenix heat waiting for a bus. Not sure people will use light rail.
50	3	Need more bus - express routes and park and rides	See #4
51	3	I do not feel enough emphasis is placed on growth in the West/North West areas.	What if an plans have been made to extend the light rail to the new sports complexes? IE Cardinals Stadium/Coyote arena.
52	3	Grand Avenue should be replaced as the west side high capacity east-west highway.	See above and extend the service radius for the new light rail.
53	3	No response	No response
54	3	No response	Not much. It's a good comprimise. I would suggest thought be given to making auto and transit functions as seamless as possible given the inherent limitations.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
55	3	No response	Add more money to heavy rail.
56	3	No response	Light rail will be built last.
57	3	No response	No response
58	3	No response	The NWVTS shares Northern, Grand to El Mirage @ 2020, a 3m3- new modeling is needed (all arterials, etc.) to justify doing more.
59	3	No response	No response
60	3	Do not agree with light rail.	Elevate light rail or delete it. Look at Vancouver system.
61	3	No response	No response
62	4	Quickly expanding west valley does not seem to be addressed as aggressively as the east valley. Is there a longer range plan to provide increased bus service on the West/Northwest valley beyond what is shown? Beyond Dysart Road.	If possible, an increased level of bus services to the West valley beyond what is shown.
63	4	On the west side there is little or NO improvements for people west of 101 between 1-10 and 74. No immediate help planned for El Mirage or Surprise. Why no intersection help on the West side. Cities such as El Mirage need county help to improve intersections. Gilbert is getting 4.3 million from County and state and El Mirage gets nothing.	Put the light rail plan for Grand Avenue at the top of your list. This is the only direct route from Sun City, Surprise, and El Mirage to downtown.
64	4	Some consideration should be given to reducing trips by designing land uses so that all neighborhoods have services in close proximity and do not need to travel by car for everything.	We are concerned about the proposed limited access on Grand that will seriously impact access to El Mirage. We plan a gateway to the community along Grand and do not want to lose the access and visibility. We would like to see connection of El Mirage Road across Grand, but this will require more careful planning and design.
65	4	Funds should be allocated by user percentage and where demand is greatest.	No mass transit (light rail) operating expenses should be paid with sales tax dollars.
66	4	Where do you address noise impacts and air pollution problems?	After further discussion in meeting, we've just been advised that L303 is now being referred to as a "freeway". Since it was taken out of freeway plan in approximately 1995ish, when and how was it reinstated? Why are we just learning of this now? Surely, other proper, public notification should have been done.
67	4	No response	Increase express bus routes. Too many are NOT retired.
68	4	Bus light rail and street improvements don't relieve freeway congestion sufficiently to warrant the expense. Inadequate new freeway construction to relieve northwest valley traffic.	Drop public bus and rail altogether. Do more with freeways.
69	5	No response	With the size of Mesa I think it warrants more light rail service. In West Mesa more intersection improvements are needed.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
70	5	The HOV lanes do not relieve the bottleneck. Why call the 303 a new freeway - it was in the original plan. The light rail will only cause more congestion - look at Portland Oregon. Light rail really messes up the traffic flow. Has any study been done on the relationship between accidents and traffic flow? ADOT needs to improve their traffic signs. You can add all the lanes you can possible build and without good traffic signs traffic will not flow smoothly. A better response would be made if MAG and RPTA had made this material available in August to the residence of the region. Park and ride, where are they? People won't use the bus when they don't know where they can park. Put it in the bus book.	Delete the light rail.
71	5	No response	No response
72	5	The imbalance toward freeway expansion encourages continuing sprawl and degradation of the region.	Increased focus on alternative modes (bus, fixed guidway, LRT) in order to foster infill and concentration of populations and resources. Increased hours for service, both early am and late pm, potentially 18 hours/day. Arterial street improvements should focus on local service needs. Expand pedestrian and bicycle opportunities for safe and healthy non-vehicular movement.
73	5	No response	I have bad allergies - any light rail - electric- reduces pollution - non-polluters are needed as much as possible.
74	5	I am concerned about subsidy per passenger needed for light rail system.	No response
75	5	No response	No response
76	5	No response	Bicycle parking at rail stations? Need alternate fuel stations, CNG and Hydrogen.
77	5	No response	No response
78	5	I don't agree strongly because there is not sufficient emphasis on commuter rail, especially the corridor of the UPRR between Tempe and Coolidge. The plan should include development of right away to widen the existing rail corridor for commuter tracks.	I feel the light rail improvements are greatly out-of-balance, having overweighed the west valley and underweighed the east valley. The east valley has been short changed for too many years and it's time the fund-regionally-more light rail miles in the Mesa, Gilbert, Chandler area.
79	5	Light transit needs to be expanded sooner using money saved by deleting I-10 reliever and I-17 double Decker. Commuter rail is needed for longer distance travel despite obstacles mentioned in meeting. Use Paris, France as an example. Run extra buses and trains for baseball, basketball and football games.	Delete I-10 reliever- improve I-10 an public transit along that corridor. Delete I-17 double decker-will waste recently completed walls, bridges, etc. Improve transit along that corridor. Delete Broadway curve widening or make sure it does not destroy Butte or recent development in the area.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
80	5	Use more flexible and less intrusive buses instead of light rail. Can adapt better to changing transportation needs.	Eliminate light rail. Put the money in more frequent bus services and longer hours. Assure the four regions benefit from services in proportion to their share of revenue generated. Do NOT let MAG decide priorities. Unfair representation.
81	5	No response	We need as much money as possible for more buses and light rail. More public transportation, less freeways.
82	5	Address problem disproportionately throughout the valley. Short term look at problem with a long term cost.	Scrap the light rail and find a way to get commuters into the City of Phoenix first. That is the reason valley roads are congested.
83	5	Too many \$ for light rail. Prioritization of freeways to be completed. (Loop 303 needs to be lower)	Devote more \$ to bus service including 1. Express Buses, including "premium" bus service. 2. Improved bus stops, shade, misting) 3. Bus stops pullouts.
84	5	No so much freeway funding.	% proposed on freeway and increase transit.
85	5	No response	No response
86	5	Maricopa County citizens have indicated support for an even split between transit and freeway dollars. This plan does not do that. There is an overemphasis on freeway projects (I-10 reliever, I-10 widening, South Mountain freeway) to the detriment of public transit and pedestrian bicycle modes.	Level expenditures between freeway and transit projects.
87	5	No response	No response
88	5	Need more money for public transit - buses and rail. Less % on freeways	Same as above.
89	5	No response	Ensure that plan proves for unforeseen elements that must be dealt with, no plan is ever executed as written.
90	5	No response	Think more about the light rail transit before we spend the \$.
91	5	Too much emphasis on light rail	Delete light rail
92	5	The plan does address all the elements necessary for a comprehensive system but funding should be allocated based on public input.	Citizen input on plan recommended 49%/49% split between public transit and freeway and streets. You need to stay true to that desire.
93	5	Mass transit - whether bus, rail (light and commuter) must have a higher priority than streets. Although street improvements are important, street construction should take a lower priority.	Would like to see more North-South running bus routes, east of Lindsay Rd. in Mesa. We will need N-S connectors from WGA to Falcon Field. These will be significant retail/employment hubs.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
94	5	There should be more emphasis on light rail to promote infill and reinvestment. The light rail system should be elevated in order to minimize conflicts with surface streets and existing land uses. The skytrain system in Vancouver is a good model. Elevated stations would be easier to access and easier to incorporate into new development.	I would delete or defer the Loop 202 south of South Mountain and the 303 on the far west side. These two particularly promote urban sprawl and create more transportation problems rather than solving our existing issues. The money for the projects should be reallocated to mass transit/light rail.
95	5	Needs to service Sun City, Williams Gateway - Fix Mesa bus (non0bus) system first. Forget surface transit, use elevated - too far between stations- Mesa, Sunday and late night service. Put zone fares back for Mesa.	Stop taxing-see above plus-need express and local transit.
96	5	Elevate the light rail or it will fail to provide any benefit.	Make public transit effective or wait for a better plan.
97	5	No response	Performance measures need to address congestion, geographic equity.
98	5	I mostly agree, but I do think rail and transit in general needs more funding. Commuter rail should definitely be pursued and negotiated and implemented as it has in more industrial cities such as LA, SF and Seattle.	More emphasis on landscaping, litter control and maintenance. More emphasis on commuter rail and light rail. (and pursue intercity rail, i.e. Amtrak) also more bicycle and pedestrian projects.
99	5	No response	No response
100	5	No response	Seems like a lot of M/T buses moving around.
101	5	No response	More freeways, fast transit to SEV Southeast Valley, Tucson.
102	7	No response	No response
103	7	Commuter rail -- potential core of the system -- is being ignored.	Omit light rail. Plan commuter rail, Queen Creek to Goodyear. Optimize express bus service. Optimize neighborhood circulator service.
104	7	No response	No response
105	7	Light rail is expensive.	Drop light rail.
106	7	No response	No response
107	7	No response	Alternatives to funding.
108	7	No response	No response
109	7	No response	No response
110	7	light rail will not help transportation needs and is a waste of money (the remaining spending will address future needs)	Reduce spending on Bus, kill light rail and increase freeways/arterial street spending (I would support commuter rail but not a slow light rail system like phoenix is building)
111	7	More emphasis needs to be placed to pry people out of their autos. Building more freeways and expanding existing ones does not solve or mitigate the problems of congestion and pollution. More people need to ride the bus, and buses need to be expanded in service. Also alternative transport such as walking and riding bikes needs to be promoted and encouraged, as these are the only two alternatives that produce neither pollution nor congestion. With only a miniscule amount of the budget allowed for th	30% freeways/highways, 35% Transit, 20% Street improvement, 15% Other Programs.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
112	7	More freeways are needed, particularly an east-west route between Interstate 10 and the Loop 101 Pima Fwy running between the Loop 101 Agua Fria freeway and the Loop 101 Pima (North-south portion via Scottsdale)	See # 8--More freeways, less light rail, funding for buses and streets is OK
113	7	I am afraid it may inadequate to help the west valley. The growth in the west valley is exponential and immediate! It won't be long before I10 is a parking lot.	I would speed up the timetable. We need mass transit in the west valley NOW. The west valley would be ideal for light rail.
114	7	No response	More parallel freeways. The valley is too spread out to put too much emphasis on anything else. It's been proven every day, that Valley folks aren't going to give up their cars.
115	7	No response	The future south mountain freeway should be moved west to the current TI with Loop 101/I-10. There will be a continuous loop around the city. More money for light rail to the northwest/northeast and southeast parts of the valley and extend bus lines further to get more people to ride the bus.
116	7	The Plan fails to include the use of HOT lanes. High Occupancy Toll lanes have proven to work in other high demand corridors. The use of tolls is being accepted as a demand management tool even at the Federal level. I think the HOV lane on Loop 101 should be considered as a combined HOV and toll lane.	There should be less funding for suburban bus transit other than express service
117	7	Need to work on the area most used - roads for cars, we live in the WEST, space and more space.....	NO LIGHT RAIL - more buses or use the existing railroad tracks, but DO NOT DESTROY CENTRAL AVENUE, And IF you were to do it do the outlying area into say Chris town, and points such as and then bus into Central areas from those points, they are not reaching the right areas....BUS is the answer not light rail....
118	7	The focus needs to be on mass transit and not roads and freeways!	Concentration on providing more and more efficient mass transit in the form of buses/light rail/anything! The valley is expanding and it would be great if it did not become the mess L.A. has become! More money, research, planning for mass transit and bikepaths please!!! Eva Valencia-Phoenix
119	7	inadequate Bus and Bike and Ped elements	add more Bus, and some Bike and Ped rarf funded projects
120	7	We need better bus service on Grand Av. New Route 51 bus won't stop at Bethany Home Rd.	Improve bus service along Grand Av. with greater frequency and later operation.
121	7	Still putting too much emphasis on moving cars versus an integrated transit plan. Proposed plan will spur further sprawl and make the current problem bigger in 20-30 years.	No response

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
122	7	Finish what you started with the buses-try going No. and make transfers going downtown is fine. More pull outs, did you ever get behind a bus at rush hour? Bus stops, seats and covers, especially shade.	Go ahead with planning for rail - get it right - but get the buses straightened out first all over the city. Then go with rail. If buses run right, just maybe people would give up their cars.
123	7	No response	Need to add gasoline tax to improve maintenance/trash pickup/landscaping and enforcement. Less LRT more freeways and buses. Too much \$ for adding capacity to inner freeways. Put more in next tier of routes where you get lots for \$.
124	7	No response	I believe the sales tax should be kept at 1/2 cent. A one cent sales tax would hurt low income people and hurt public funding for other programs (e.g. education). A low income advocate would be on the TPC.
125	7	There is the East versus the West. Promoting this will take good advertising and public information at the time of the vote. Also, there are those who do not like the rail idea. To get the whole tax approved, it will be important for people to realize that one cannot vote against the tax and think money will be available for road improvements, etc.	No response
126	7	You're pushing rail and not finishing what you promised a few years back.	Eliminate any thoughts of double decker freeway and again keep your promises.
127	8	No response	Improve streets
128	8	No response	No response
129	8	No response	No response
130	8	No response	No response
131	8	No response	No response
132	8	No response	No response
133	8	No response	No response
134	8	No response	No response
135	8	No response	No response
136	8	No response	No response
137	8	No response	No response
138	8	No response	Better direct transit to colleges in the community
139	8	No response	No response
140	8	No response	No response
141	8	No response	No response
142	8	No response	Buses all night long.
143	8	No response	No response
144	8	No response	No response
145	8	No response	No response
146	8	No response	No response
147	8	No response	No response
148	8	No response	No response
149	8	No response	No response
150	8	No response	No response
151	8	No response	No response
152	8	No response	More money

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
153	8	No response	No response
154	8	No response	Potholes
155	8	No response	No response
156	8	No response	No response
157	8	No response	No response
158	8	No response	No response
159	8	No response	No response
160	8	No response	No response
161	8	No response	No response
162	8	No response	No response
163	8	No response	Go as fast as you can otherwise costs will escalate.
164	8	No response	No response
165	8	No response	A great percentage for transit
166	8	No response	Light rail program does not look like it will be as effective as bus transportation.
167	8	No response	No response
168	8	No response	No response
169	8	No response	More HOV lanes
170	8	No response	No response
171	8	No response	No response
172	8	No response	No response
173	8	No response	No response
174	8	No response	Direct express routes to Sky Harbor Airport from NW, NE, West, Valley
175	8	No response	No response
176	8	No response	No response
177	8	Need more bicycle projects	More trains
178	8	No response	No response
179	8	No response	A reprioritization or evaluation of plan after 5 years, or at least 7 years.
180	8	No response	No response
181	8	No response	No response
182	8	Need to go further East to AJ w/buses	Need to go further East to AJ w/buses
183	8	No response	No response
184	8	No response	I would like to see plans for a mono-rail along the freeway system with local buses to connect with it.
185	8	No response	No response
186	9	No response	No response
187	9	No response	No response
188	9	I do not think the improvements - esp. light rail and buses - does not go far enough. Also consider sound-deadening material mandatory for all freeways new and existing (I.e. rubberized asphalt)	Increase light rail and bus improvements. Plus unincorporated areas are under-represented in the transportation plan.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
189	9	No response	I would appreciate reviewing more information. Mr. Stephens presented a lot of data very fast at the NR/DHCA meeting 9 Sept. eve. I do suggest North bound 51 link to Cave Creek and South bound 101 continued to US10 along Price Road. I look forward to the construction of 303.
190	10	My only reservation is that I believe we are under funded to complete the plan as outlined.	Light rail is very expensive and will not move enough people to justify our involvement.
191	10	i believe we need more allocation to transit in all forms, extension of the Light Rail corridors, more frequent bus service, more neighborhood circulators to support the bus and rail system, and incentives to use transit. this should be done before expanding the freeway system anywhere.	see above.
192	10	No response	I think you are hastily throwing too much money towards Light Rail. Once the first sections open up and no one uses the system, it would be foolish to spend more money. I would dedicate more funding to freeway improvements, a 101 extension south to eastern I-10, improved I-10 reliever, etc.
193	10	We desperately need a subway system	I would include a subway system modeled after New York City
194	10	Not enough mass transit, bike and pedestrian improvement funding	More money for alternative means of transportation (bus, bike, walk)
195	10	No response	This may not seem like a big but many of us feel the bus needs to come by every 15 min. not every 30 min.If you are trying to reach another connection you may have to wait another 30 min.This issue will send the public back into there cars.
196	10	The most logical choice for transportation in the Valley seems to be the automobile. The rail options seem very costly to construct and even more costly to operate. For their relative cost they seem to serve a very small segment of the population.	More funding for local streets and freeways. Less emphasis on rail.
197	10	No response	See above
198	10	The plan focuses and supports auto transportation way too much. Alternative forms of transportation, as well as city development that promotes less travel needs more funding and attention. Adding more freeways will only promote more sprawl, longer commutes, and more traffic, resulting in more congested surface streets and the need for ever more freeways. We need to break the addiction to freeways now.	Spend 10% of the budget (instead of nearly 60%) on freeways. Spend 60% on mass transit. Spend 5% on major streets. Spend the remaining 25% on bike/ped and air quality.

All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
199	10	The plan does not clearly identify the problem, it just gives solutions. In order to develop a solution, one must first accurately and clearly identify the problem. Then develop a range of solutions to solve the problem. Finally, do a cost-benefit analysis to identify which are the best solutions for the best price. The Hybrid Plan does not do any of this. First, identify the problem by putting projected volume along specific corridors. Also, a cost/benefit analysis needs to be done!	Do a cost/benefit analysis! How many people will be moved by the solution and what is the cost. For example, which is more cost effective building a new freeway or light rail? Also, seek more federal funds for freeway construction.
200	10	No response	Reduce the Streets & Freeways (except HOV) & Increase Public Transit funding. Enforce/Encourage HOV and Transit Usage by allowing Freeways to reach maximum capacity.
201	10	Light rail will not solve traffic congestion, other cities with light rail say light rail has not helped	Look at car sharing, trip sharing, personal rapid transit and other unique and promising ideas
202	10	No response	Add improvements (e.g. more shelter on bus lines) to ValleyMetro to make bus usage more appealing.
203	10	Not a large enough percentage of funds aimed at public transportation.	Allocate less money to freeway infrastructure and more to public transportation initiatives.
204	10	Plan connected by each city rather than by need of county. Rio Salado Parkway does it connect to I-10 reliever? light rail cost \$60M/mile	Require Benefits of each project to be twice cost. change light rail to monorail to save money and get it out of traffic
205	10	funding outer loop freeways exacerbates traffic at core.	no response
206	10	In my opinion, the MAG is asking the wrong question. Traffic congestion and the associated problems / pollution are the result of land use, zoning, and development decisions. Creating large scale residential areas far, far from commercial/office centers result in long commutes and associated traffic issues.	no response
207	10	If mass transit is the piece of the transit puzzle that needs to be enhanced then busses are a clearly better solution since they can be reallocated as needs change. Who would have predicted the magnitude of the Scottsdale Air Park employment center?	Light rail is clearly a boondoggle. I find the way this survey is constructed very *un*useful. Dissatisfied persons could want either more or less funding for the specific priority. (If one thinks light rail is a bad idea and that the funding associated with it would be better allocated across other needs then none of the levels would be "good.")
208	10	Light Rail should encompass more coverage. Freeways need faster completion times. Other funds need to be inserted to accomplish these goals, via tax on sporting events/other venues at publicly funded complexes to go towards transportation costs.	Work to trim fat from administrative costs and place that money back into the construction column.

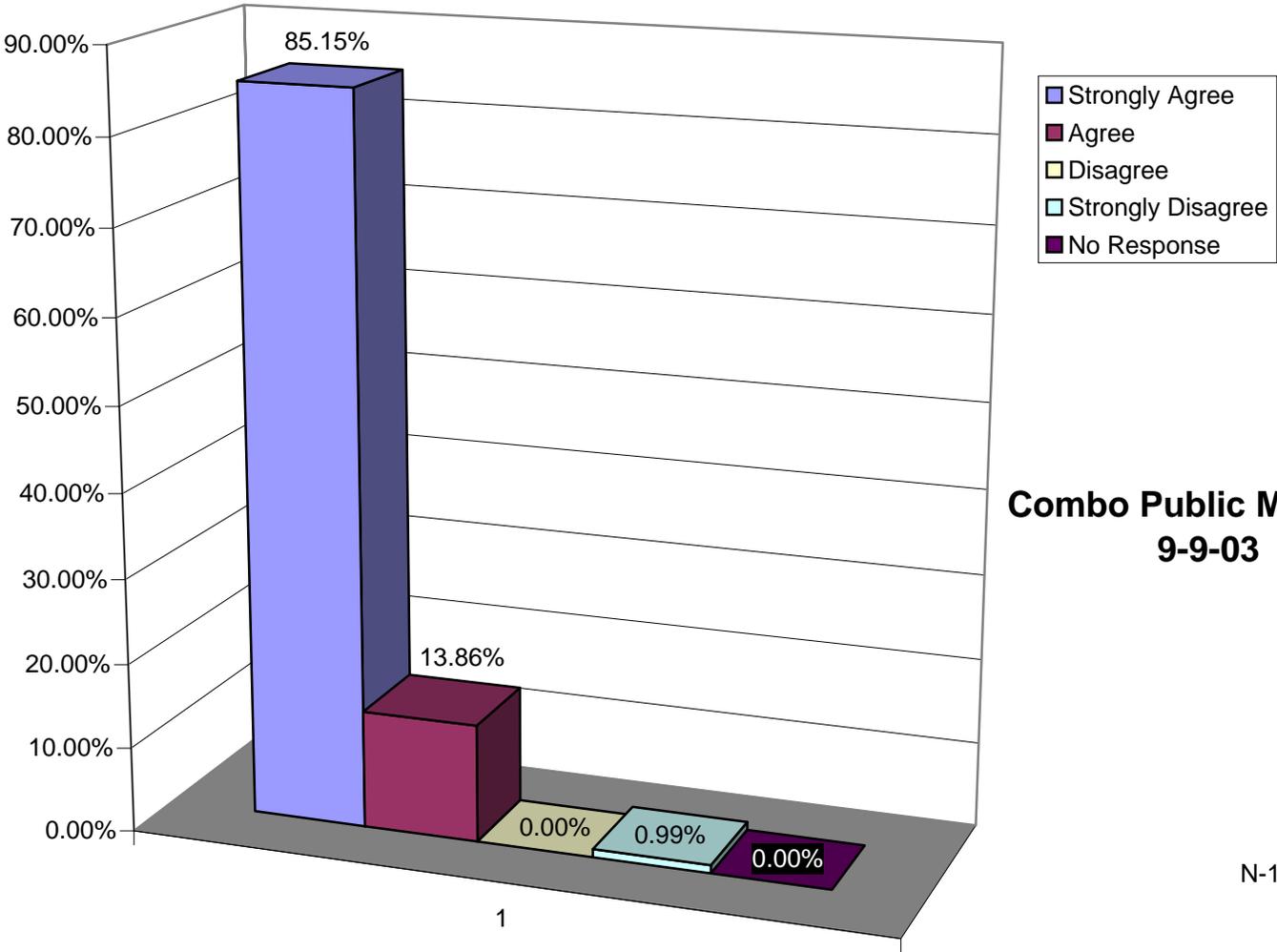
All Combo

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
209	10	Not enough funding is directed to freeway congestion relief. Too much is directed to transit, which provides a more localized benefit. Additionally operating expenses should not be a part of a temporary funding plan since the funds will eventually end and cities are more likely take advantage of the additional operational subsidies to reduce their general fund contributions instead of increasing services.	Bus and transit services provide a more localized benefit than freeways since the benefits are concentrated on the businesses and users who live and work close to those facilities. They should be funded more by the localities they benefit. Freeways benefits are more valleywide since residence travel valleywide on the freeways even when they do not live or work near a freeway, crossing many community lines, thus freeways have a more regional benefit and are more deserving of regional funding.
210	10	More emphasis on mass transit; less on freeway improvements	Eliminate I-17 elevated lanes completely.
211	10	No response	no response
212	10	There's more than enough spending on freeways and not enough on transit	More transit improvements - especially rail
213	10	Light Rail (as is on the drawing board) addresses our 21st Century Problem by applying technology that is, by and large, 2-to-3 generations old. Since, governments are the major consumers of these technologies AND the US is an "automobile culture," private enterprise has not been given enough incentive to create something better.	Reserve 0.5%-1.0% of the proposed 20-yr \$.005 Sales Tax for Public Transit research grants. MAG grants should favor proposals for (1) applying existing technologies in innovative ways {not inventing technologies which are, at present, theoretical} (2) meeting or exceeding the functional specifications {capacity, safety, speed, ease, convenience, environmental impact} of proposed light rail AND (3) underrunning the proposed per-mile construction/maintenance/operational cost of Light Rail.
214	10	No response	Need to have more emphasis on the light rail and commuter rail departure. If possible check with Sal Lake City Light Rail .
215	10	The light rail segment is very underfunded in any of the proposals. If there is another recession, and you already have money invested in light rail, it is cheaper to continue the service vs. bus or dial a ide which is labor intensive and more costly per rider short term.	Add light rail extensions to major malls (ask them to pay for part of it) and all community colleges. Also new stadium going into Glendale out to Williams Gateway in E. Mesa.
216	10	The transit improvements will not provide significant increases in ridership. Surveys have demonstrated that people are willing to travel up to 42 minutes before moving closer to their employment versus riding the bus. Many road projects are for future development and these areas should pay for the roads, i.e. Loop 303 should be a toll road.	Add toll roads to I-17, I-10 and 303. Drop local roads, Pima roads, which should be paid by local contributions. Let the tax expire. Steop expensive light rail expansions that will never pay for themsleves, i.e. low cost benefit ratio.

All Combo

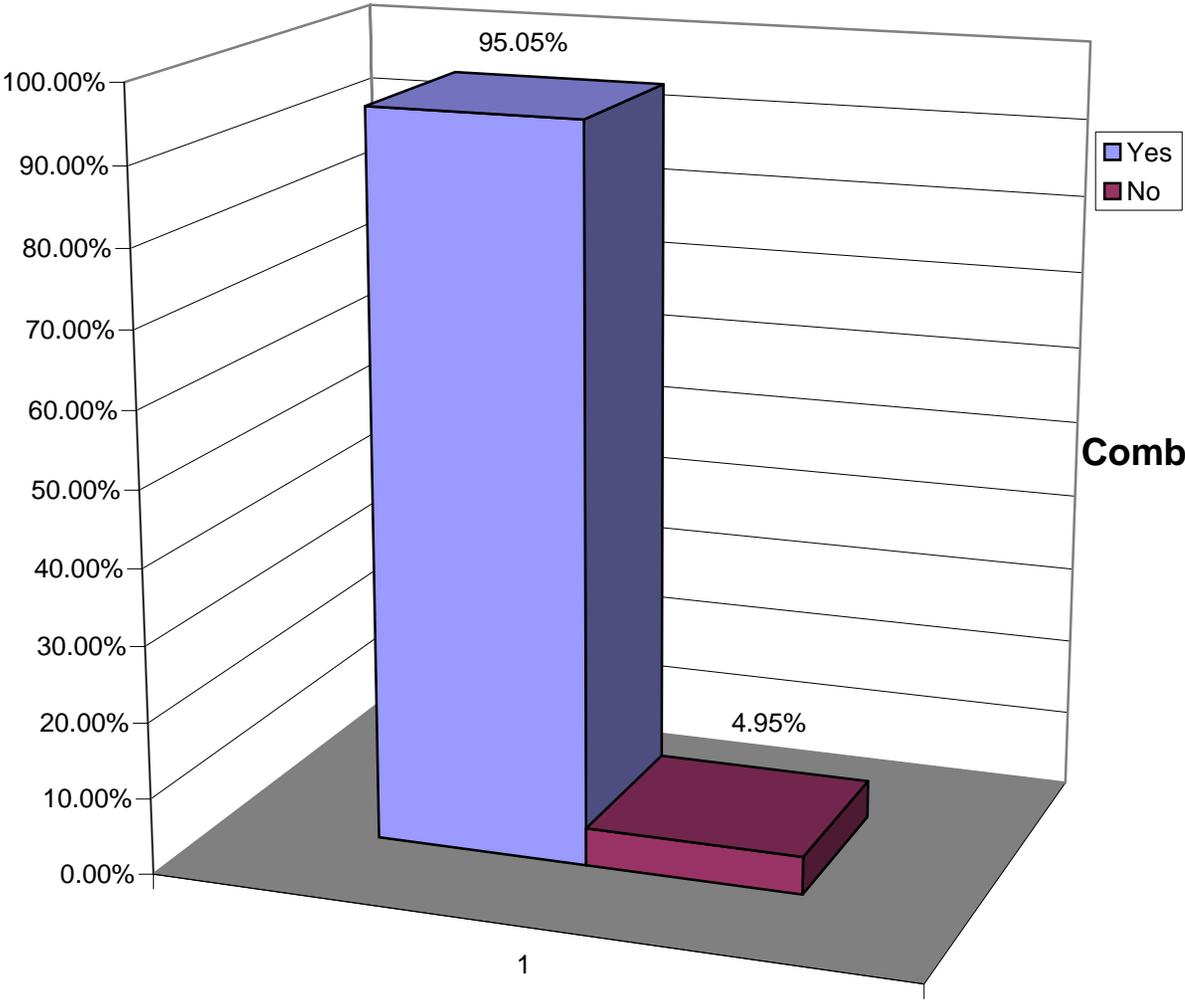
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
217	10	Freeway improvements marked "disagree" above is solely stated due to the proposal of raising I-17 from Dunlap to I-10 stack. Feel use of existing frontage roads should be used instead.	See above, 1. No overhead stacking @ I-17, 2. Change I-17 to include one more HOV lane during rush hours. No extra \$ needed to build or buy except signage change and public communication. Could be done using existing lanes, just need to sign them.

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?



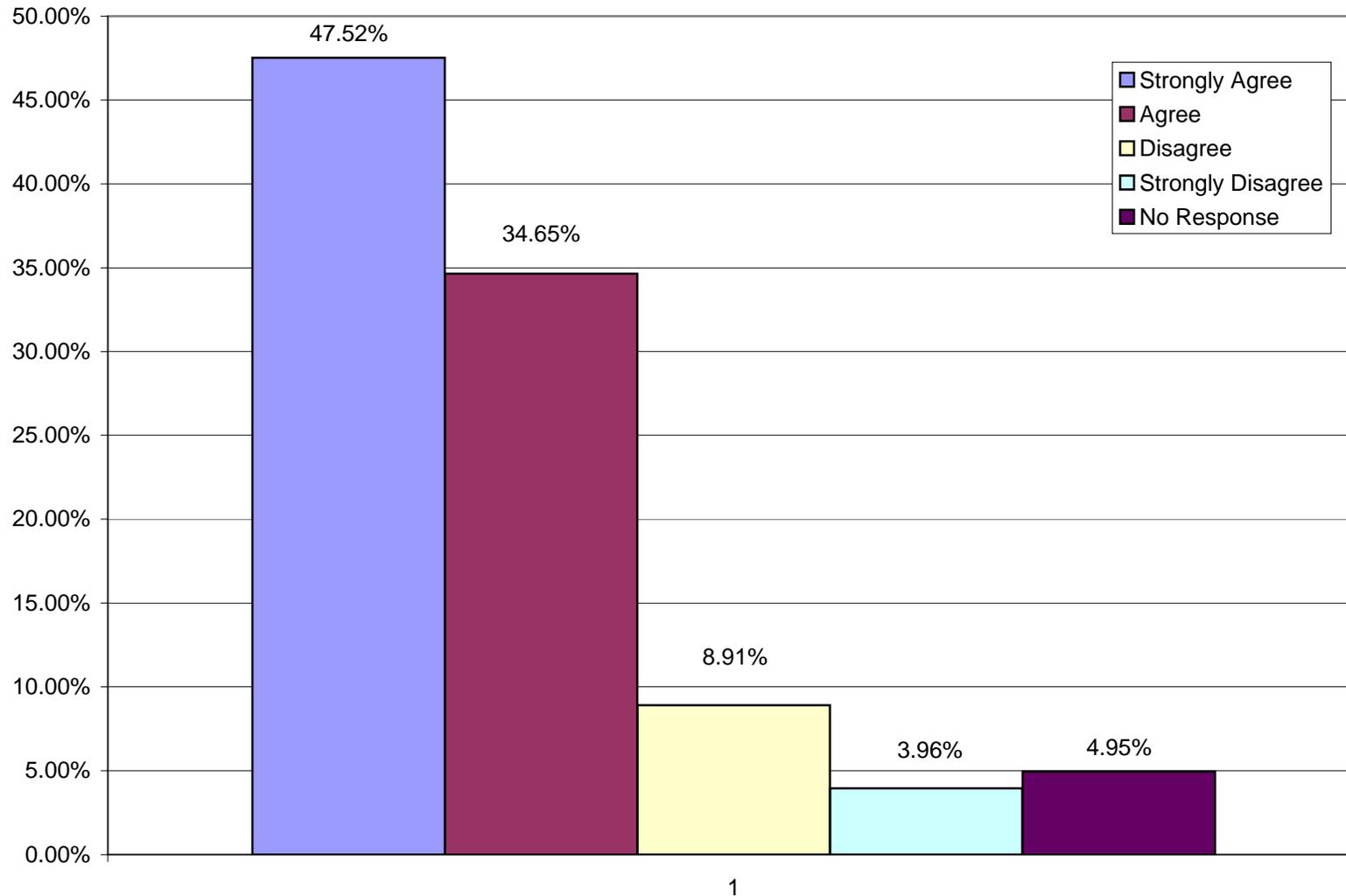
**Combo Public Meetings
9-9-03**

Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



**Combo Public Meetings
9-9-03**

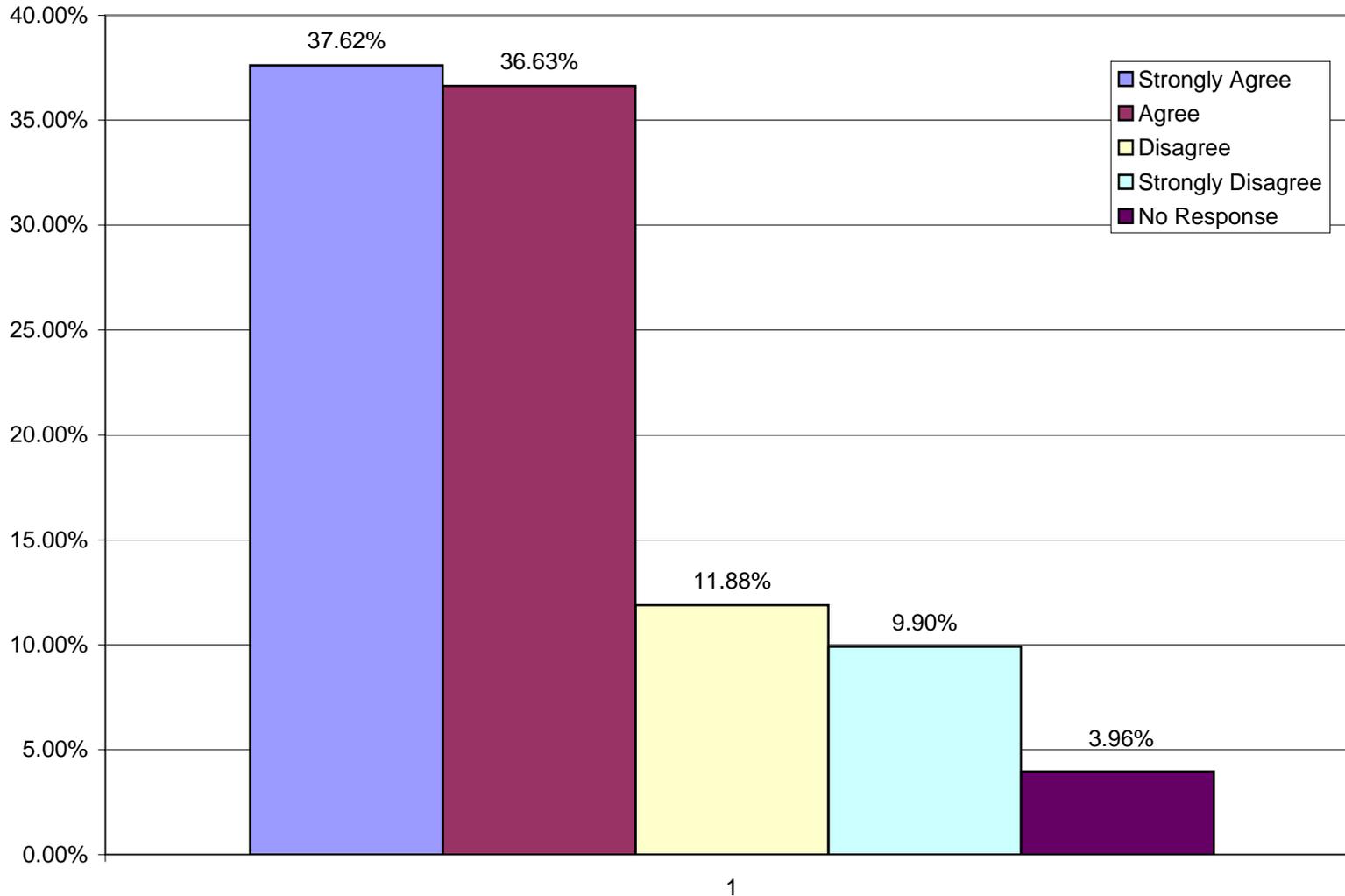
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



**Combo
Public
Meetings
9-9-03**

N-101

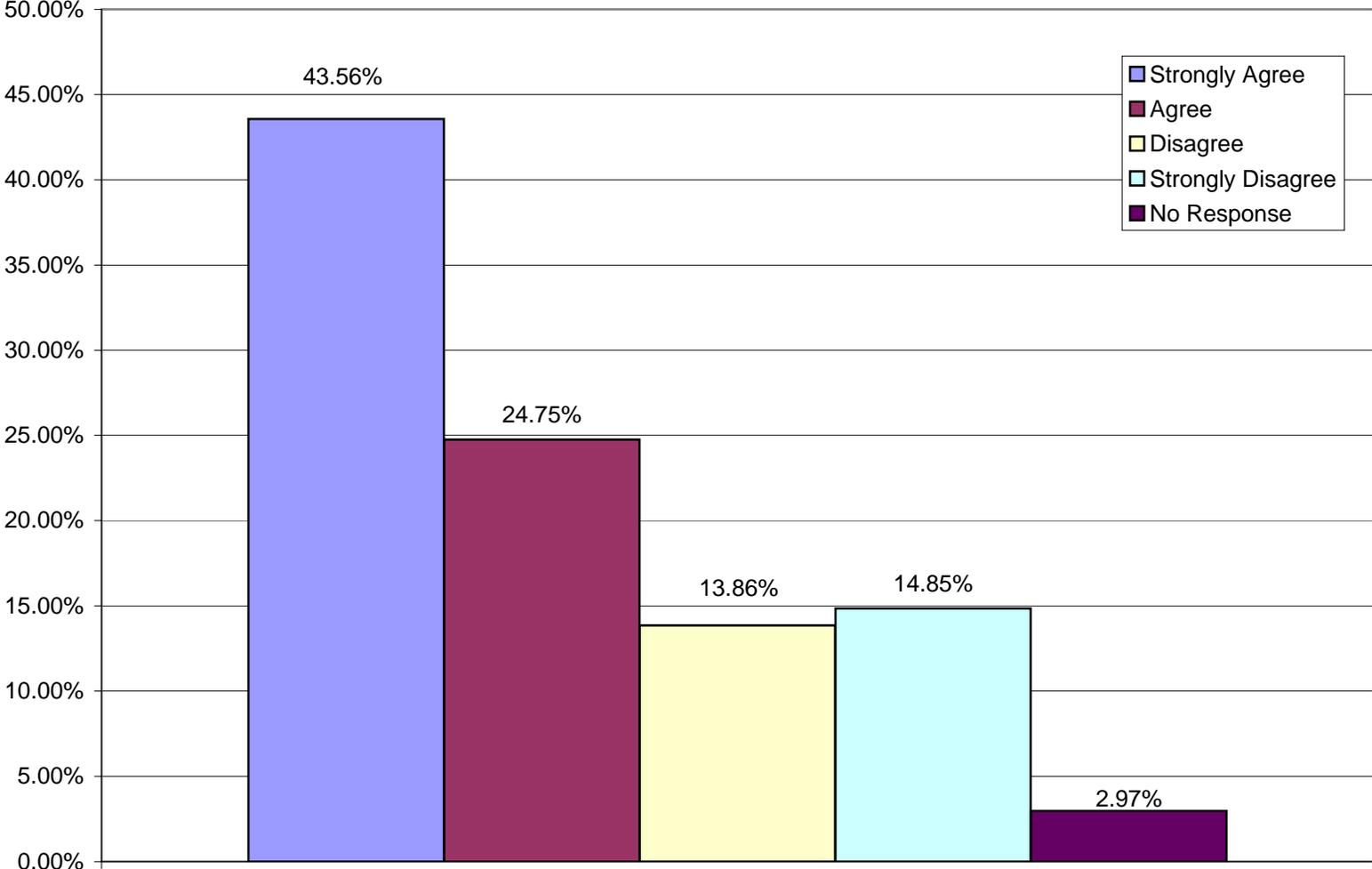
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



**Combo
Public
Meetings
9-9-03**

N-101

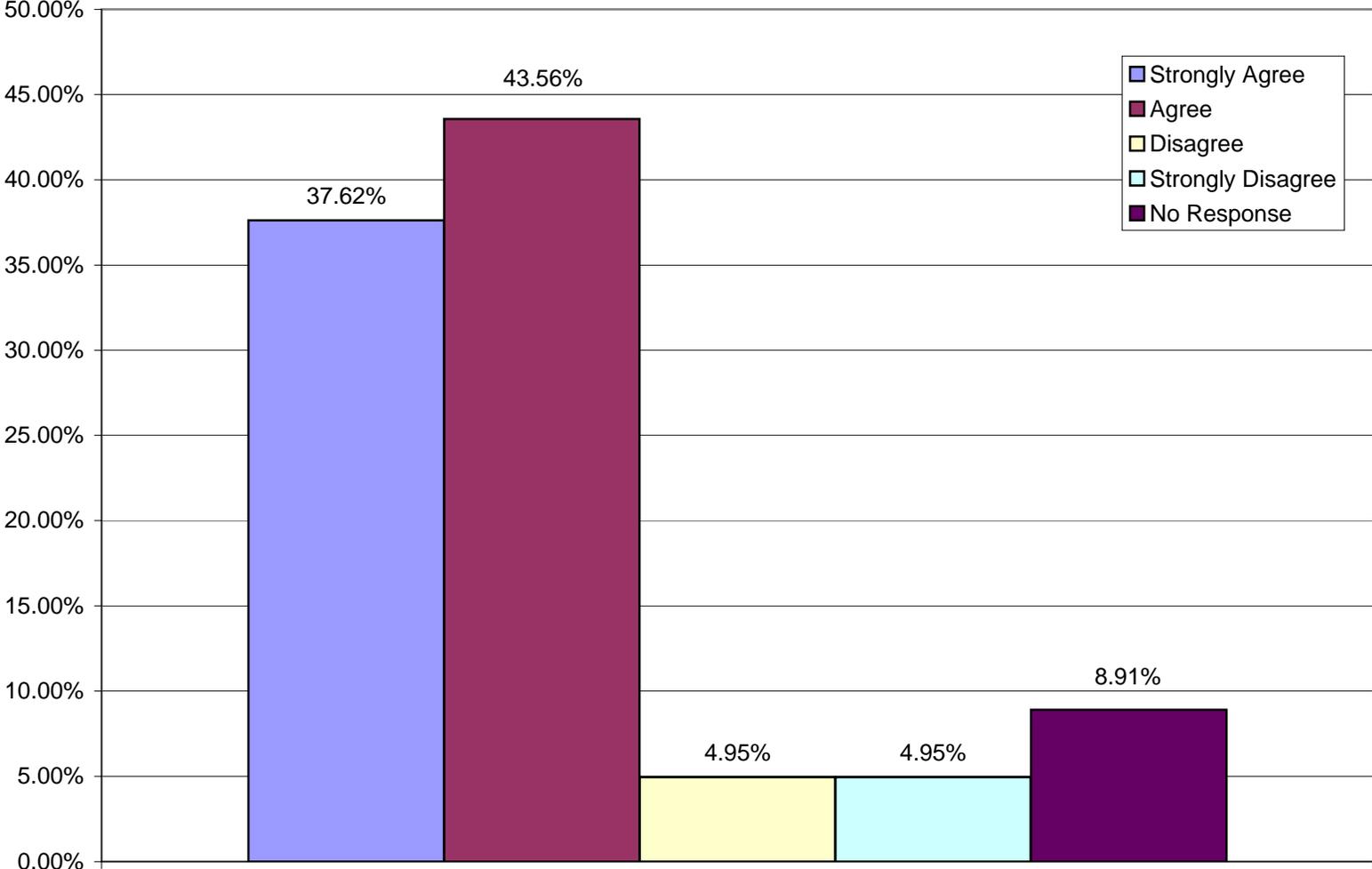
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



**Combo
Public
Meetings
9-9-03**

N-101

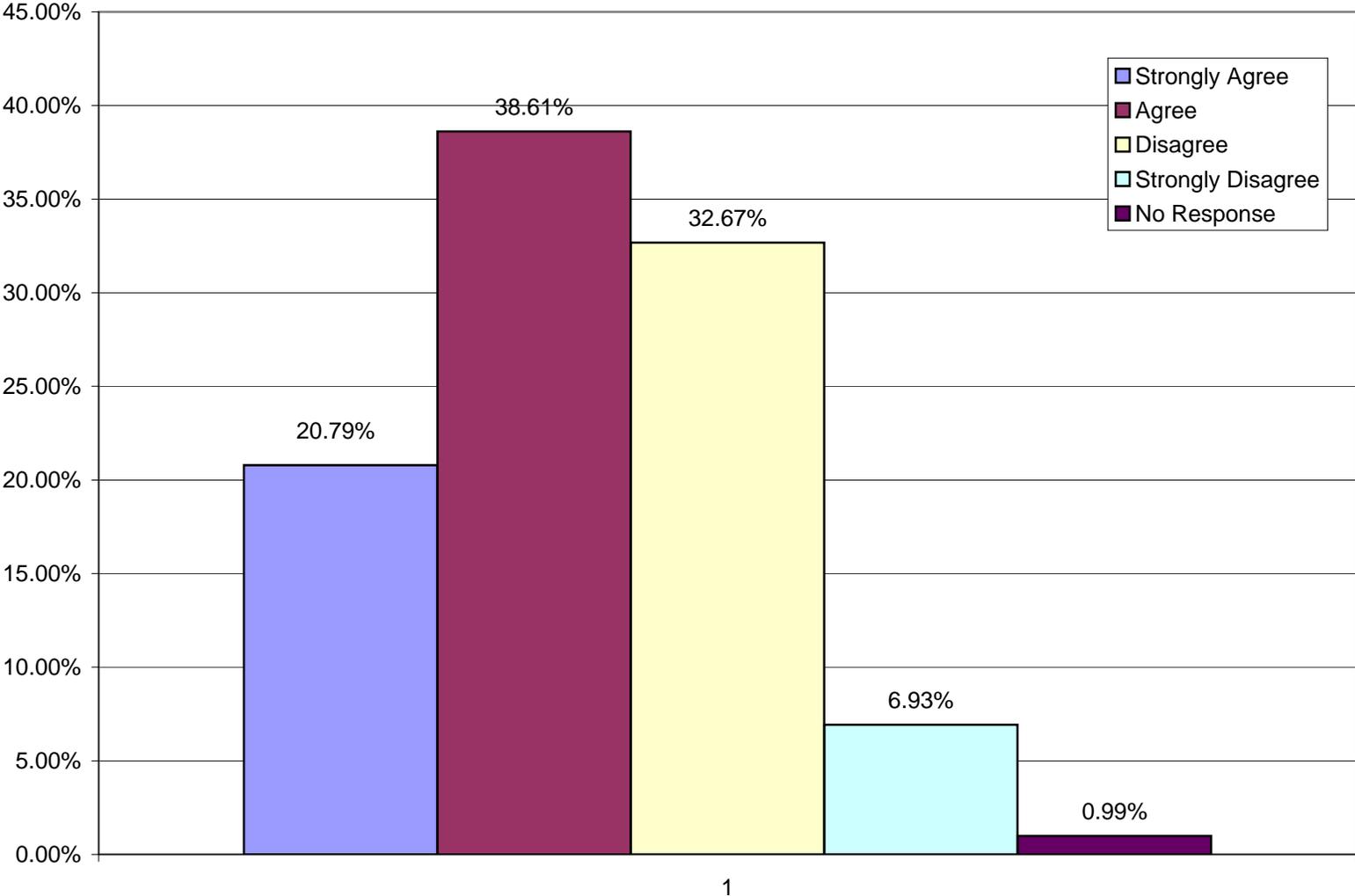
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Combo
Public
Meetings
9-9-03**

N-101

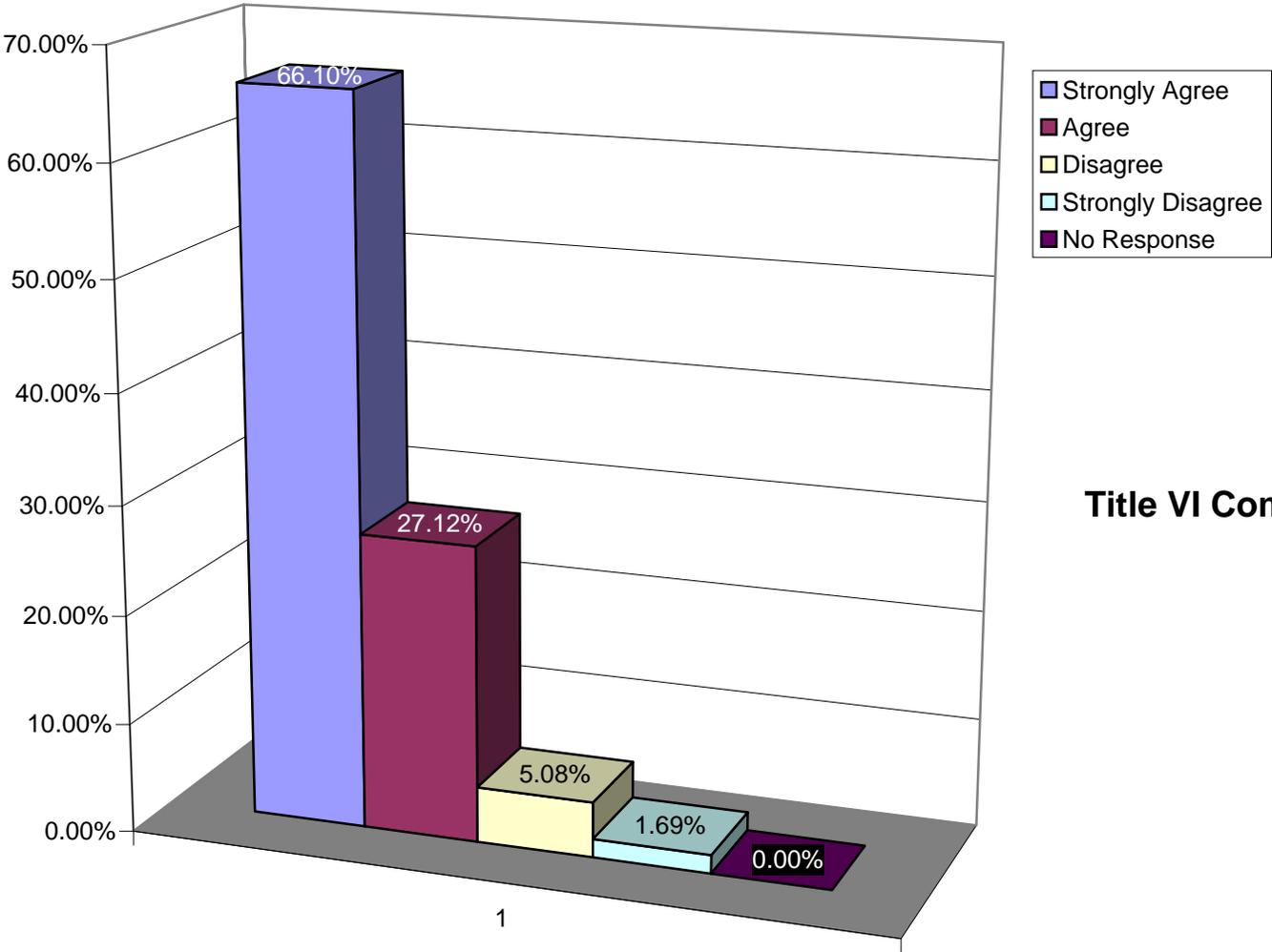
Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



**Combo
Public
Meetings
9-9-03**

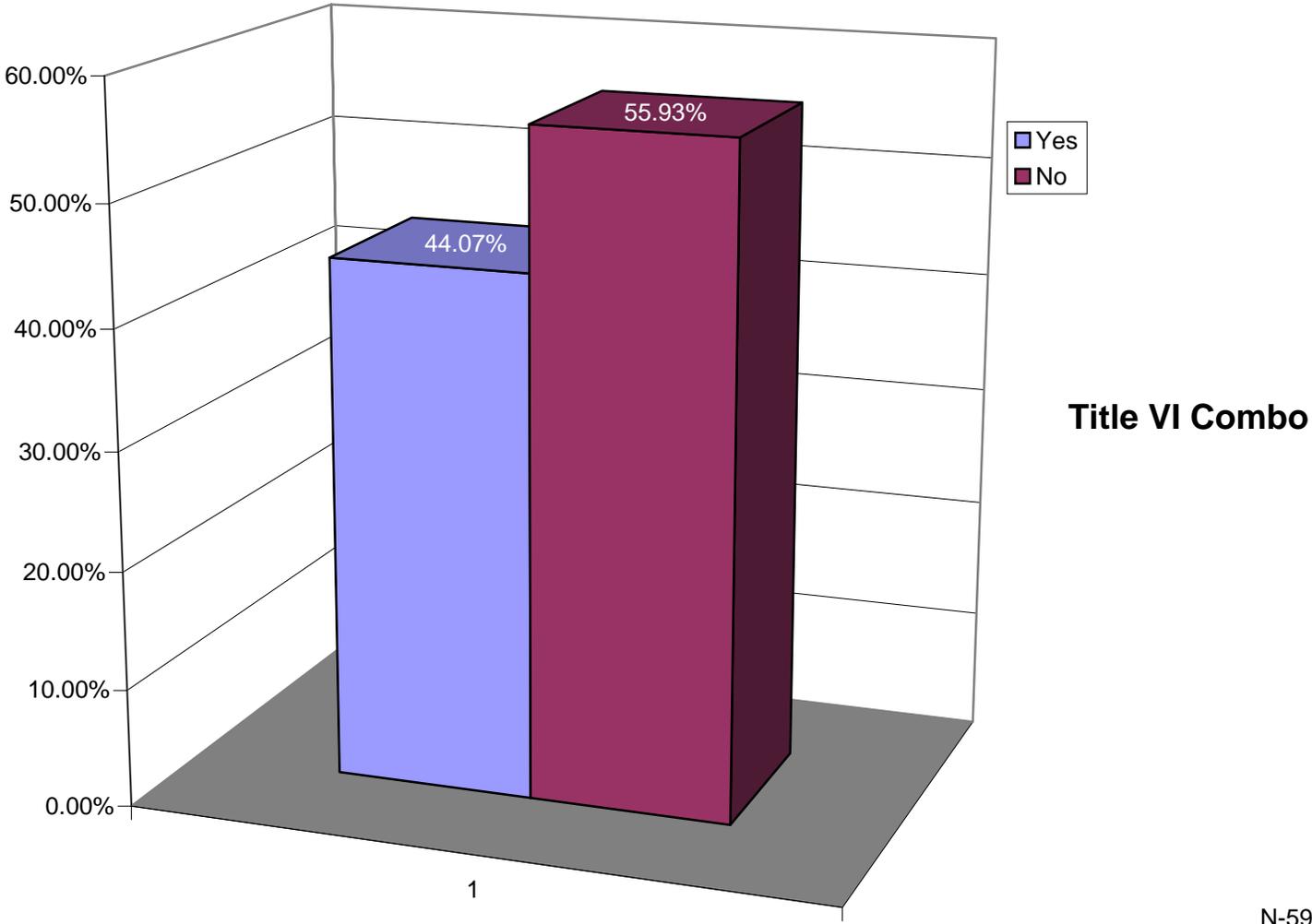
N-101

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

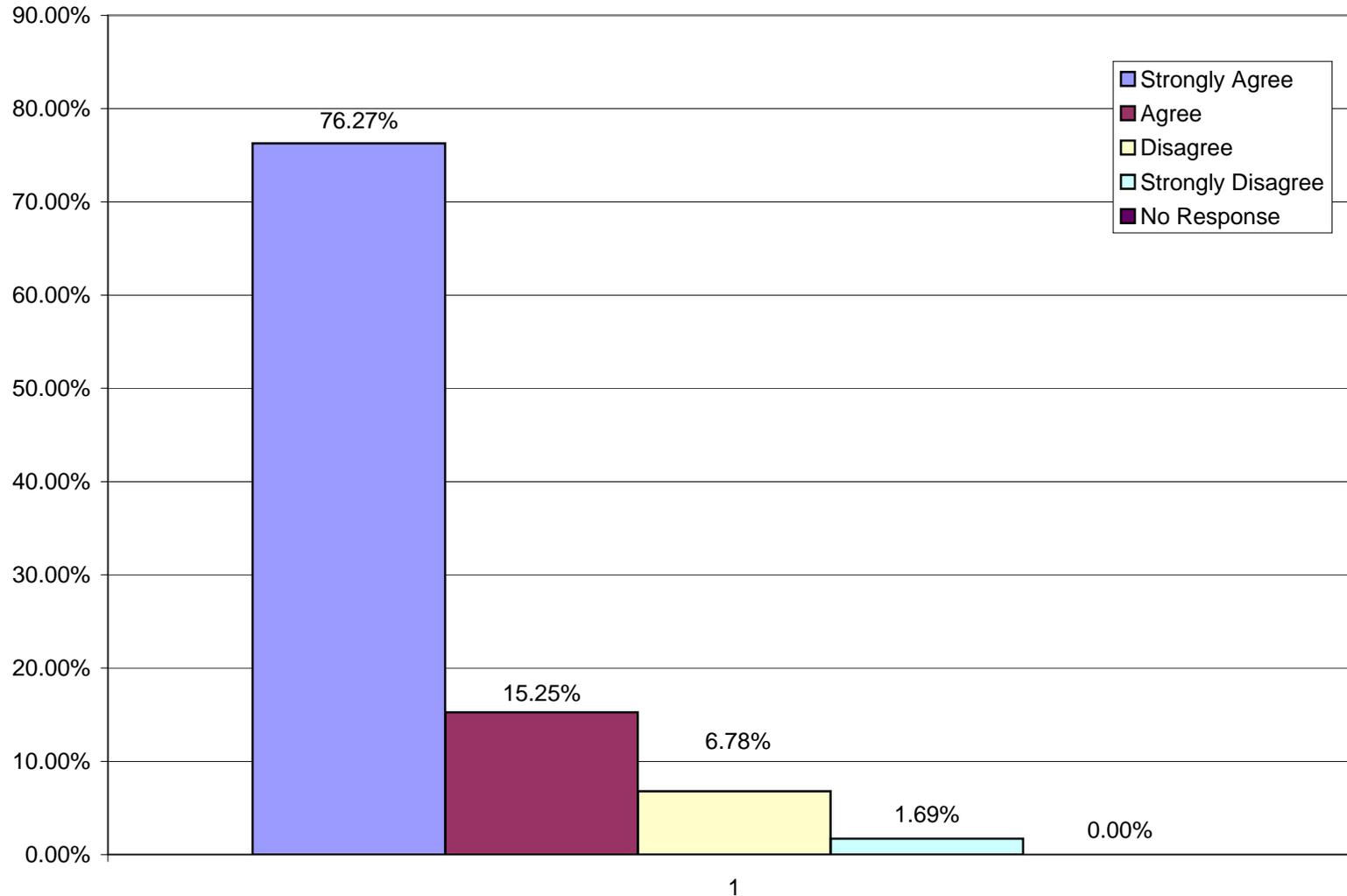


Title VI Combo

Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



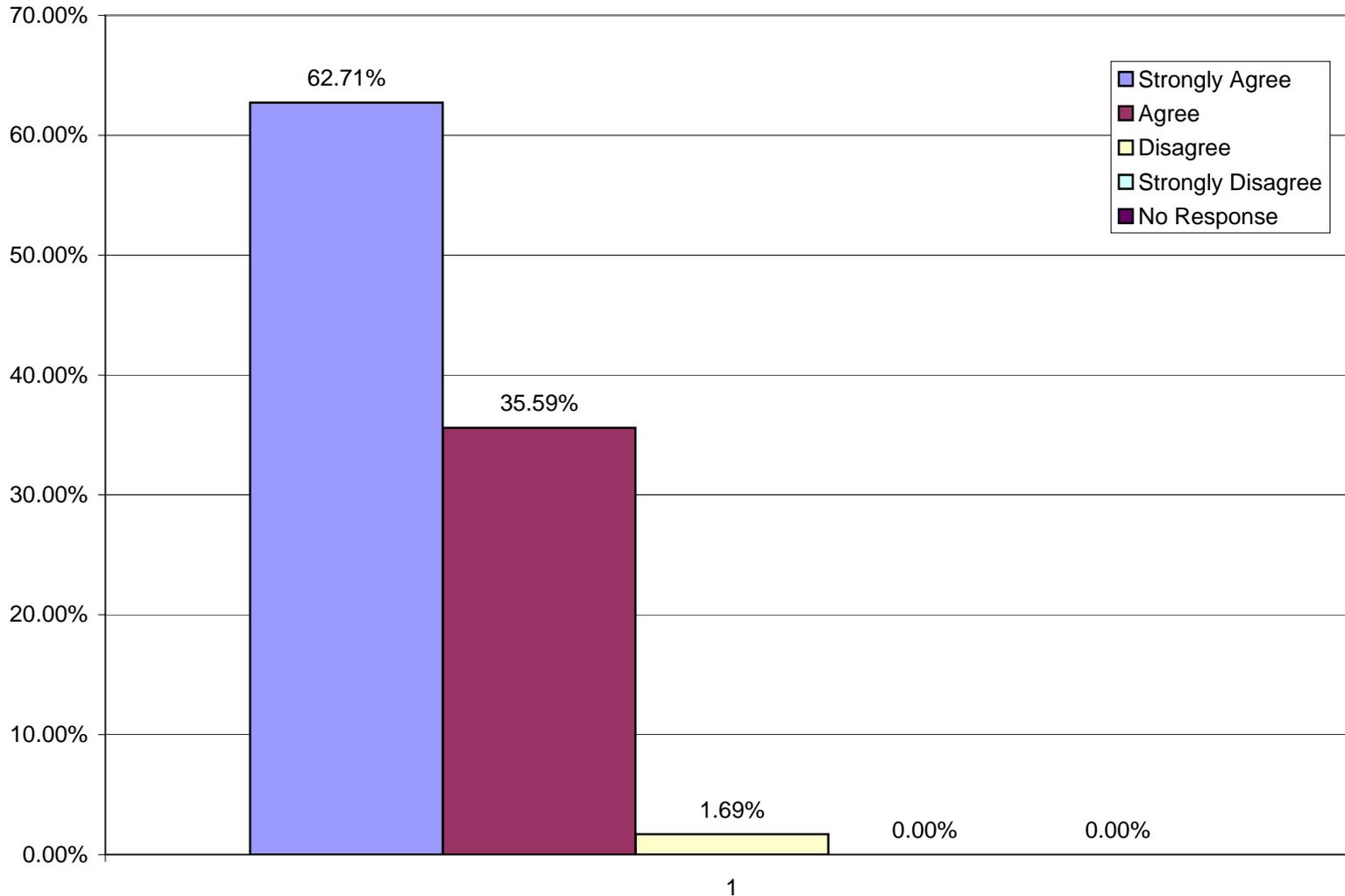
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



**Title VI
Combo**

N-59

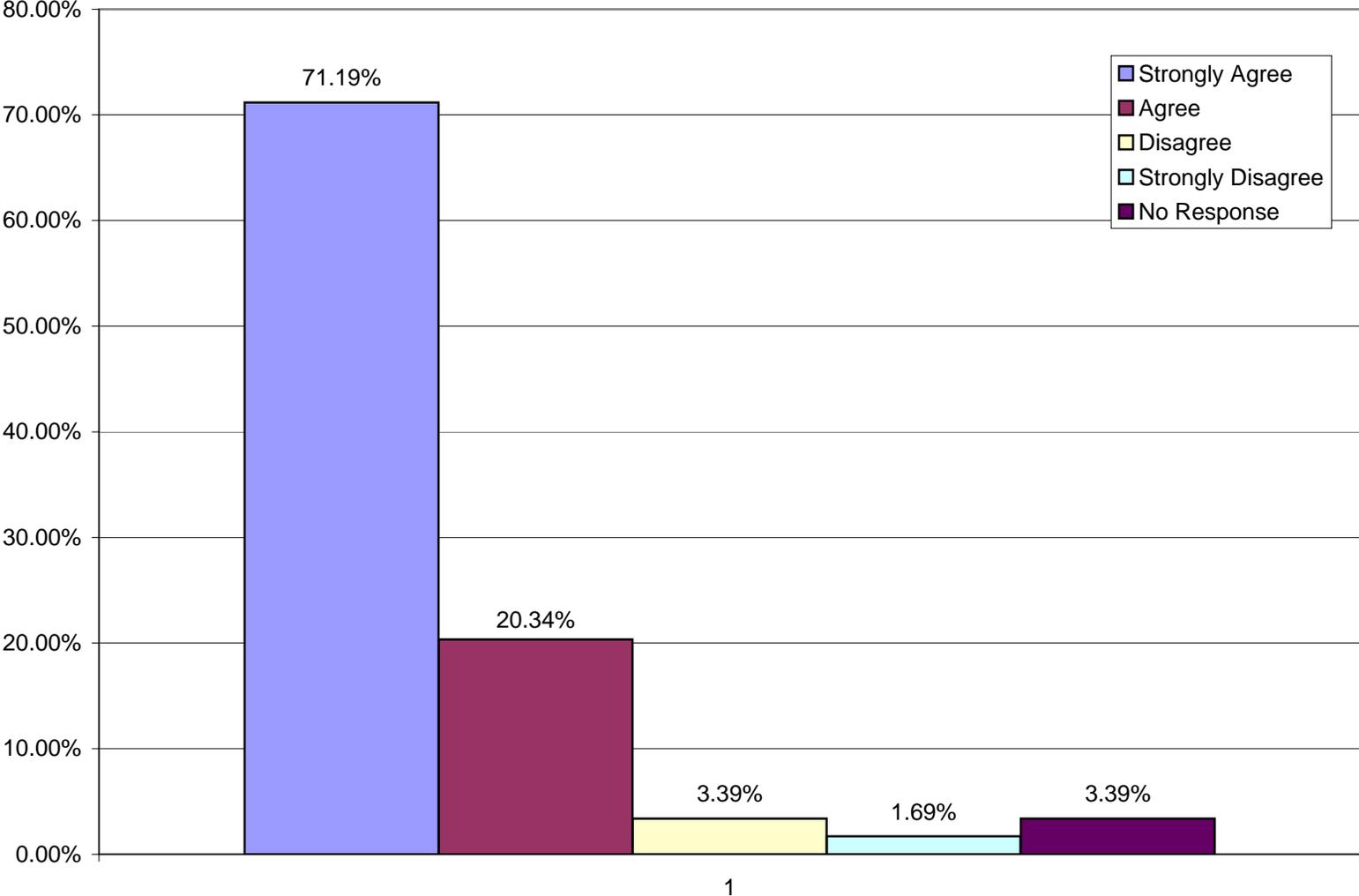
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



**Title VI
Combo**

N-59

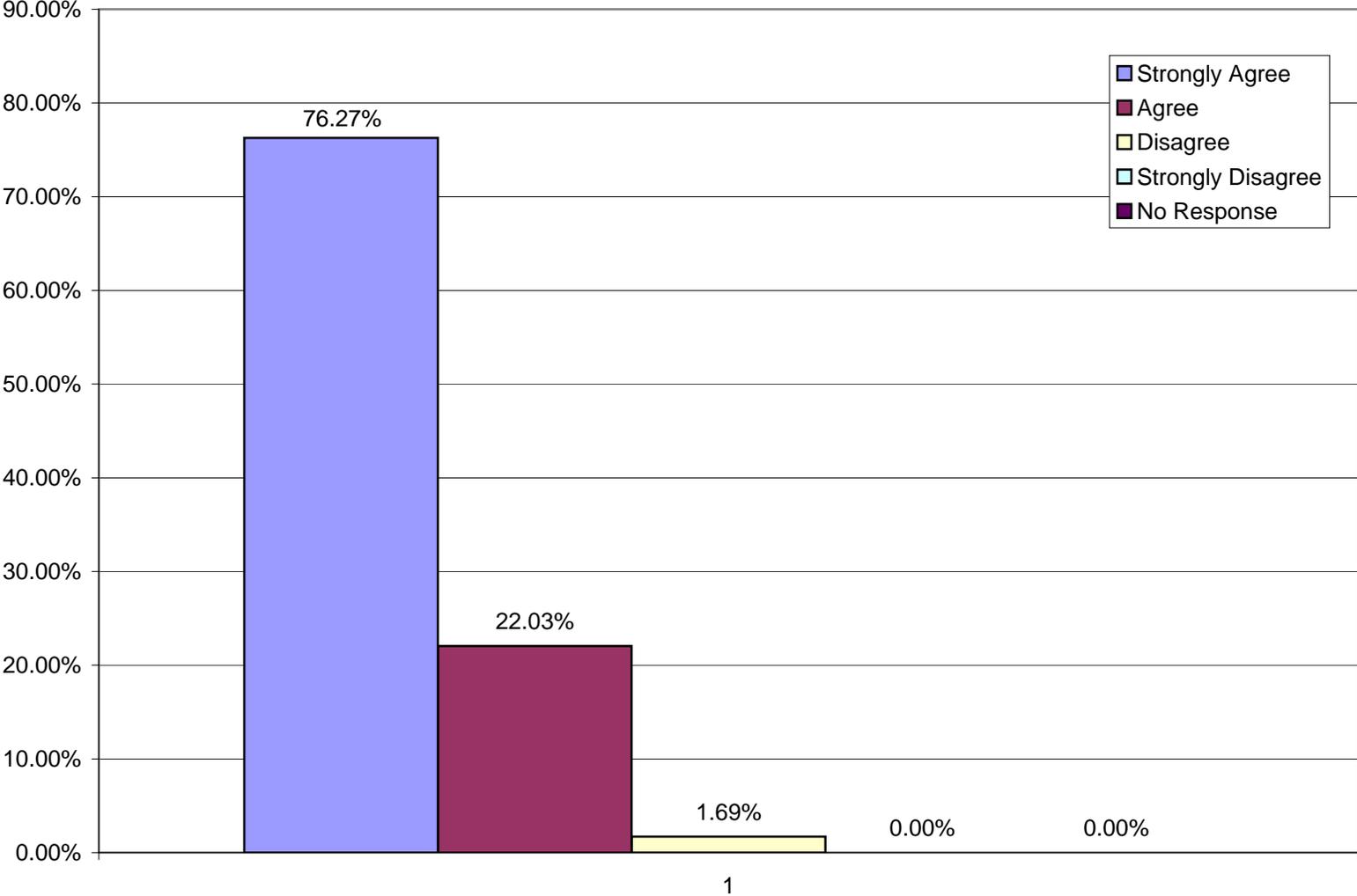
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



**Title VI
Combo**

N-59

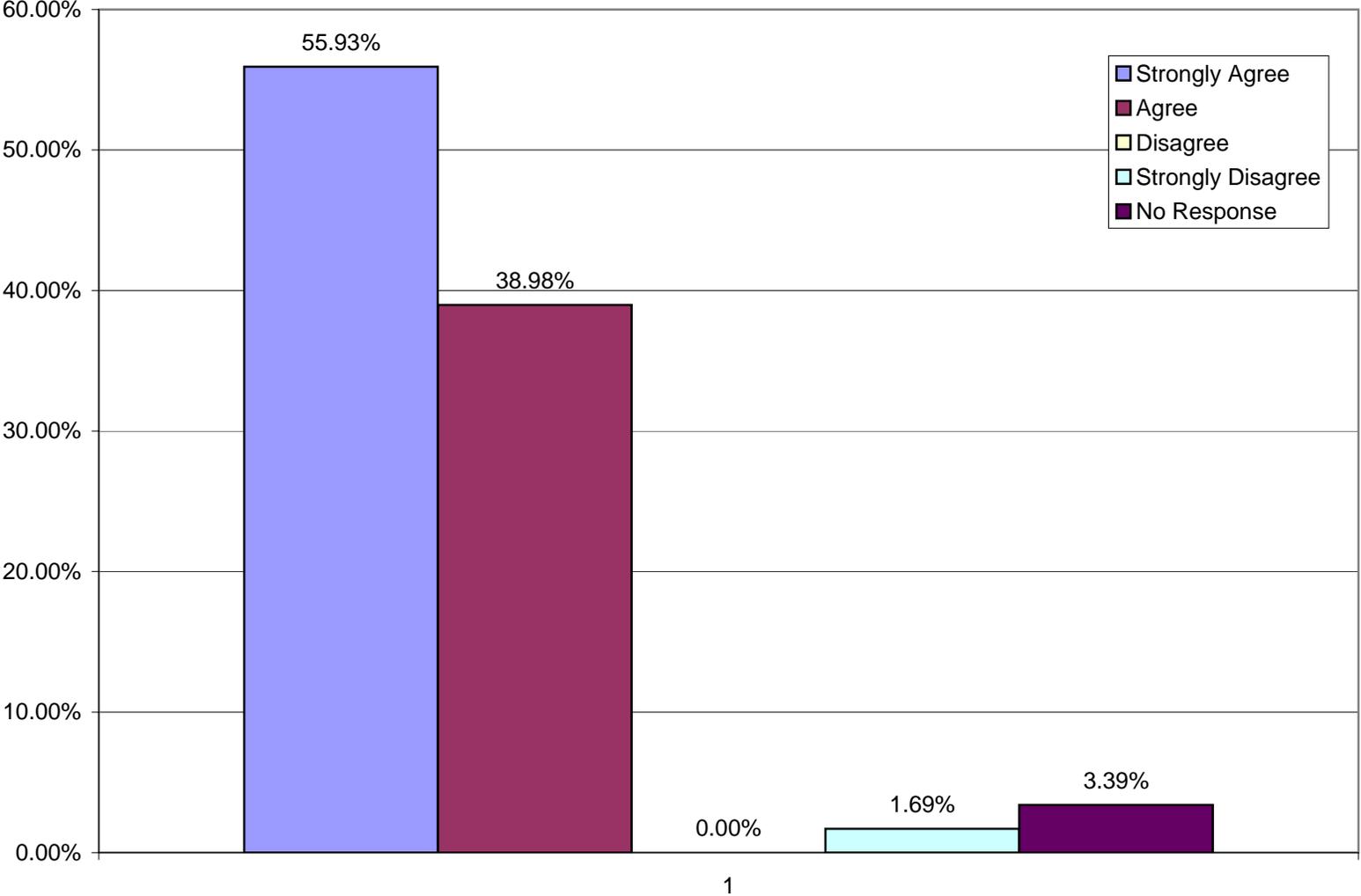
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Title VI
Combo**

N-59

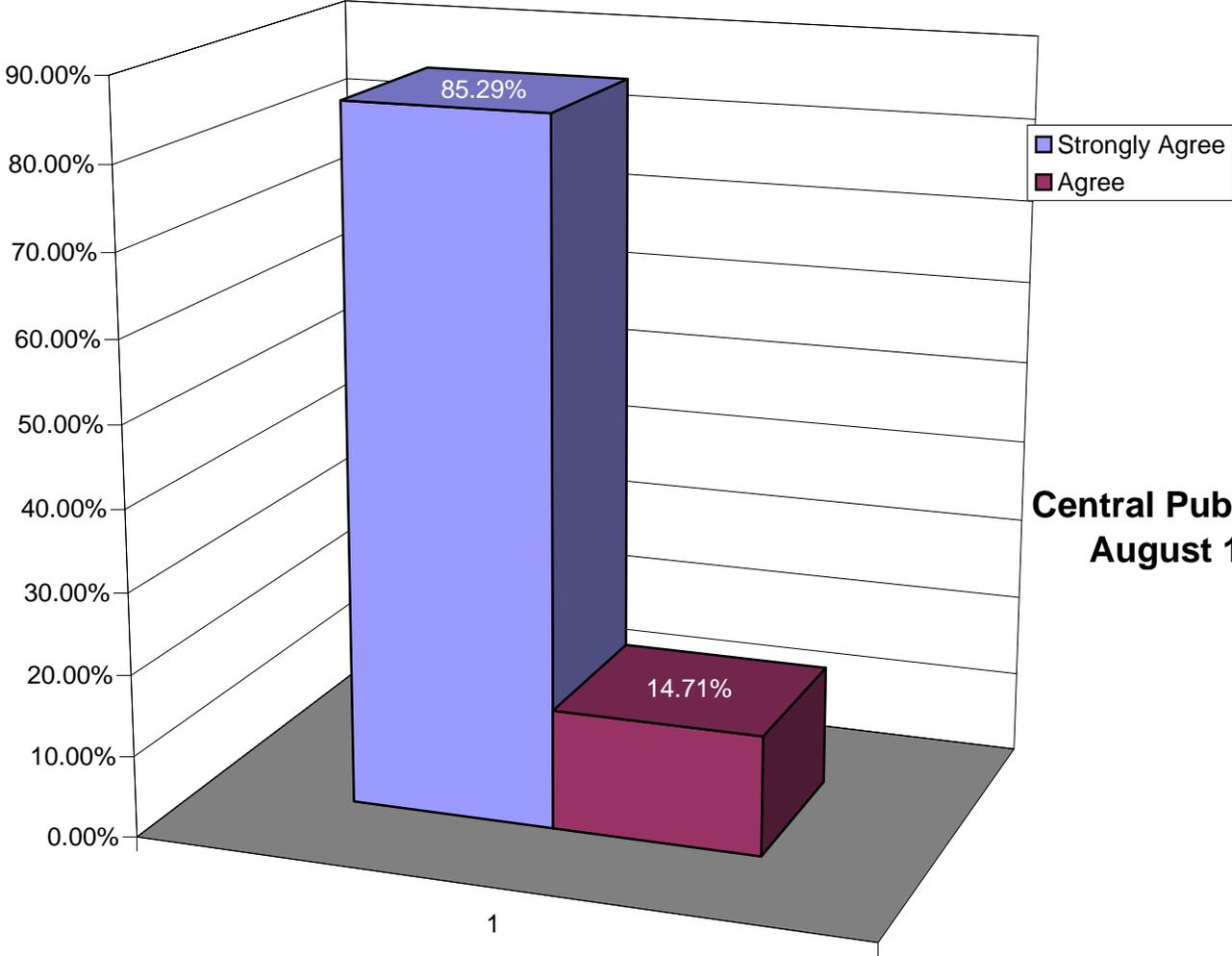
Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan Sufficiently address future transportation needs?



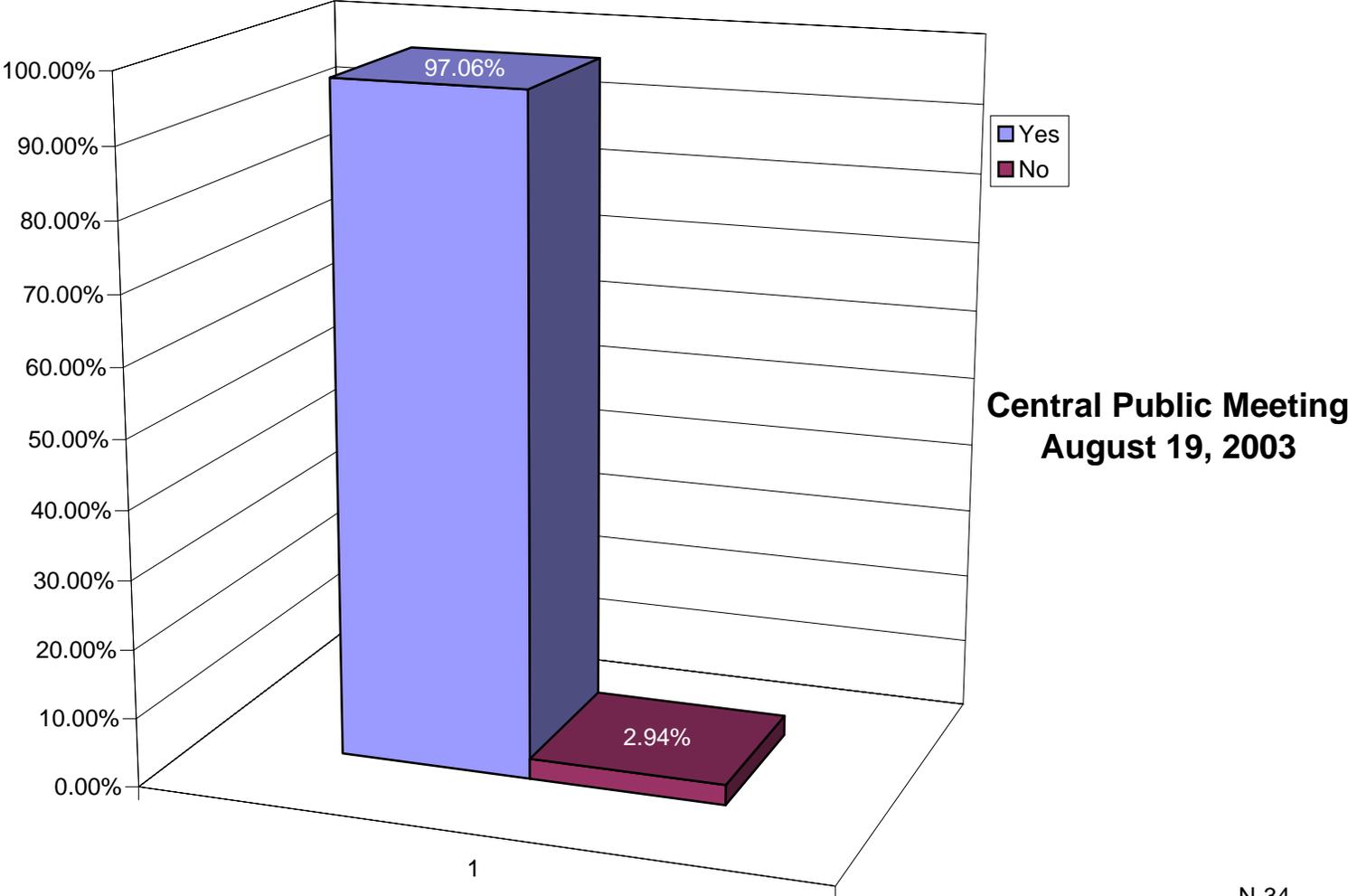
**Title VI
Combo**

N-59

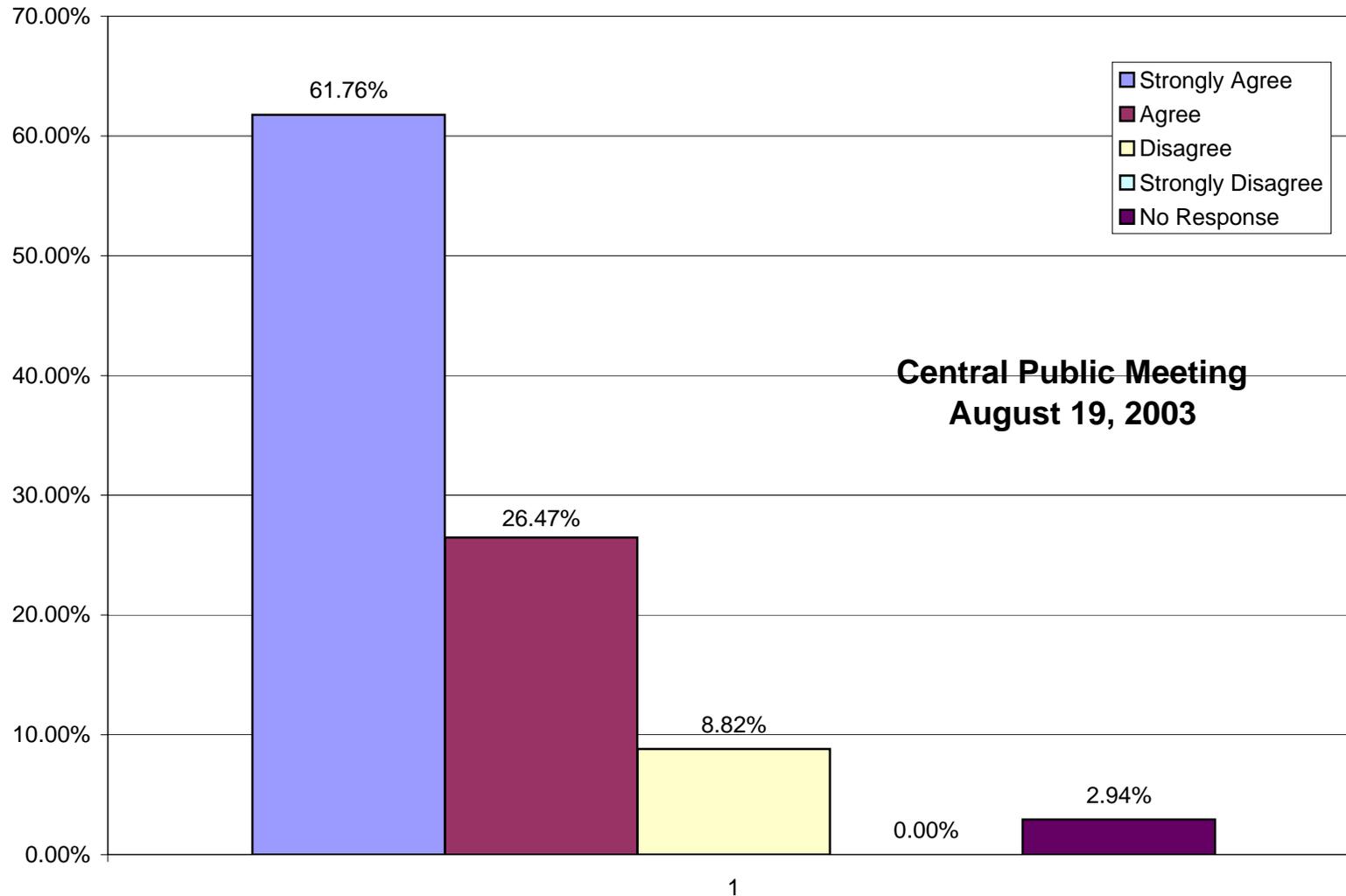
Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?



Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?

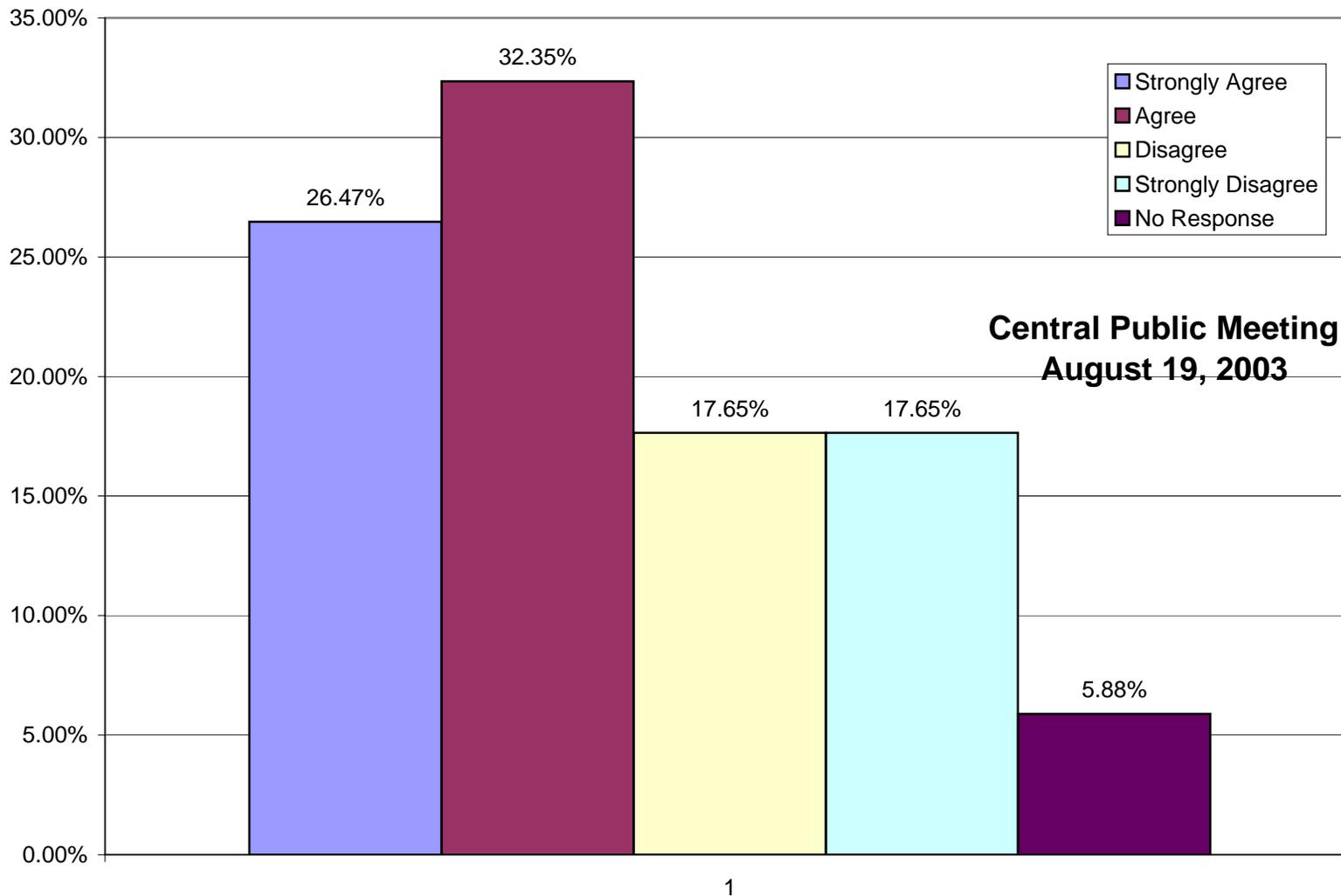


Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?

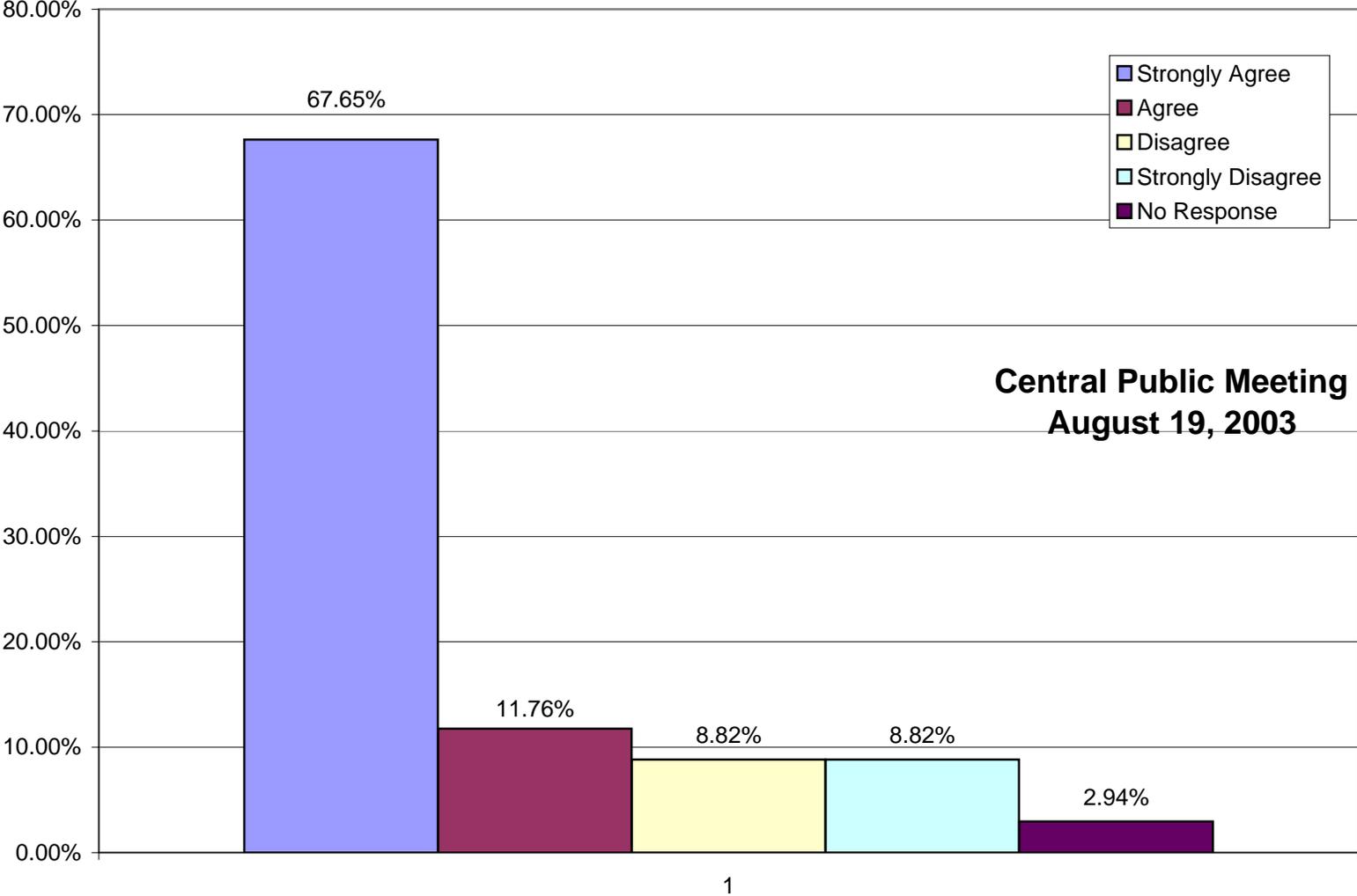


N-34

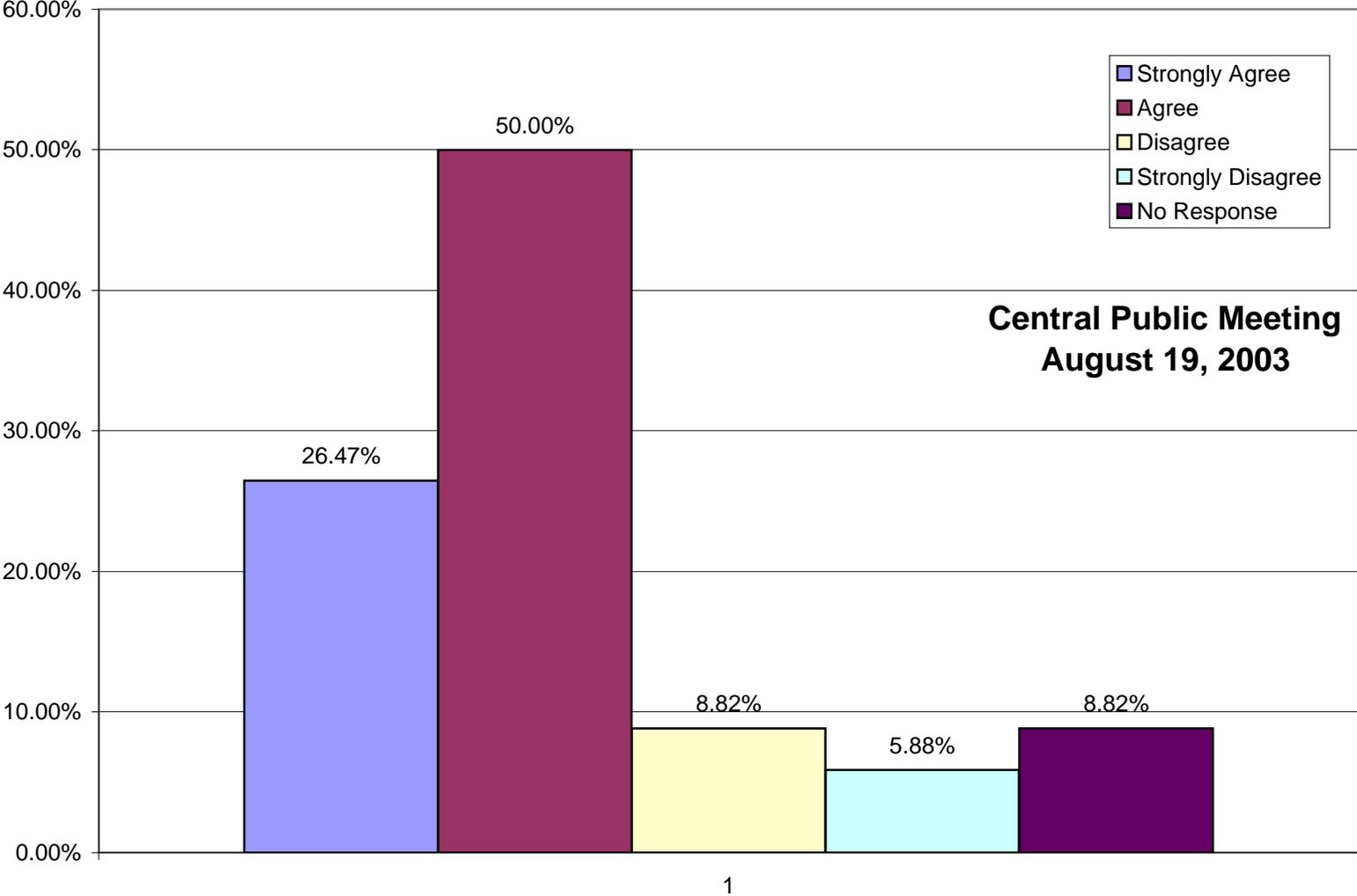
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



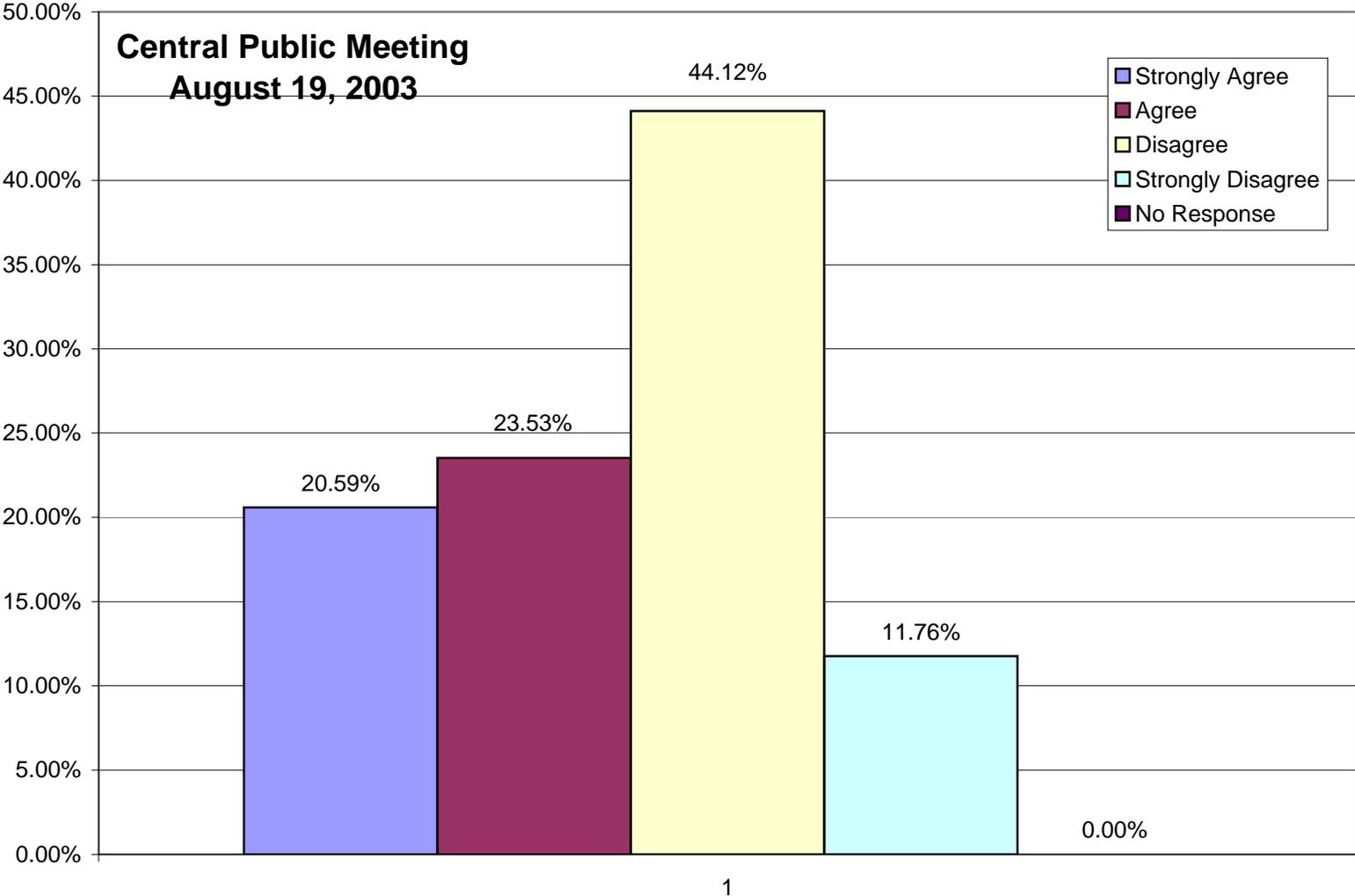
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



Central Public Meeting
August 19, 2003

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	1	No response	No response
2	1	Focus on freeways, roads. We need to focus on transit.	More emphasis on transit.
3	1	No response	More light rail lines.
4	1	With a reservation about timing - I guess I want more FASTER.	Timing
5	1	Need more light rail	Add more money for transit.
6	1	No response	Make relationships with business leaders and potential tenants along light-rail lines the highest priority.
7	1	No response	No response
8	1	No response	No response
9	1	No response	Include more pedestrian and bicycle improvements.
10	1	I am a bicycle commuter. More than 30,000 cyclist ride to work once a week or more. If there were sufficient bicycle routes (lanes, bridges, etc.) that number would double to quadruple. Lanes, no paths, 2% is spread too thin.	1. Move some freeway plans out a bit and build bicycle bridges. 2. Designate some street improvement monies for signed bicycle corridors and bicycle sensors.
11	1	No response	I'd push for more light rail. Also, I don't see how this plan links to Pinal County growth areas. That rapid growth area will need MAG 1/2 cent tax help to get commuters in to Phoenix (where they work and spend \$).
12	1	The improvements do not appear to serve the population density predictions. Plan encourages sprawl. Light rail corridors should not lie on major streets, which would reduce traffic capacity.	More emphasis on street improvements, less on new freeways. Let Light Rail stand on its own. More pedestrian, traffic, bicycle emphasis.
13	1	Commuter rail should also be included - possibly in freeway corridors?	Too much emphasis on bus transit - not sure it's cost effective based on ridership.
14	1	Need to encourage mass transit more, more freeways will encourage more pollution and congestion.	More money on light rail, make adequate funding for alternate transportation bikeways and pedestrian facilities.
15	1	The emphasis must be on clean mass transit. Take cars out of the downtown area and replace them with free light rail or CNG buses.	Stop building freeways and start moving people where they need to be - encourage business to locate where people live.
16	1	Too heavily based on freeways, especially the new freeways. I support the increased HOV lanes, light rail, increased bus service.	Change the percentage of spending. More emphasis on alternate forms of transportation such as bicycles, walking, need more options for elderly, disabled, low income.

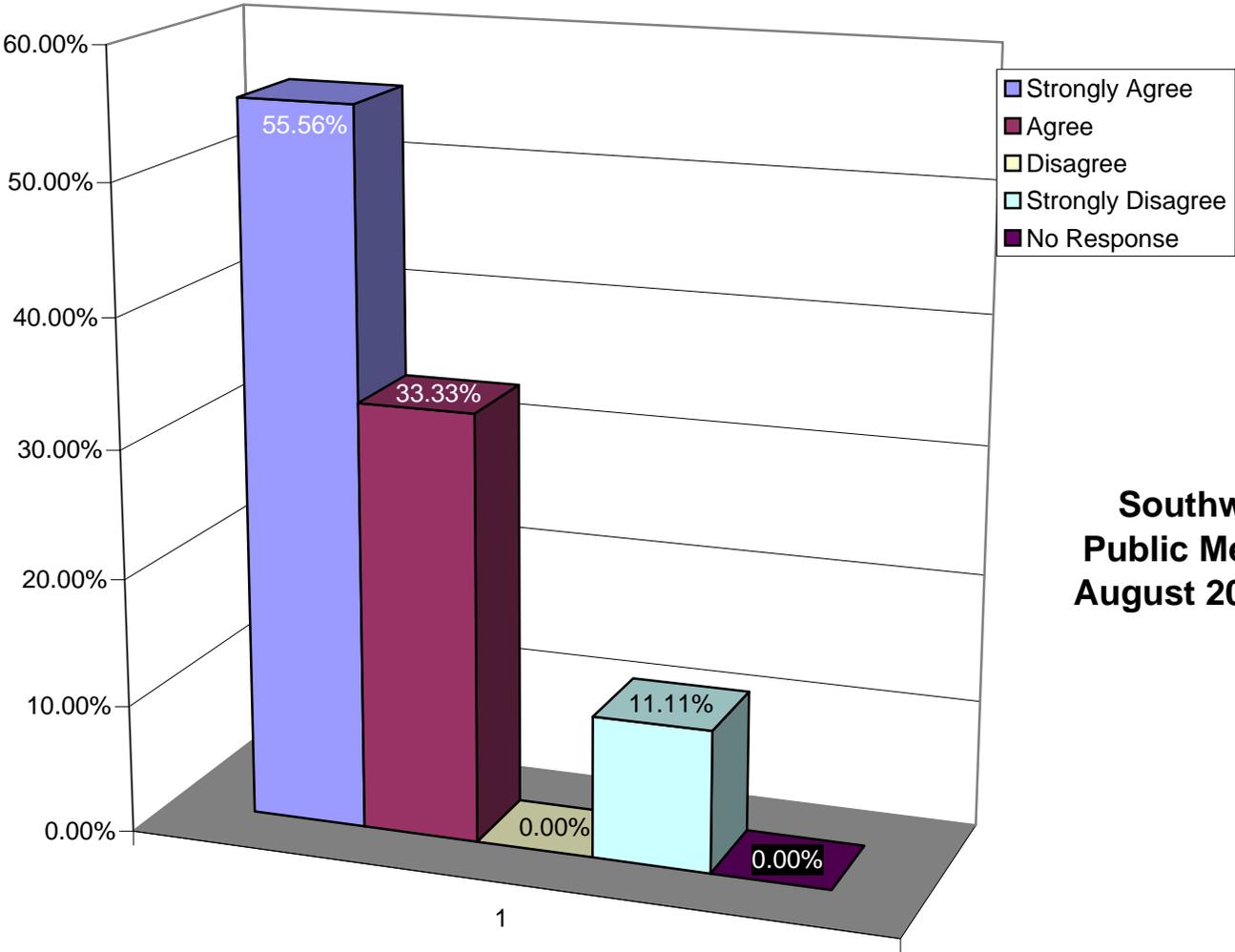
Central Public Meeting
August 19, 2003

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
17	1	Need more freeway funding, cut all light rail funding. Cut all maintenance and operations funding. The users of transit/bus should pay their fare share. Over 90% of the population never uses transit. The investment strategy should reflect this usage. The benefits of the new freeways are fantastic. Everyone says so. Stay on the successful track!	Eliminate all transit expenditures. Transit should be a separate tax proposal, like Phoenix and Tempe. The east valley versus west valley bickering must be ignored, keep a regional perspective. We should build the first phase of light rail first and see how it is utilized before proceeding with an additional phase. We subsidize about 70% of transit operations.
18	1	No response	More right turn lanes in all cities. The freeway system should make an X across the valley and a freeway East to West across the valley. A lot more light rail (L Train) and a subway system should be completed.
19	1	No response	It's the timing that comes first. I hope transit is first to accommodate van drivers and to relieve traffic and pollution.
20	1	The goal should be to severely reduce automobile traffic to improve air quality and reduce fuel consumption. Much more emphasis should be played on rapid transit, light rail, commuter rail and frequent bus connecting service.	Don't emphasize freeways. If you build them, they will come. Soon they'll be inadequate so you'll want more and bigger. Look at Los Angeles. Say no to freeways and yes to light rail. Commuter rail and good bus support.
21	1	Don't need so much on freeways - Need MUCH more on bike project! More on public transit lite rail. Cars are polluting the environment. No matter how you extend the freeways, they will become obsolete - Need to move toward discouraging driving.	Cut amount for freeways, raise amount for Light Rail and Bicycle lanes.
22	1	More work needed on rail - maybe rail should be separate ballot issue.	Regionalize and unite DAR, uniformity eliminate transfers.
23	1	No response	No response
24	1	More bus, no light rail correctly planned	Same as above
25	1	Does not address moving massive amounts of people into CORE, need to put primary focus on smart streets, bus, express bus hubs, park & ride, and high speed rail and light rail.	See Above. Transit should tie into hubs (buses, red line) and focus on rapid movement.
26	1	Freeways need to be paid by users, gas taxes! Freeways are subsidized today just as any high volume transit system - there needs to be more light rail.	Light rail on I-17, I-10 and 101
27	1	More mass transit grid. Extensions into Chandler, Peoria, Avondale, Scottsdale.	More emphasis on mass transit.
28	1	No response	No response
29	1	No response	More transit and light rail
30	1	There is too much emphasis on freeways.	I would put all the sales tax dollars into transit, bikeways, and pedestrian accommodations. We already use nearly of our federal \$'s and all of the state gas tax for roads.
31	1	I feel more emphasis should be put to public transit, light rail and other alternative transportation making them desirable for commuters to use. The bus system has improved a lot in the last 2 years, but it still takes a long time to get from here to there.	I think light rail is long overdue. I think it will definitely help the movement of commuters.

Central Public Meeting
August 19, 2003

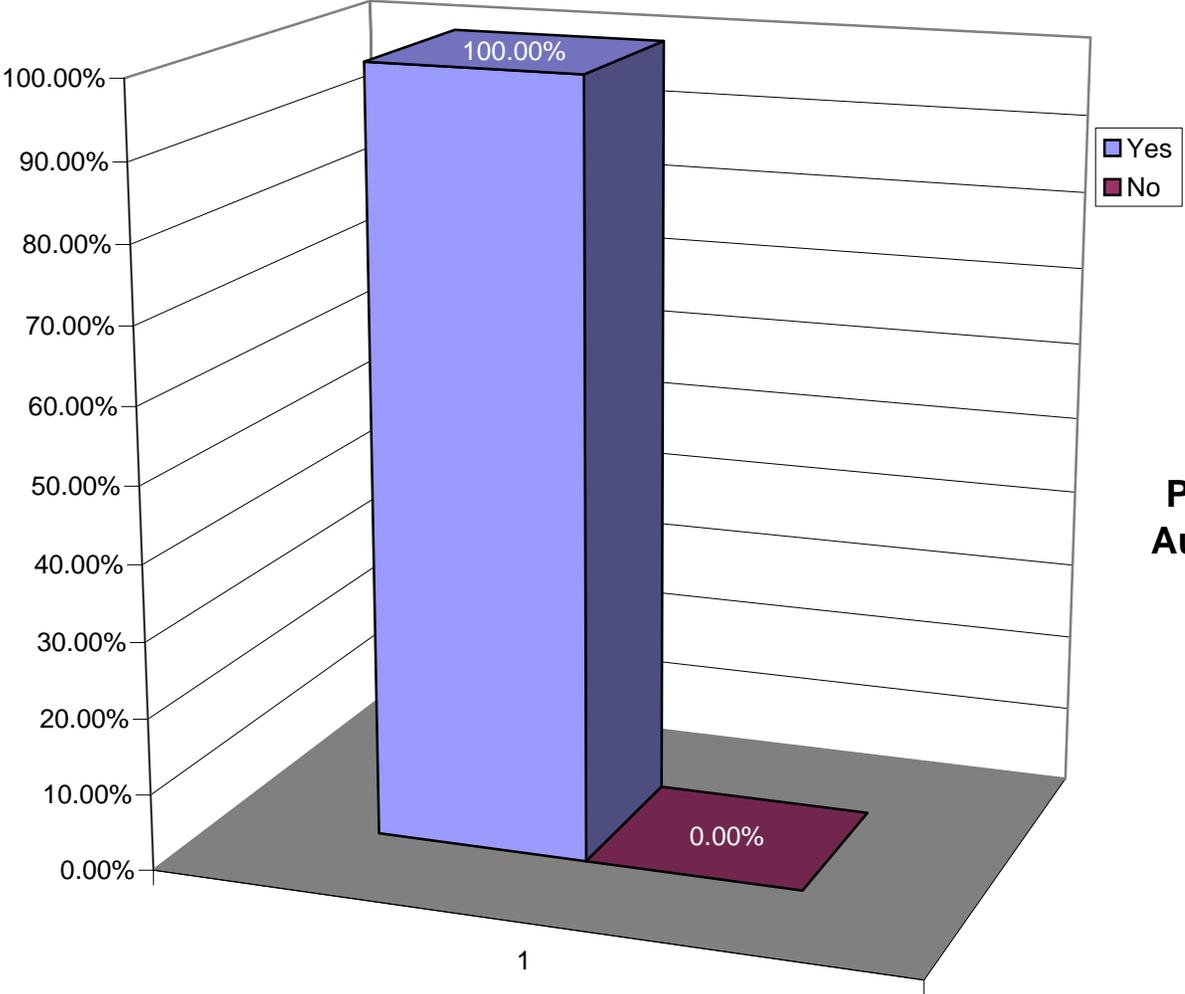
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
32	1	The question of how traffic will be handled as it comes off a double deck freeway were not addressed. A viable plan for moving people from outlying areas to access a light rail service that ultimately has freeway capacity (8 park and ride hubs will not cover)	Change the light rail to monorail (ok-not an option) Consider monorail in other areas. Improve plan to move people from outlying areas to where they can access mass transit.
33	1	Not integrated with land use policy. Land use policy seems to be dictating transportation policy. Expanding freeways historically does not solve the problem; it only invites further congestion. Freeway users should pay for freeway expansion. A gas tax would bring more equitable system balance. I favor pedestrian and bicycle facilities for their lesser impact, existing infrastructure and neighborhood focus. Air quality fear with double the auto traffic is immense.	Shift freeway dollars to Ped/Bike AND mass transit projects. Use savings to build public perception of mass transit. Change land use policy so it is more difficult to clear cheap land, forcing people to seek cheap housing and rely on autos for work and school transport. Lock small % for transit dollars regardless of funding cuts.
34	1	The majority of the money is being put into the most inappropriate modes. Transit, bicycle and Pedestrian facilities should be funded over freeways and roads. Air quality is not being (?) appropriately.	More funding >50% into transit. More than 10% into pedestrian and bicycle facilities. Enhancements for HOV and pollution mitigation should be the primary focus on freeway construction and maintenance.

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?



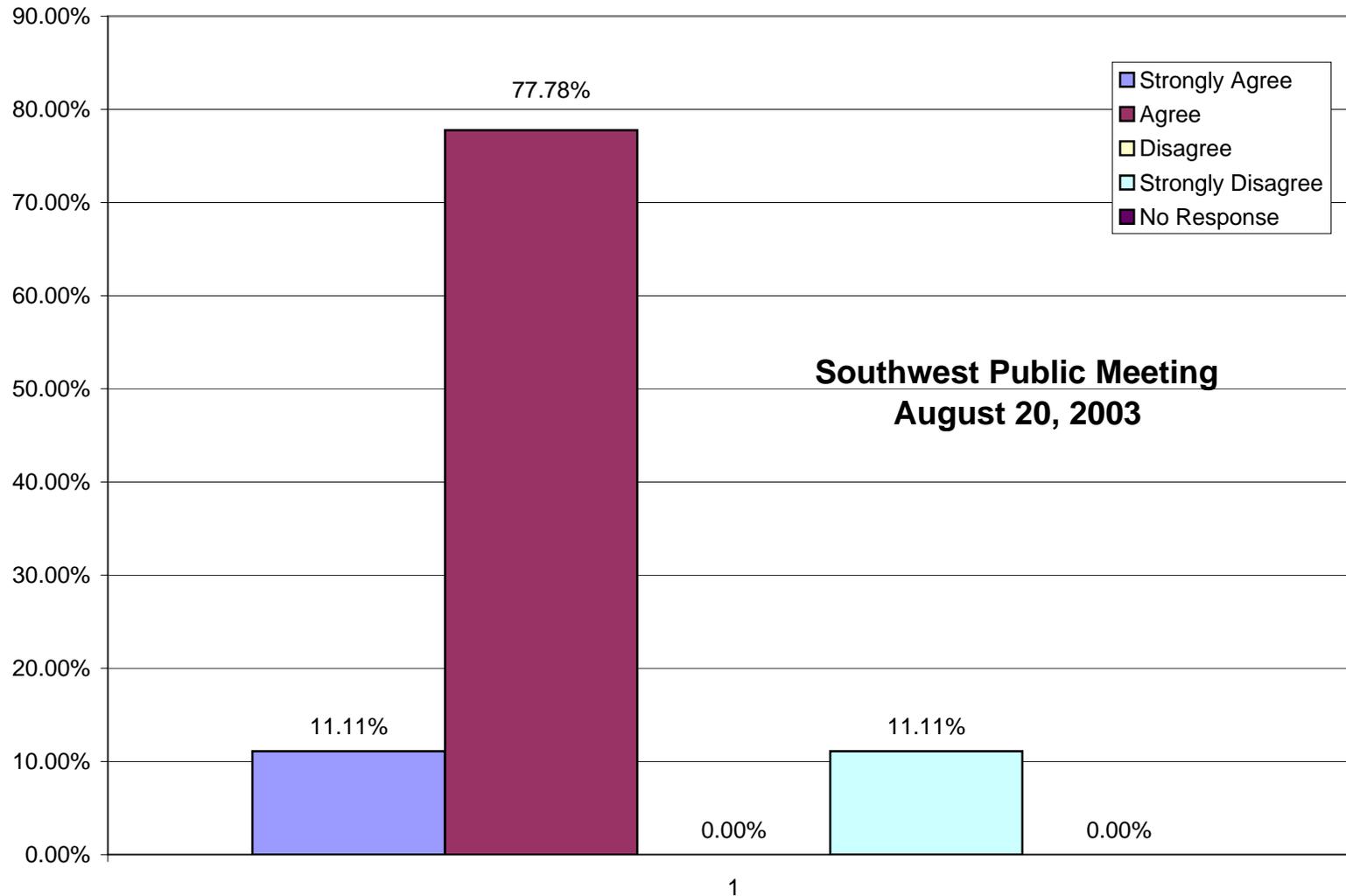
**Southwest
Public Meeting
August 20, 2003**

Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?

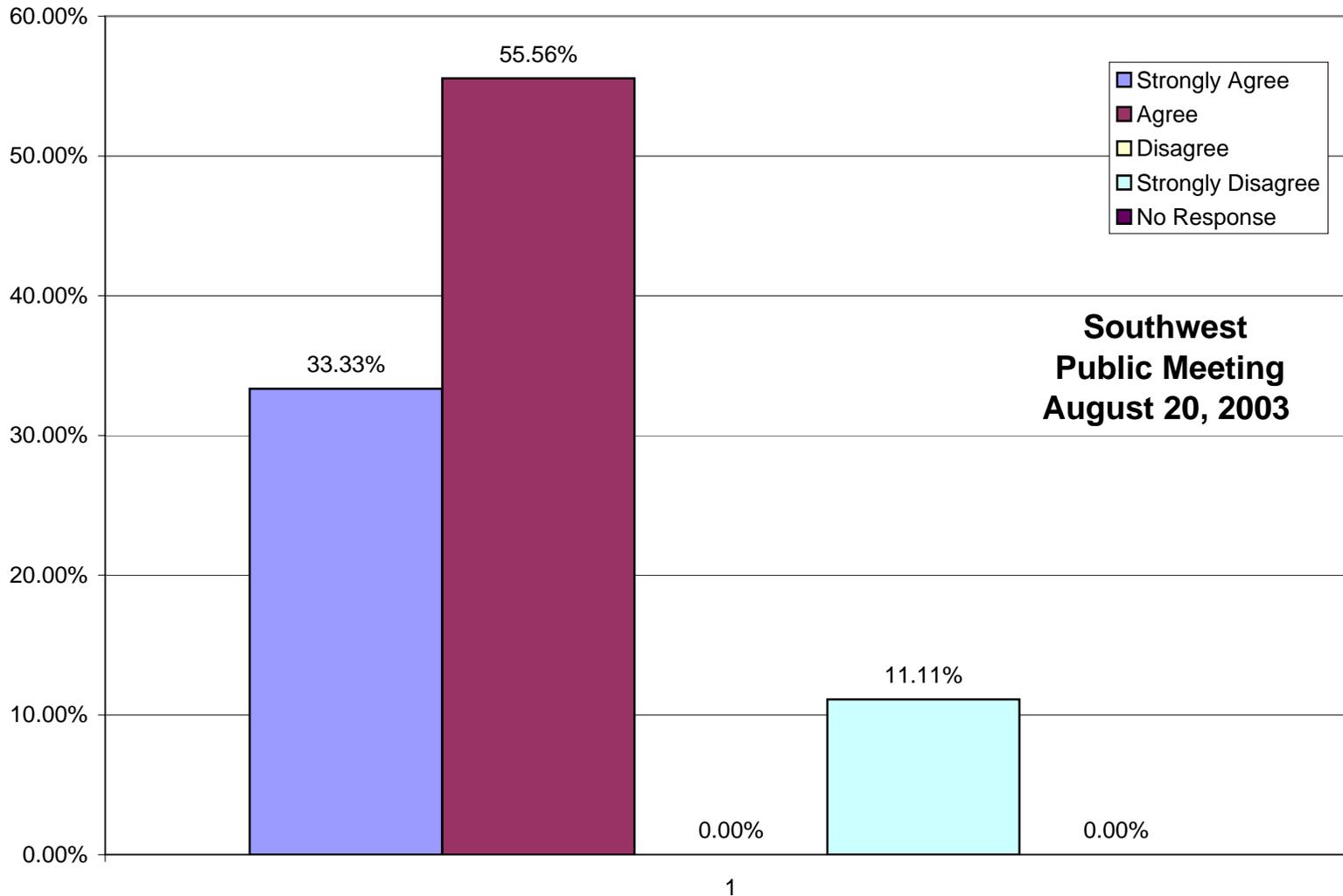


**Southwest
Public Meeting
August 20, 2003**

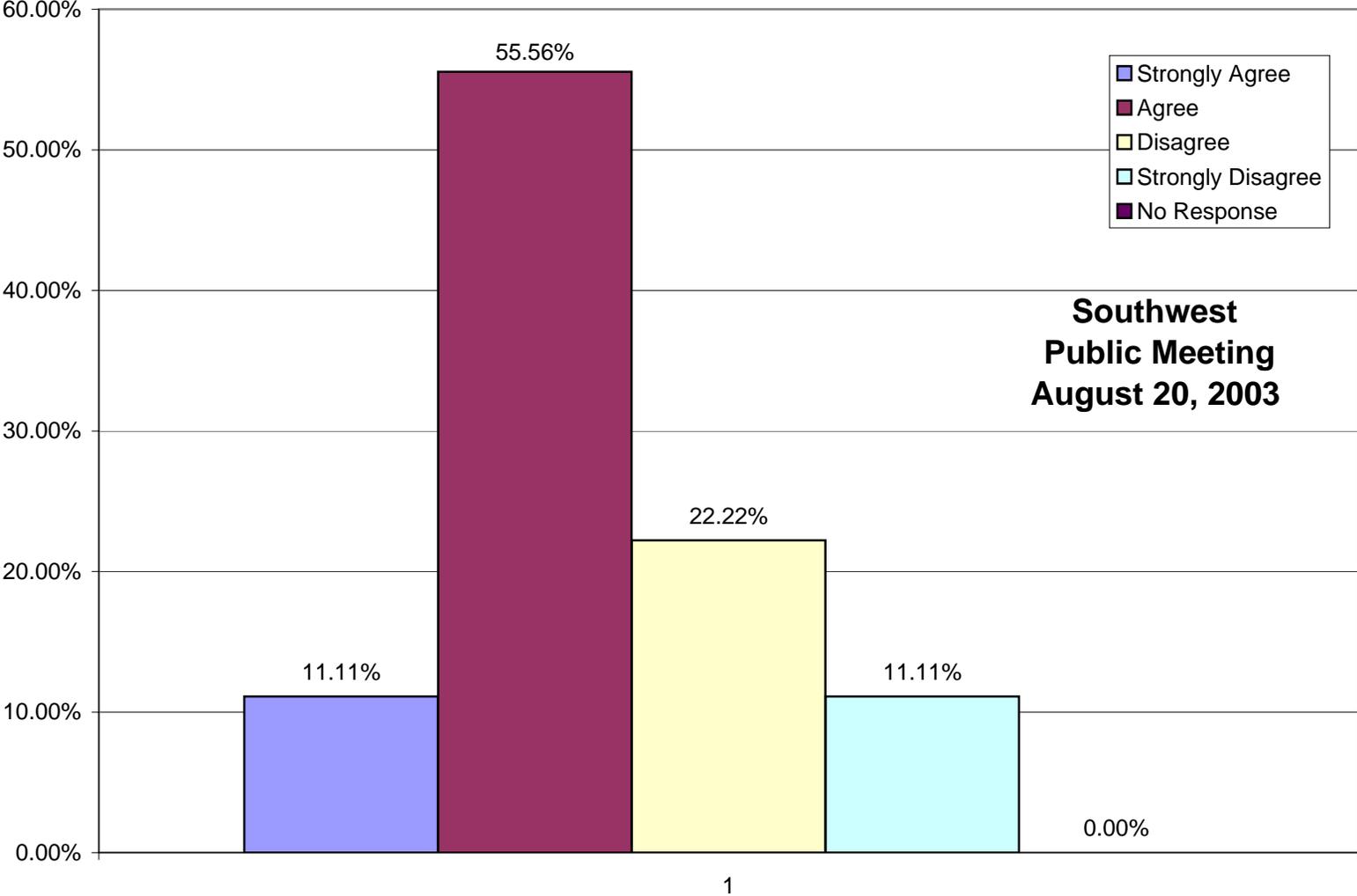
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



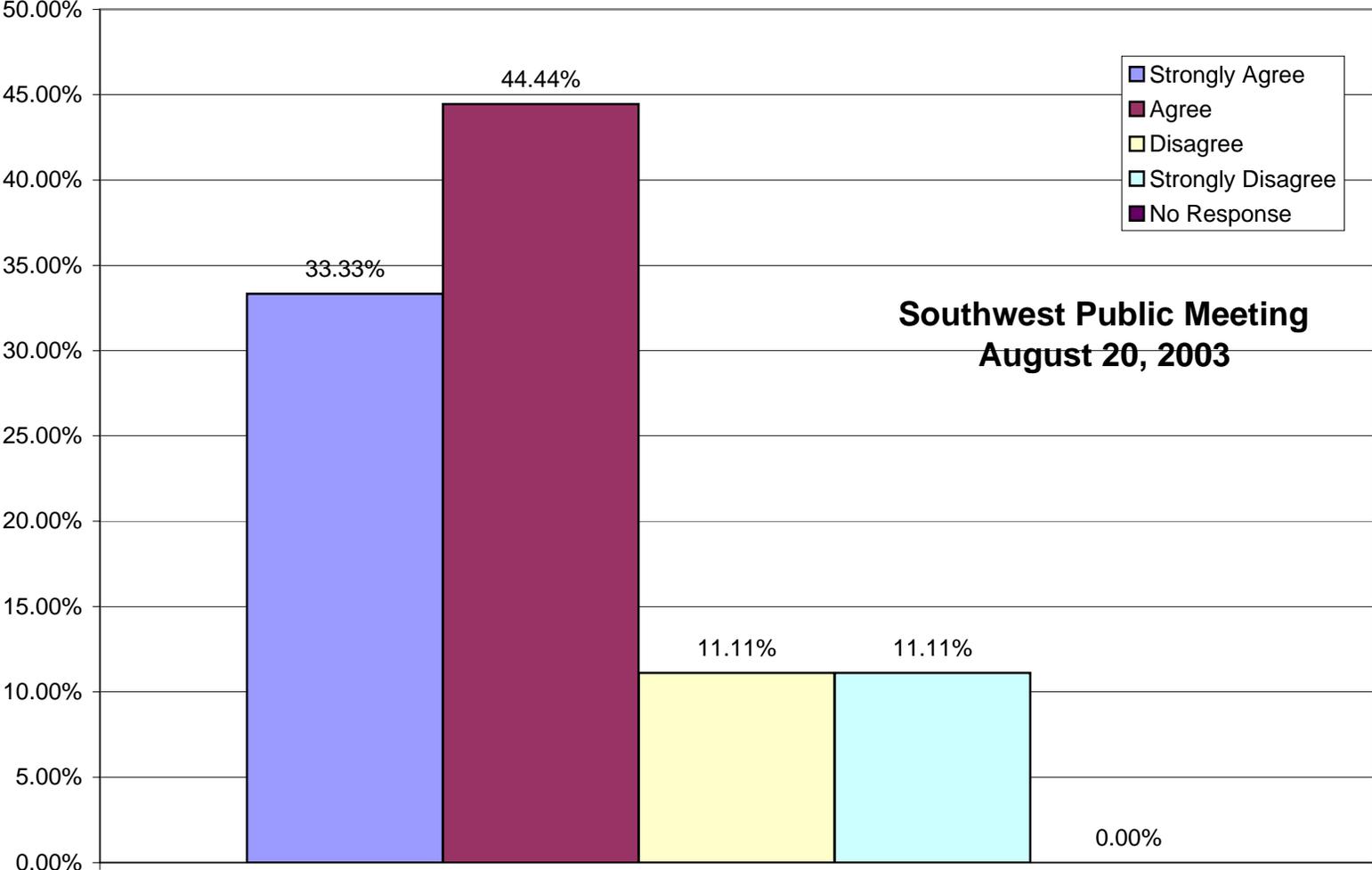
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?

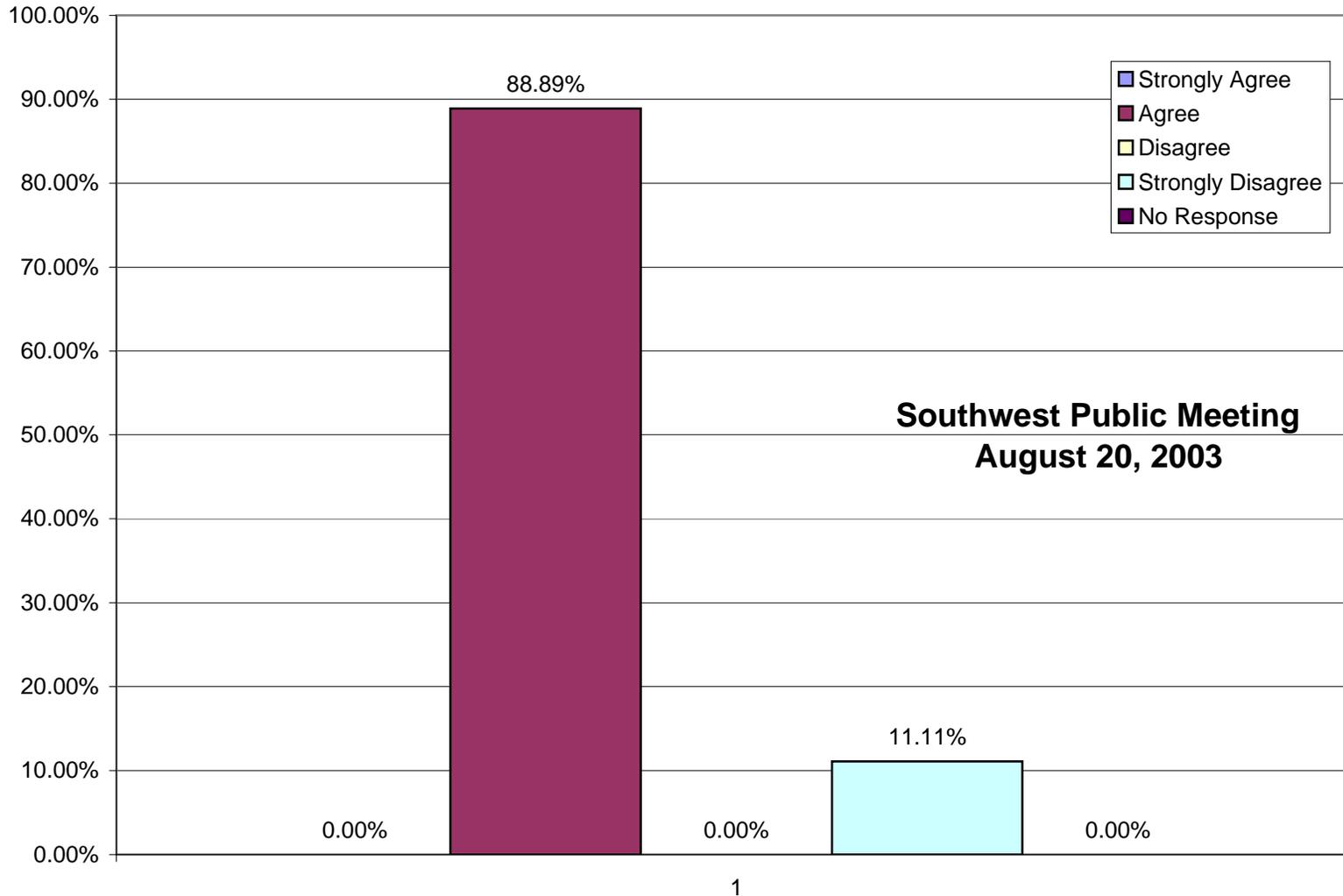


Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Southwest Public Meeting
August 20, 2003**

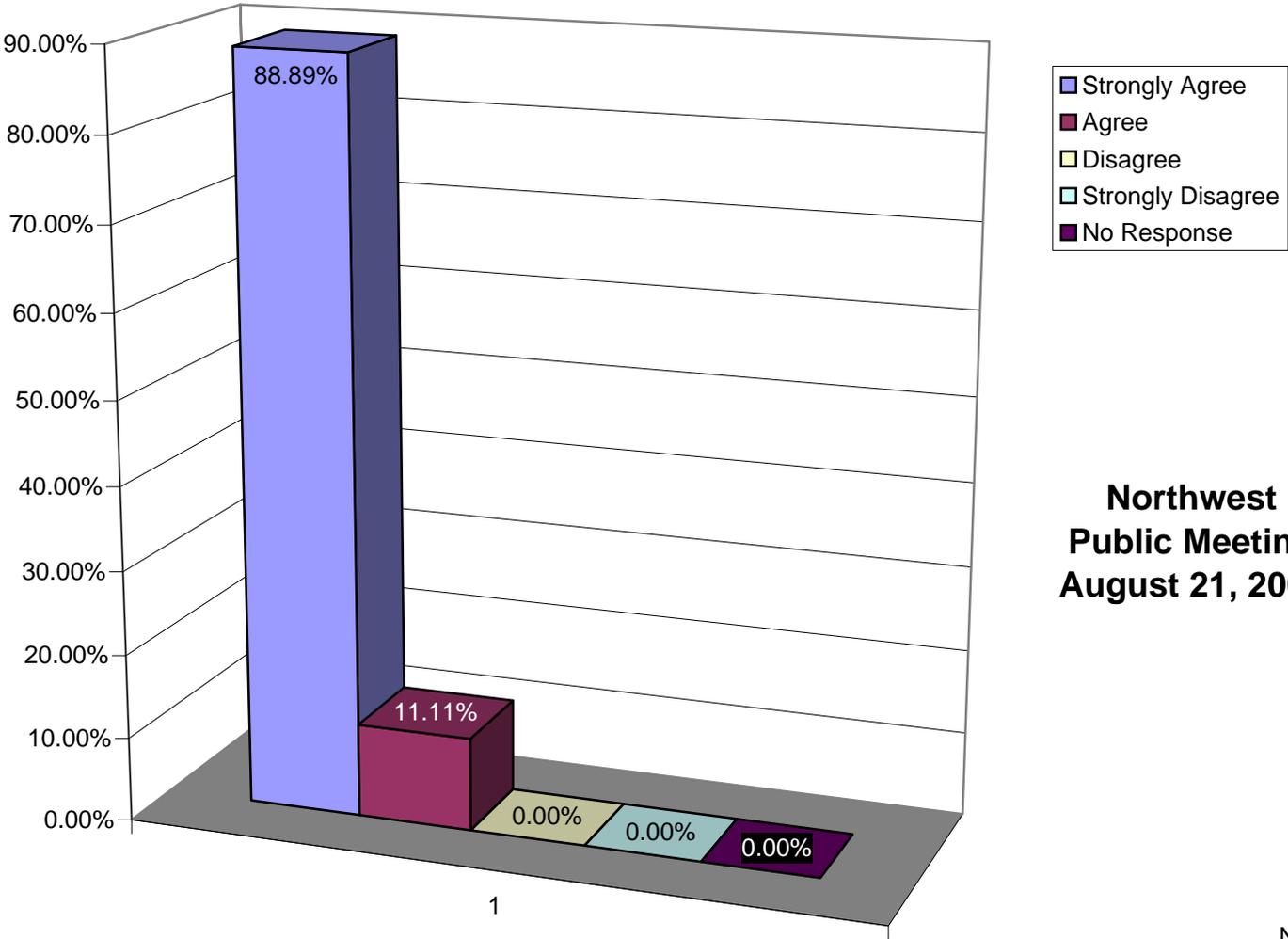
Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



Southwest Public Meeting
August 20, 2003

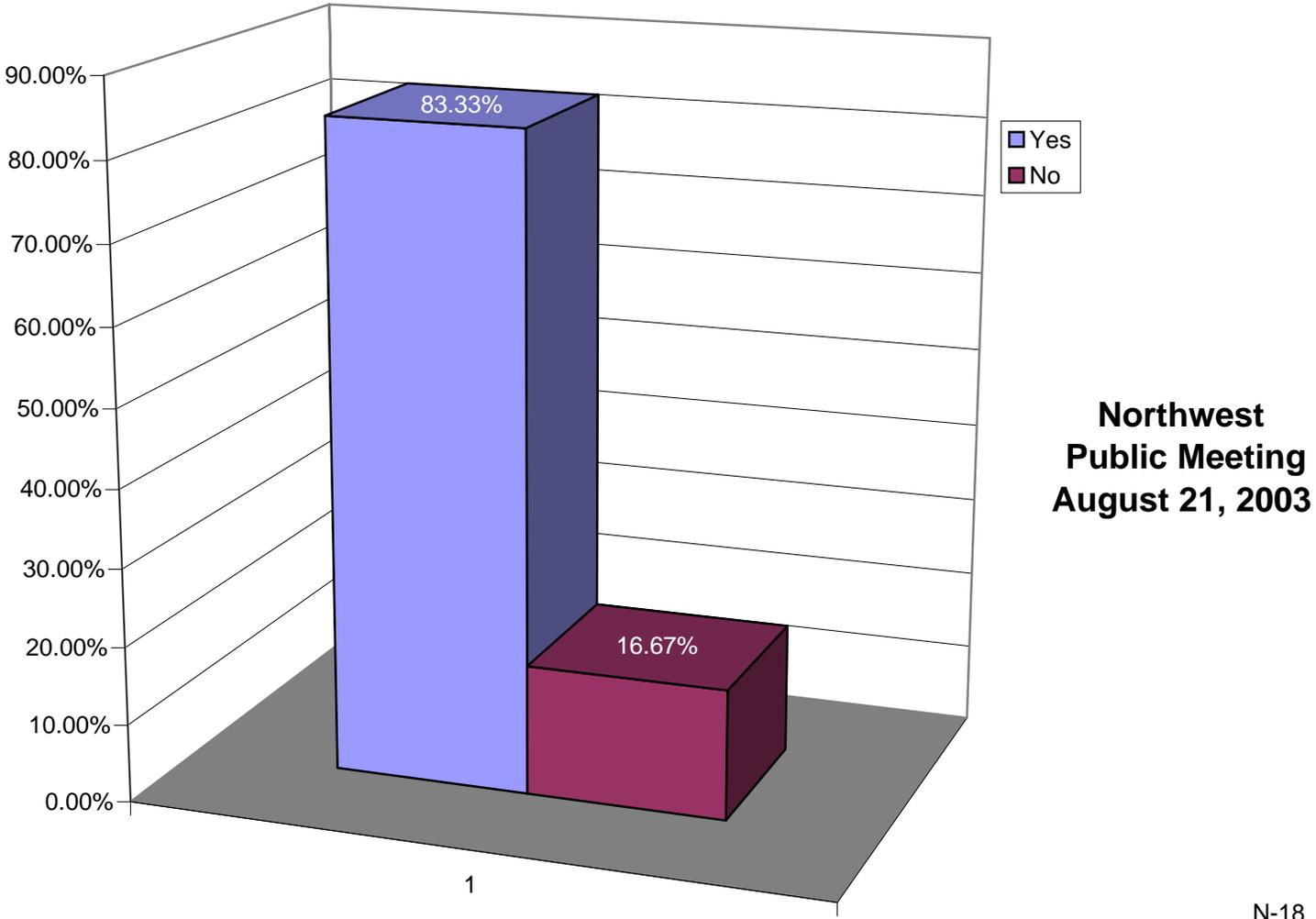
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	2	No response	No response
2	2	Need more bus routes E/W, parallel to I-10. I-10, SR85 to Phoenix, needs expansion also.	Raise 1/2 cent tax. Add Glendale Ave or approx. as major E/W corridor from Luke to Loop 101. Connect sports/convention areas w/light rail. Private developers need to input financial assistance. Add baseline or approx. as major E/W corridor, SR85 to Phoenix.
3	2	No response	Add provisions for the new stadiums at Camelback/Bethany.
4	2	No response	Funds are an issue. 303 South of 85 - Alt F will cost 65 million dollars more than Alt A. Why waste money, stick with the original plan, go with Alt. A.
5	2	It does nothing to reduce travel. I would like to see all funding come from gasoline taxes. Such that those who use the system, pay for the system. That would also be an incentive to reduce travel and reduce freeway needs.	No response
6	2	No response	Extend light rail west along I-10 corridor. Currently only goes to 19th Ave.? I do appreciate new freeways 303 and S. Mountain.
7	2	No response	Accelerate expansion of I-10 in the West Valley.
8	2	It is essential to have an I-10 reliever and also to extend to MC 85 South.	Some type of plan to alleviate excess traffic that will occur on Loop 101 during Cardinal games or other activities utilizing the stadiums.
9	2	No response	No response

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

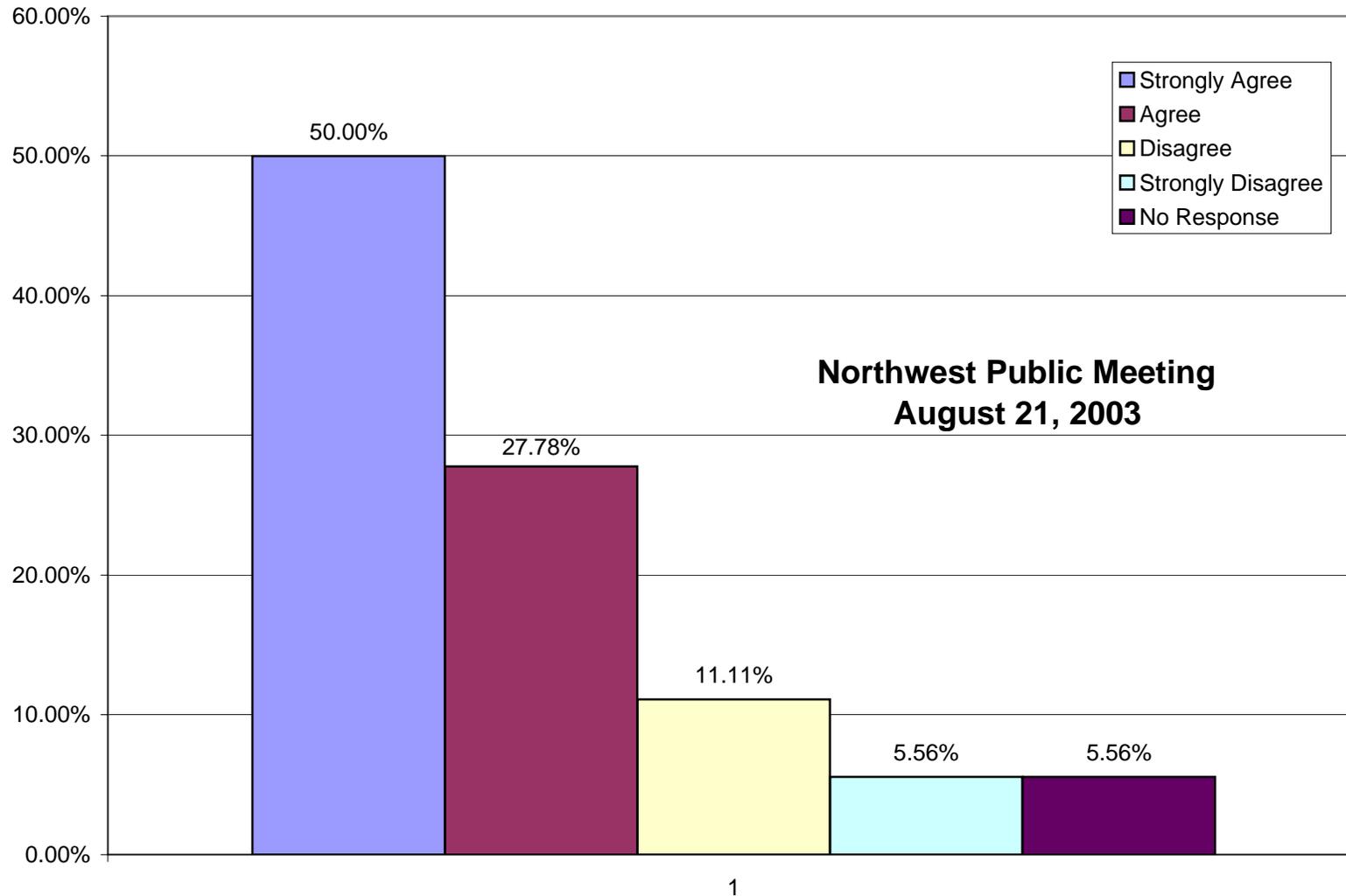


**Northwest
Public Meeting
August 21, 2003**

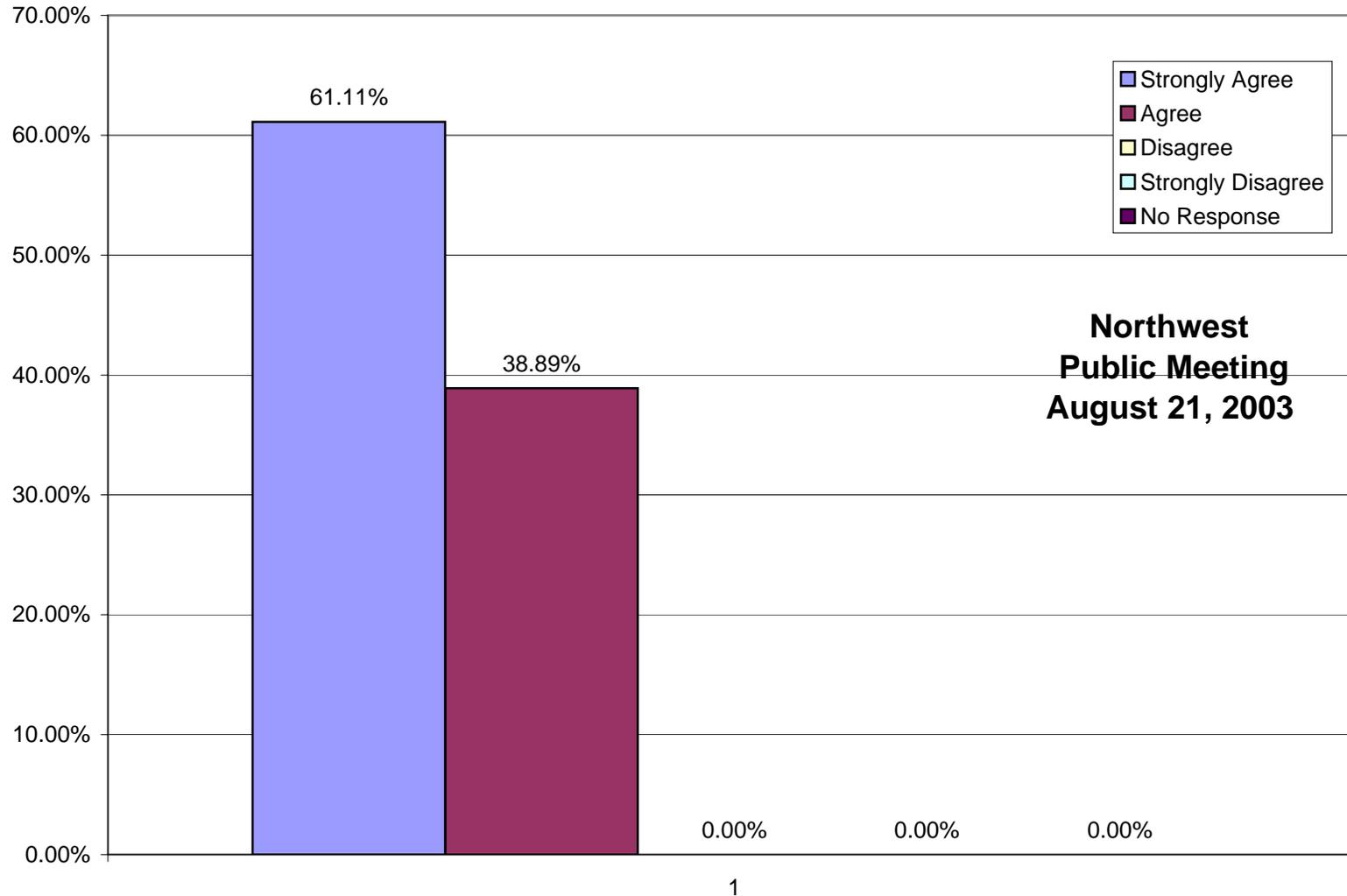
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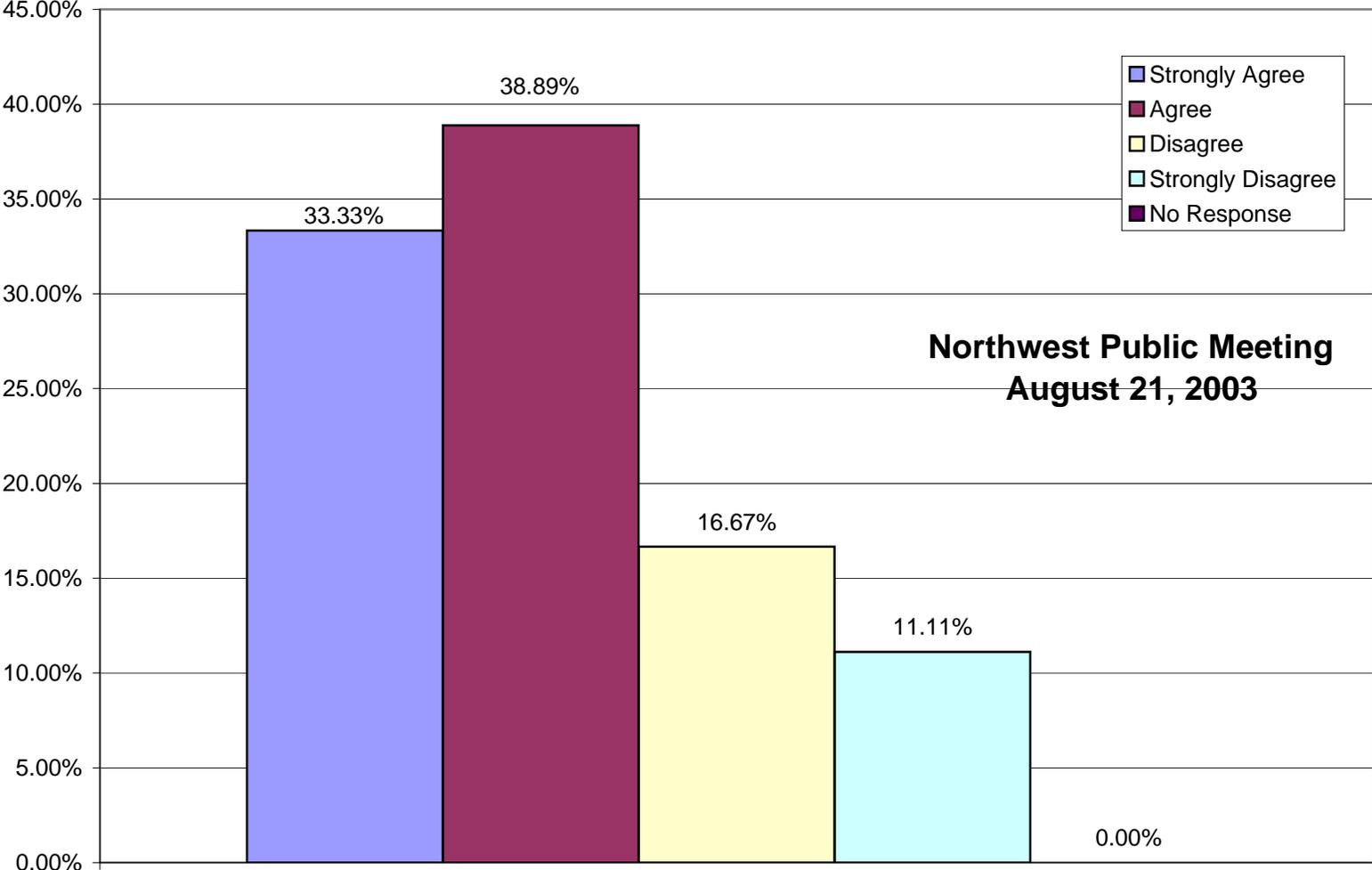
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?

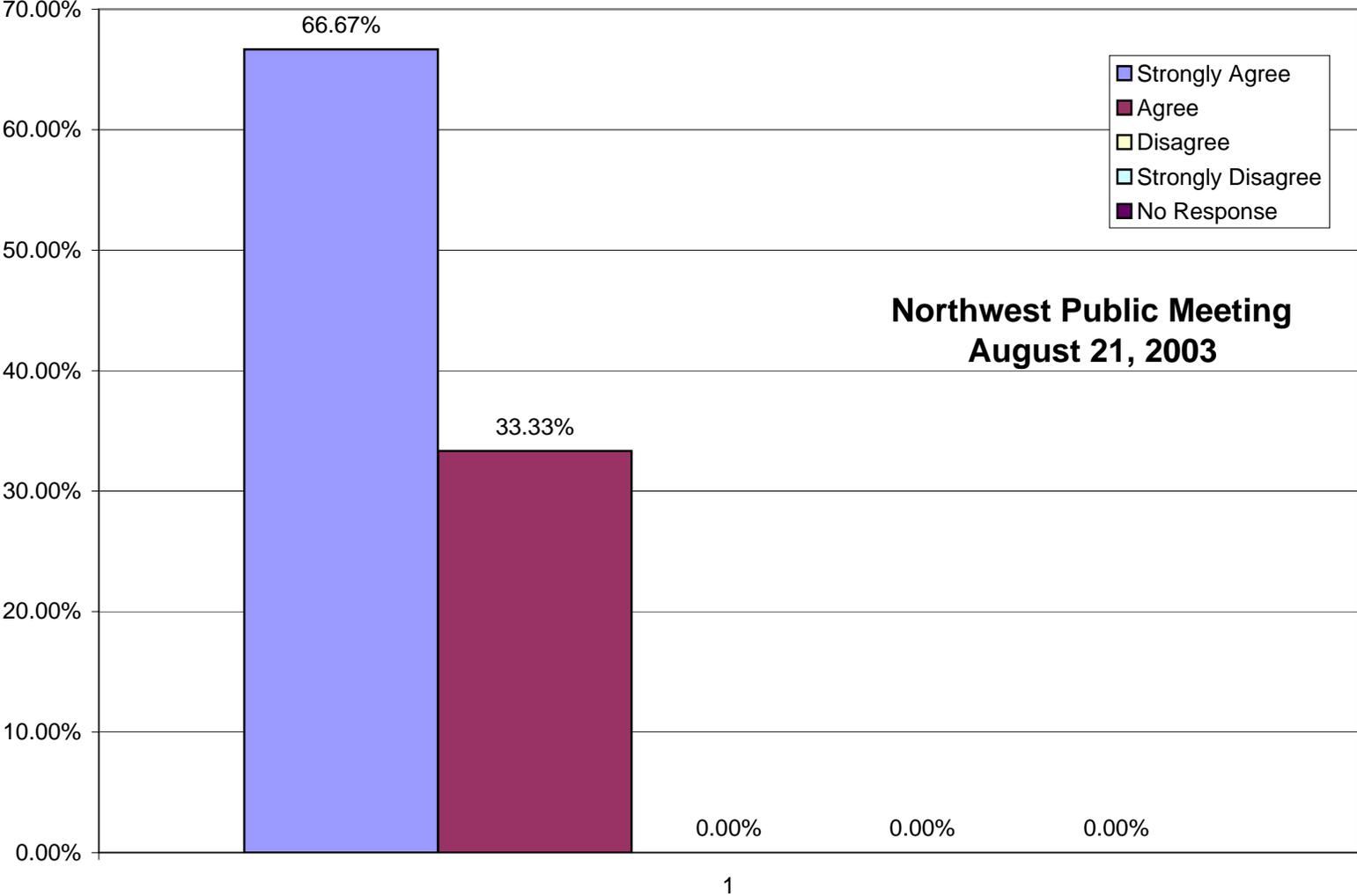


Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?

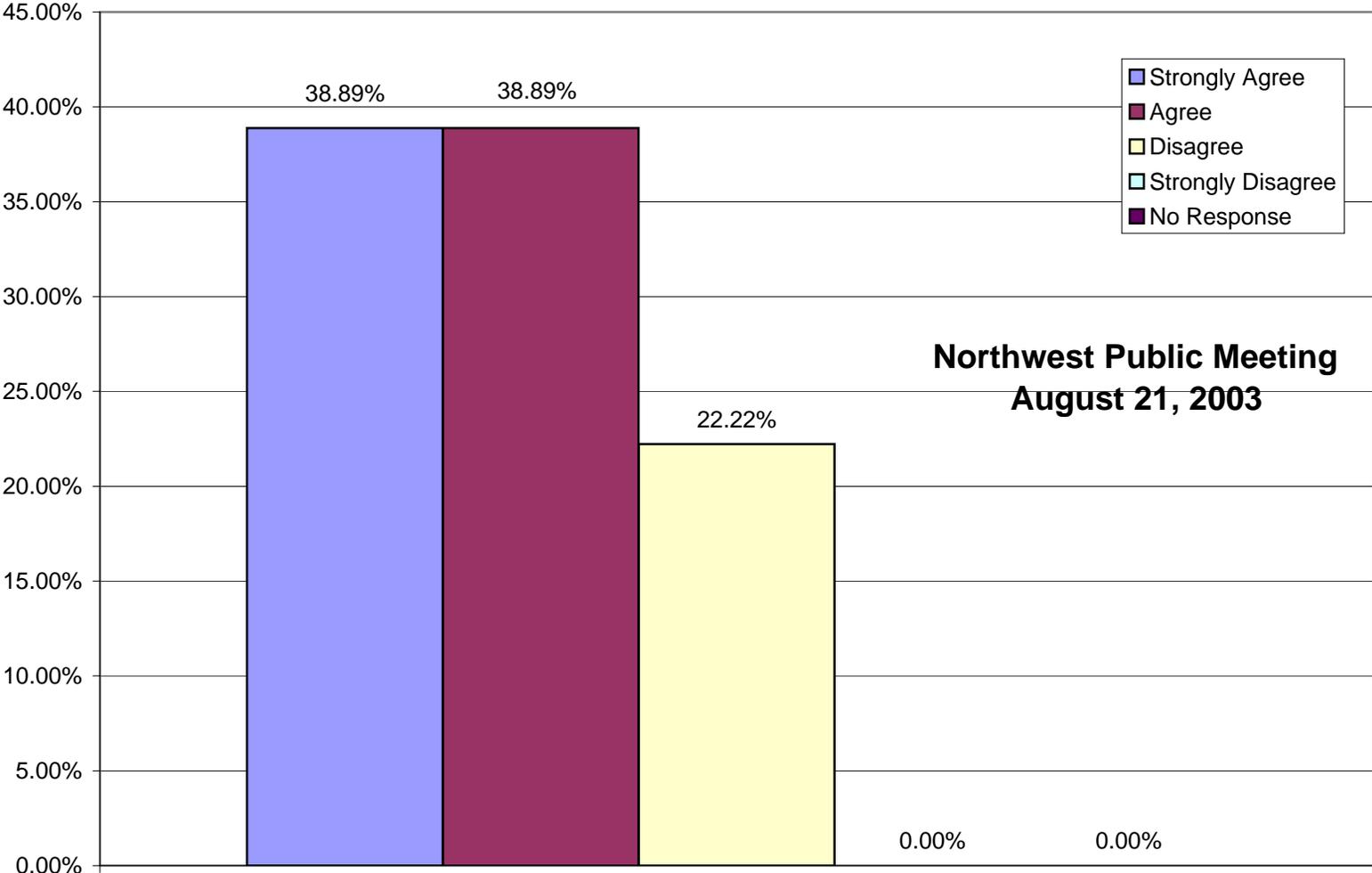


**Northwest Public Meeting
August 21, 2003**

Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



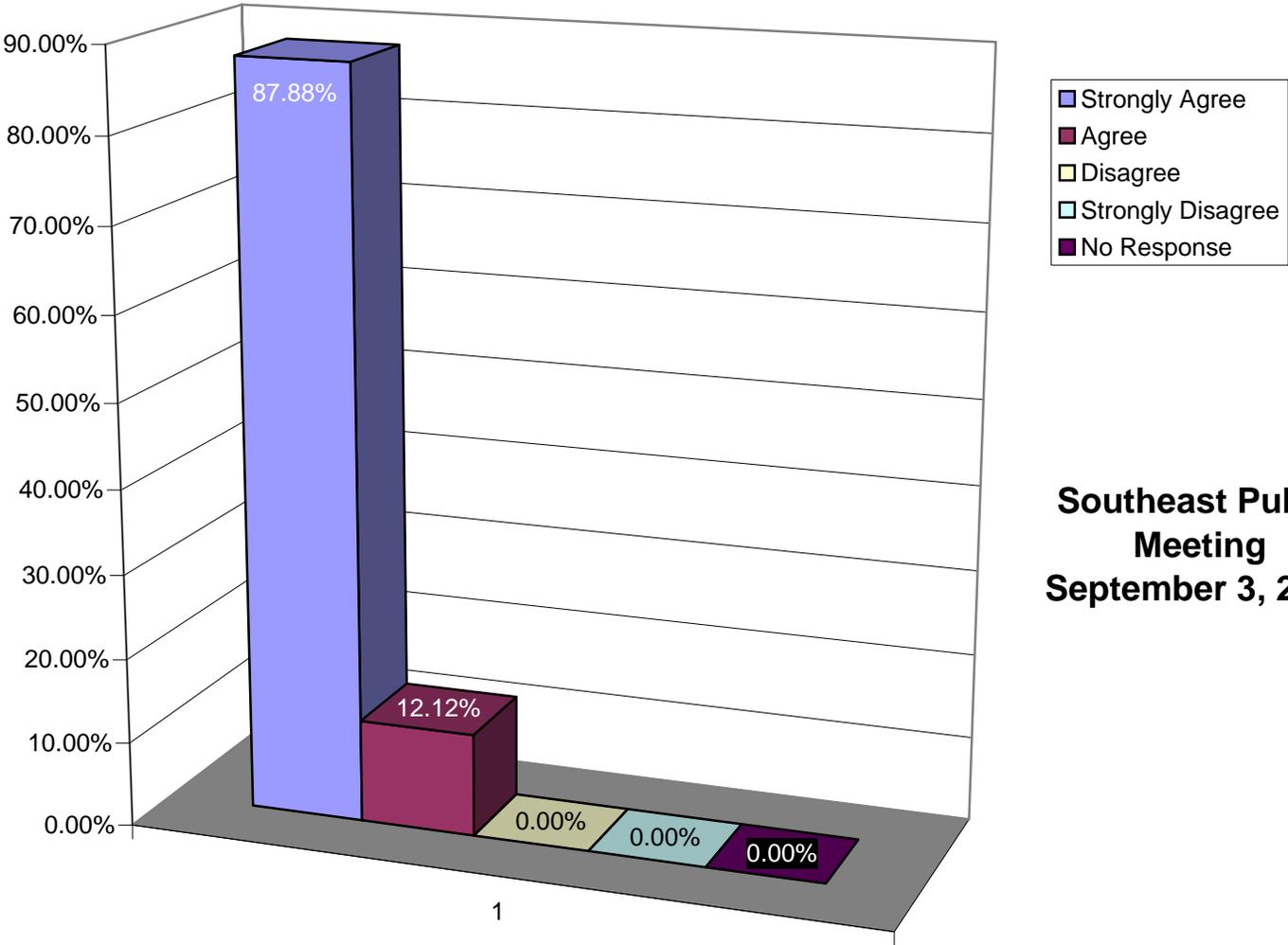
Northwest Public Meeting
August 21, 2003

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	3	No response	No response
2	3	No response	No response
3	3	No response	I would like to insure that the plan encourages lane (?) and central area growth and does NOT encourage additional sprawl. It would be beneficial if the plan forced infill and increased density and did not just open up continued regional expansion.
4	3	Still concentrate on getting in and out of "downtown" Phoenix. 1. There is no traditional down-town to Phoenix. 2. This only benefits government and a few financial workers.	Develop bus service as hub-loop-spoke. Hubs - around mega malls, Loops - continuous service to areas of interest around hubs. Spokes - from hubs to local neighborhoods.
5	3	Not foresighted enough. Too concentrated on how to get to "downtown" Phoenix. Don't ignore Anthem. Dial-A-Ride needed too and revampt for some overlap w/busses, young kids as well as elderly. I want a connection to Bee Line well North of Shea. Landscaping - NO POTS (101 in Scottsdale is nice.)	More buses further out - at least planned. More cross town - Mall to mall routes (eg route on Bell is good) Less down to downtown. Light rail corridors look reasonable. Need better freeway for weekends North toward Flagstaff, not just I-17, too prone to accident, closures.
6	3	1. What are the age demographics of projected growth? 2. Does regional planning include opening more job opportunities where people live rather than moving people huge distances to jobs? 3. Do we have enough water to support the projected growth? 4. Are you seeing inputs from people -elderly- not apparent(?) in the meeting?	We have an increasingly elderly population. Dial-A-Ride is unsatisfactory due to the need for long waits to be picked up. Too long for an elderly poerson. Communities and other states have shuttles for older people to up the ?? Their communitis effectivly. We must provide for elders to stay in their homes as long as possible. Answering Question #3 - Need community shuttles for elderly. Smart technology, (IEEE Spectrum). More jobs to the people insetad of people to jobs. More shaded bus stops, dial a ride must cross city boundaries, elderly cannot walk to bus stops and stand or sit in Phoenix heat waiting for a bus. Not sure people will use light rail.
7	3	Need more bus - express routes and park and rides	See #4
8	3	I do not feel enough emphasis is placed on growth in the West/North West areas.	What if an plans have been made to extend the light rail to the new sports complexes? IE Cardinals Stadium/Coyote arena.
9	3	Grand Avenue should be replaced as the west side high capacity east-west highway.	See above and extend the service radius for the new light rail.
10	3	No response	No response

Northwest Public Meeting
August 21, 2003

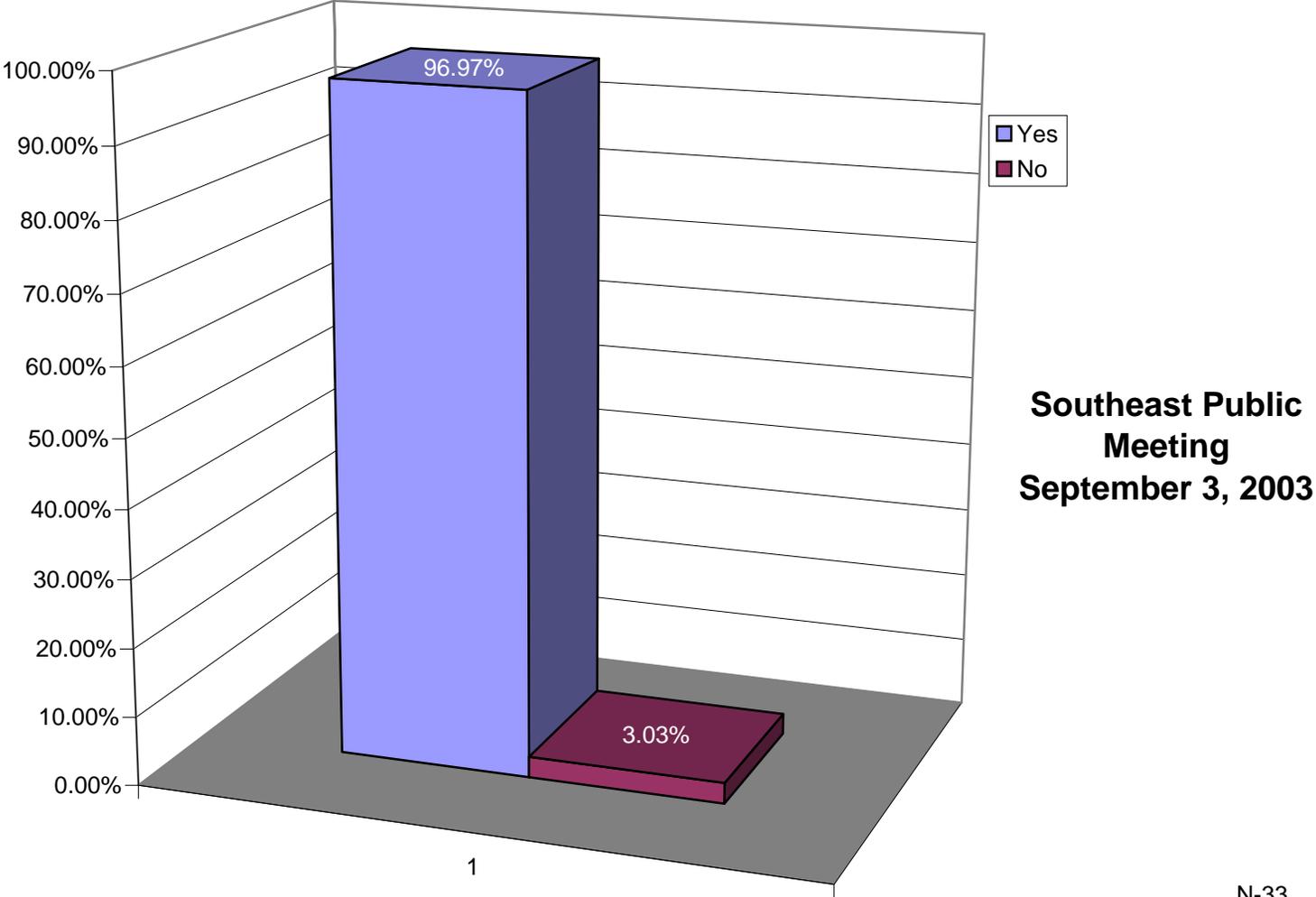
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
11	3	No response	Not much. It's a good compromise. I would suggest thought be given to making auto and transit functions as seamless as possible given the inherent limitations.
12	3	No response	Add more money to heavy rail.
13	3	No response	Light rail will be built last.
14	3	No response	No response
15	3	No response	The NWVTS shares Northern, Grand to El Mirage @ 2020, a 3m3- new modeling is needed (all arterials, etc.) to justify doing more.
16	3	No response	No response
17	3	Do not agree with light rail.	Elevate light rail or delete it. Look at Vancouver system.
18	3	No response	No response

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

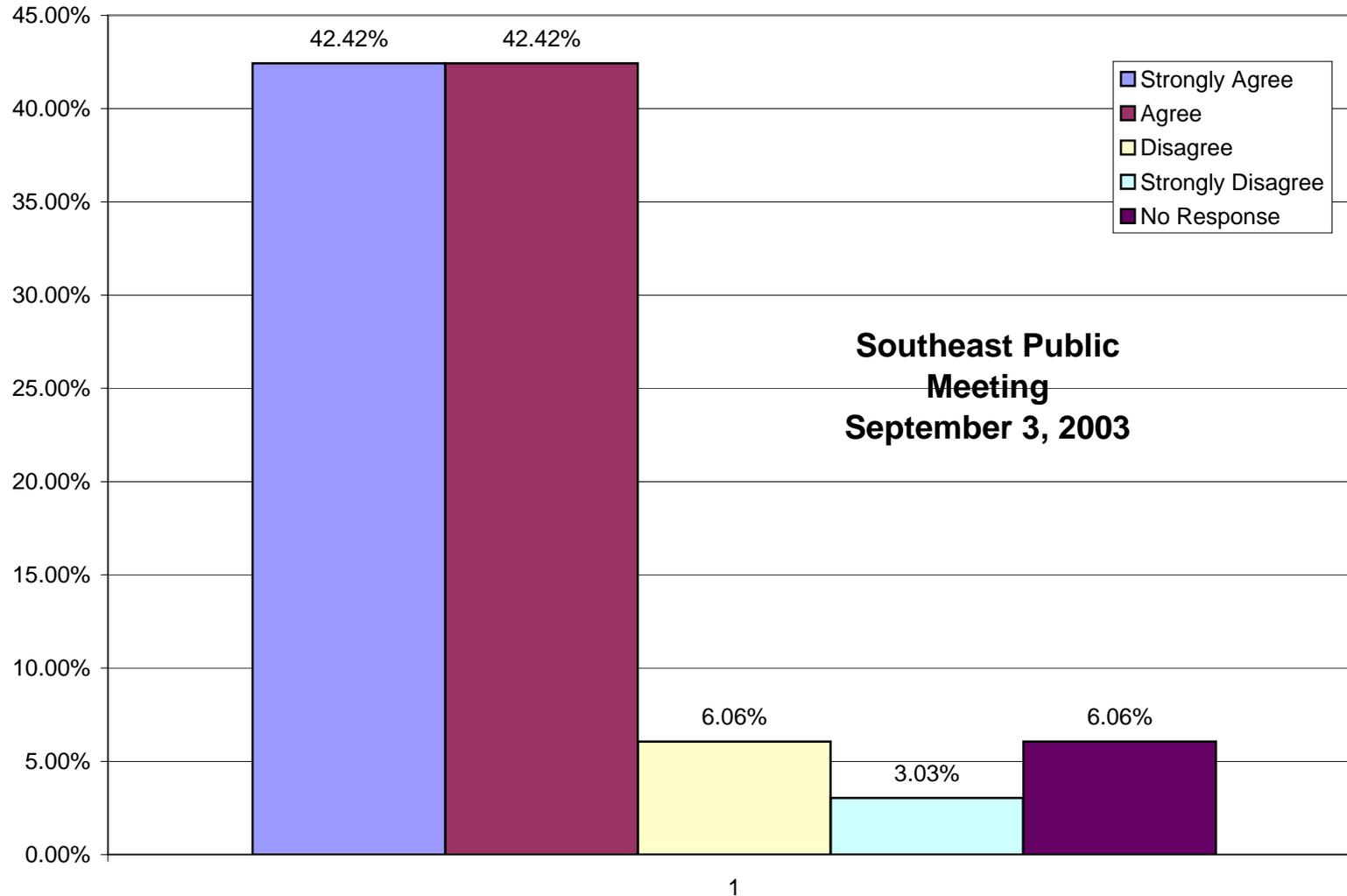


**Southeast Public Meeting
September 3, 2003**

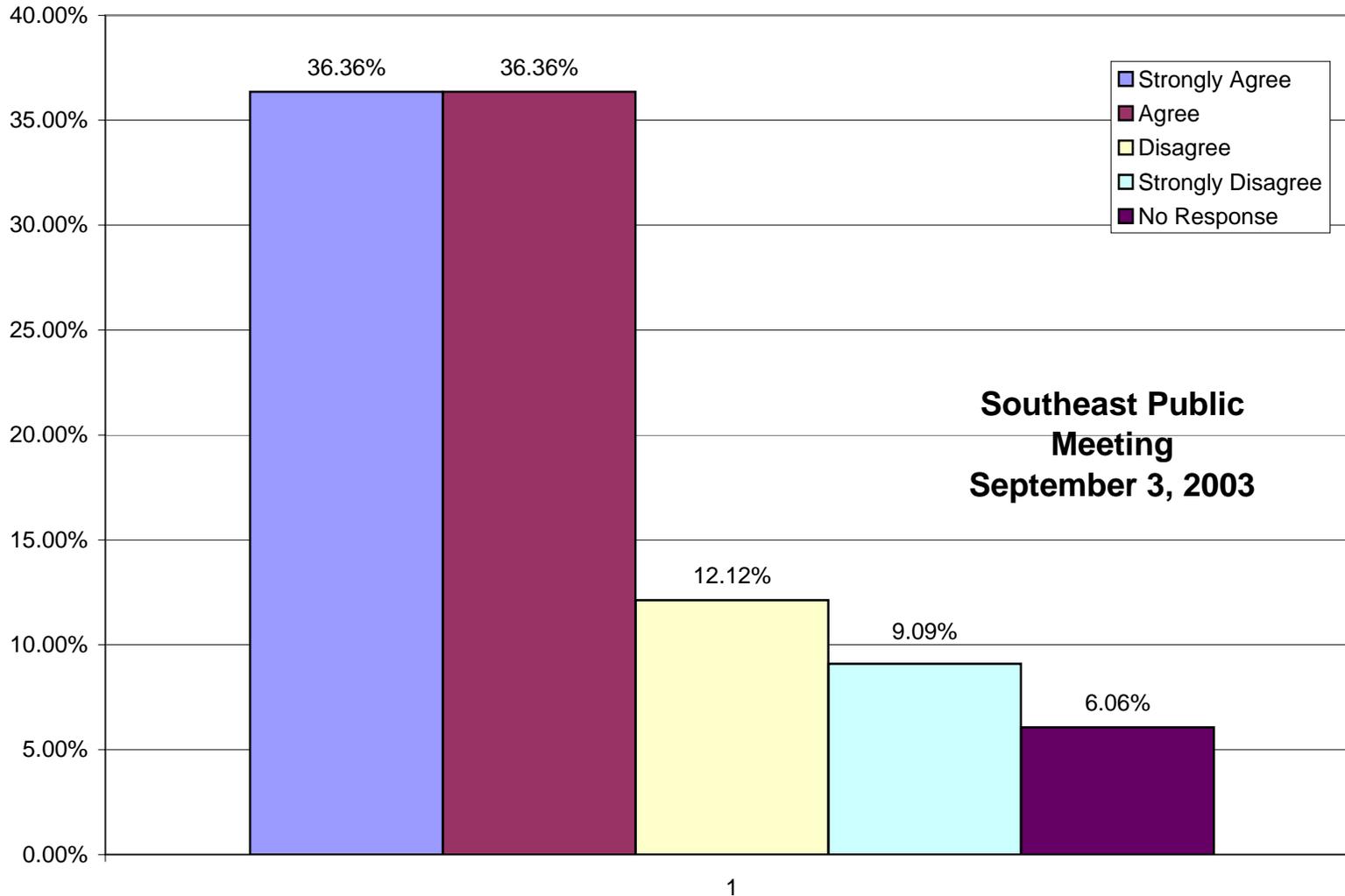
Are you aware that a 1/2 cent sales tax, passed by voters in 1985, will expire in 2005, resulting in no future regional funding source for transportation improvements in Maricopa County?



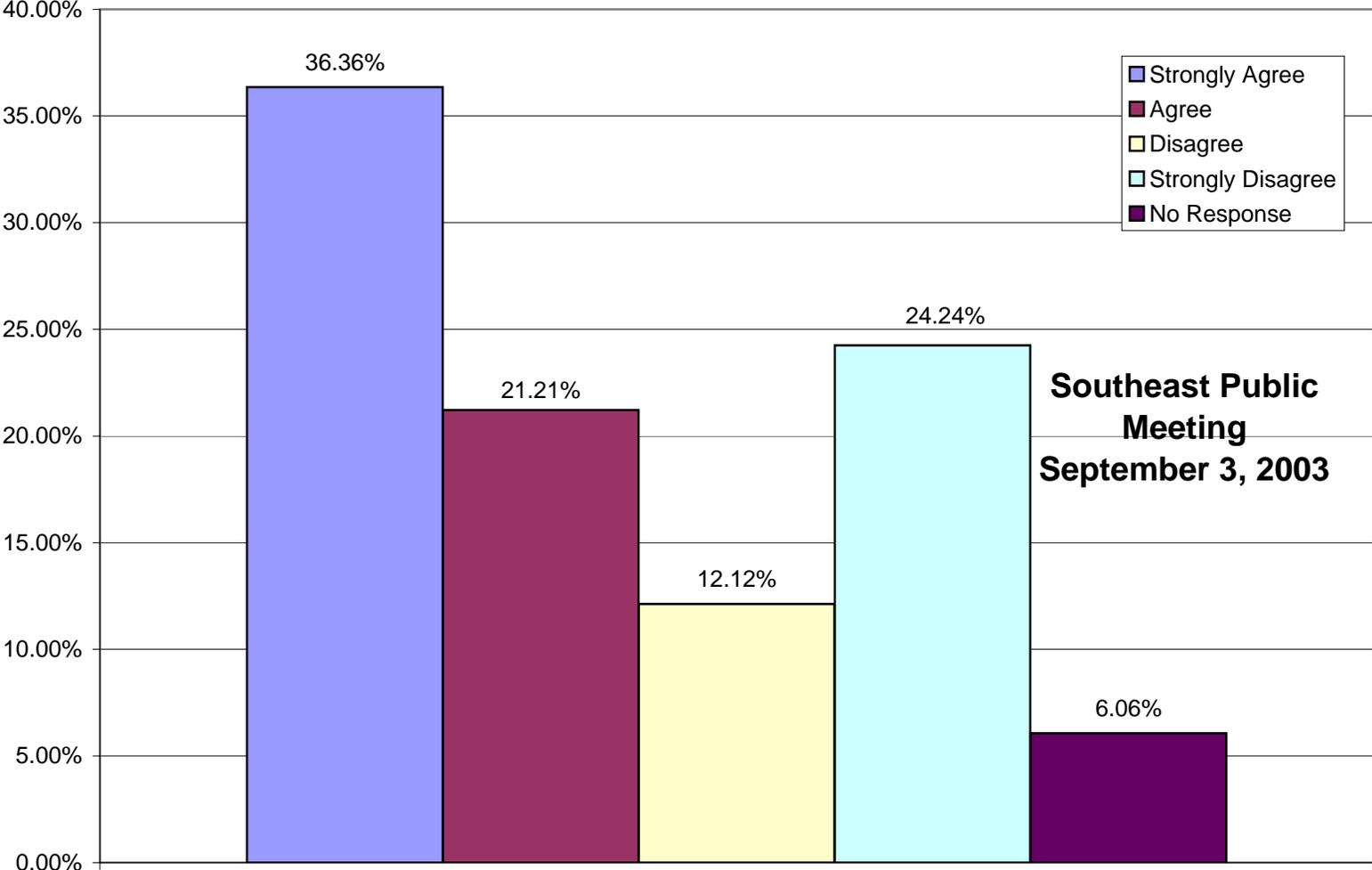
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



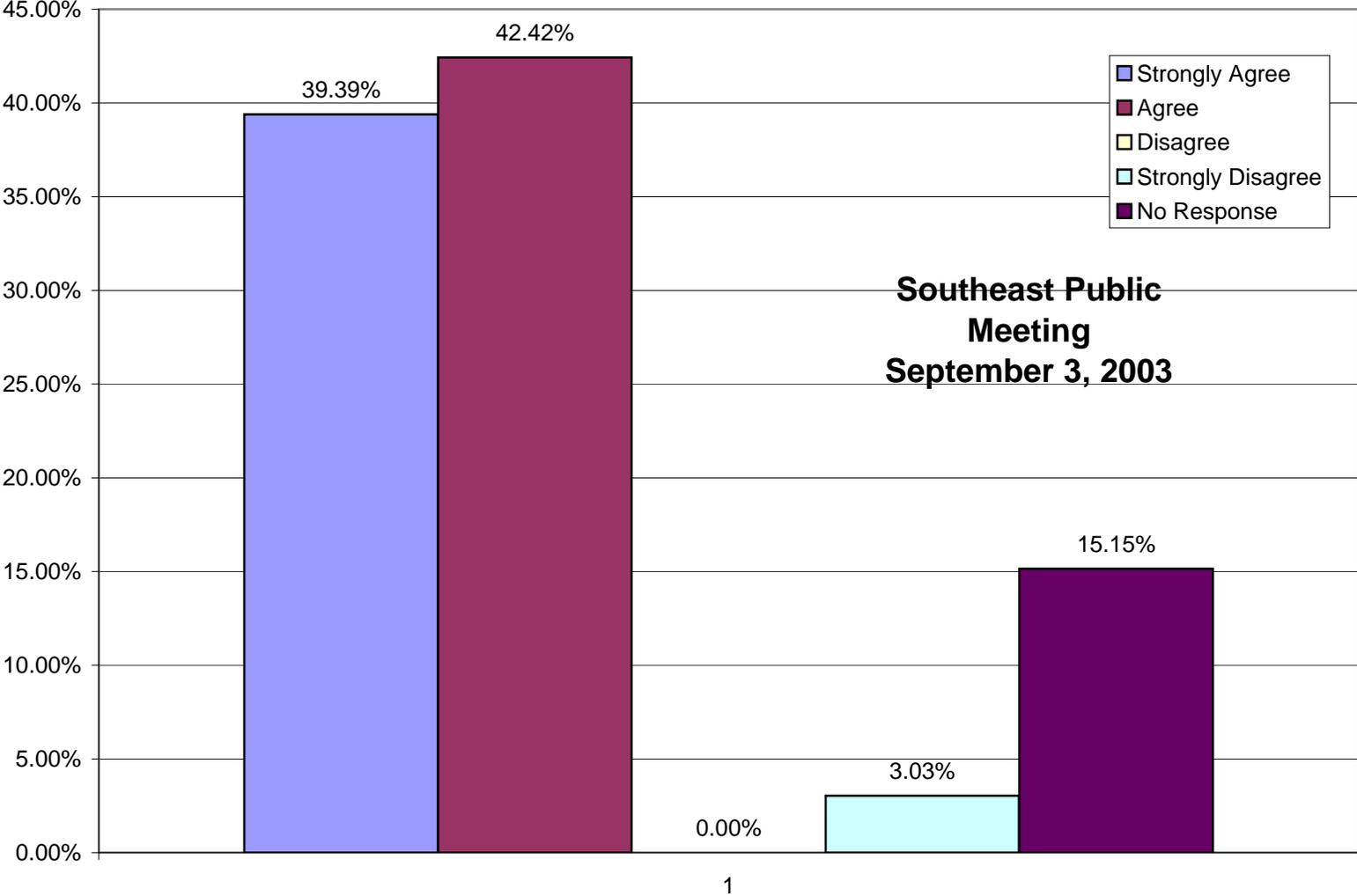
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



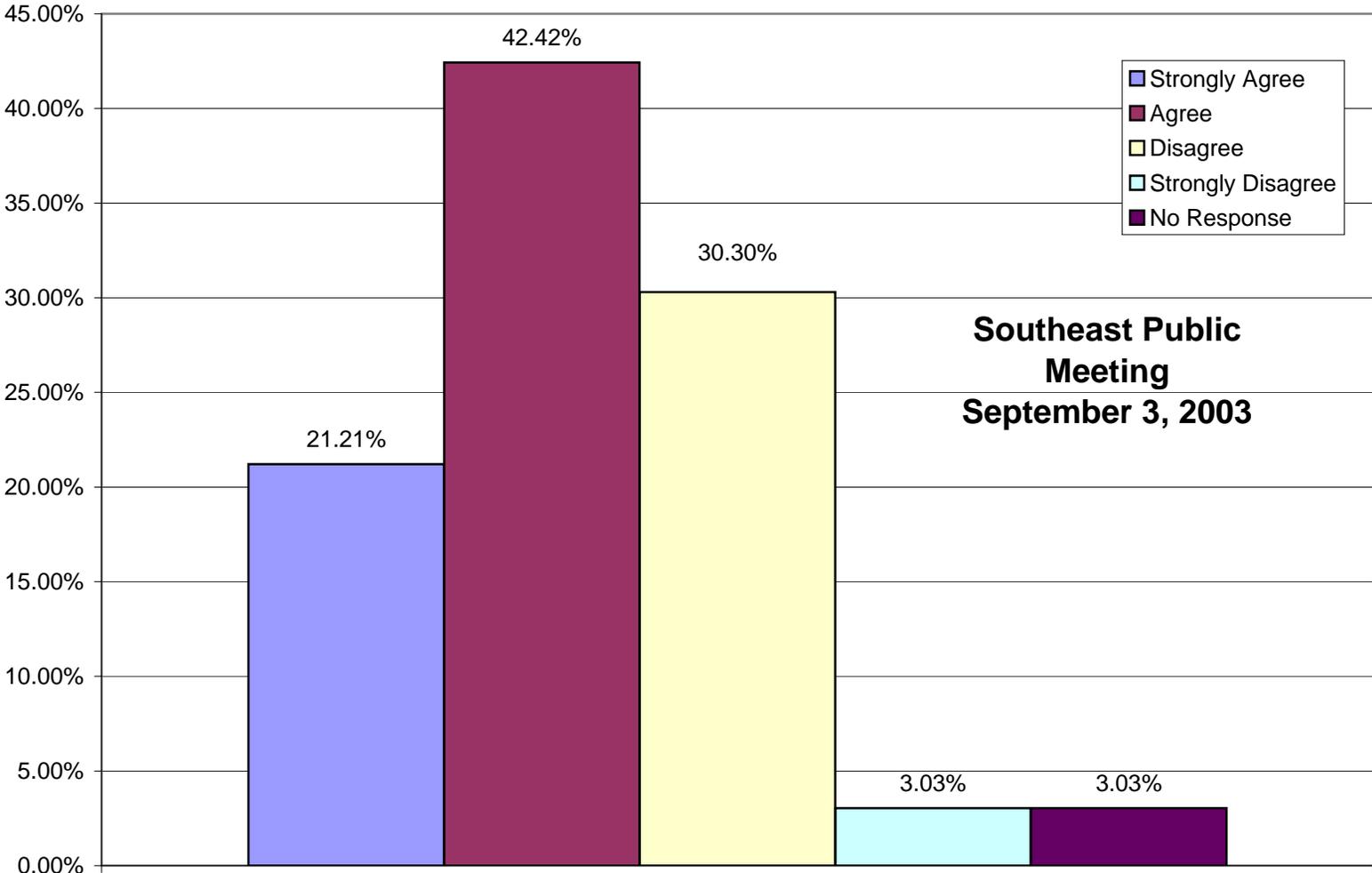
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



Southeast Public Meeting
September 3, 2003

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	5	No response	With the size of Mesa I think it warrants more light rail service. In West Mesa more intersection improvements are needed.
2	5	The HOV lanes do not relieve the bottleneck. Why call the 303 a new freeway - it was in the original plan. The light rail will only cause more congestion - look at Portland Oregon. Light rail really messes up the traffic flow. Has any study been done on the relationship between accidents and traffic flow? ADOT needs to improve their traffic signs. You can add all the lanes you can possible build and without good traffic signs traffic will not flow smoothly. A better response would be made if MAG and RPTA had made this material available in August to the residence of the region. Park and ride, where are they? People won't use the bus when they don't know where they can park. Put it in the bus book.	Delete the light rail.
3	5	No response	No response
4	5	The imbalance toward freeway expansion encourages continuing sprawl and degradation of the region.	Increased focus on alternative modes (bus, fixed guidway, LRT) in order to foster infill and concentration of populations and resources. Increased hours for service, both early am and late pm, potentially 18 hours/day. Arterial street improvements should focus on local service needs. Expand pedestrian and bicycle opportunities for safe and healthy non-vehicular movement.
5	5	No response	I have bad allergies - any light rail - electric- reduces pollution - non-polluters are needed as much as possible.
6	5	I am concerned about subsidy per passenger needed for light rail system.	No response
7	5	No response	No response
8	5	No response	Bicycle parking at rail stations? Need alternate fuel stations, CNG and Hydrogen.
9	5	No response	No response
10	5	I don't agree strongly because there is not sufficient emphasis on commuter rail, especially the corridor of the UPRR between Tempe and Coolidge. The plan should include development of right away to widen the existing rail corridor for commuter tracks.	I feel the light rail improvements are greatly out-of-balance, having overweighed the west valley and underweighed the east valley. The east valley has been short changed for too many years and it's time the fund-regionally-more light rail miles in the Mesa, Gilbert, Chandler area.

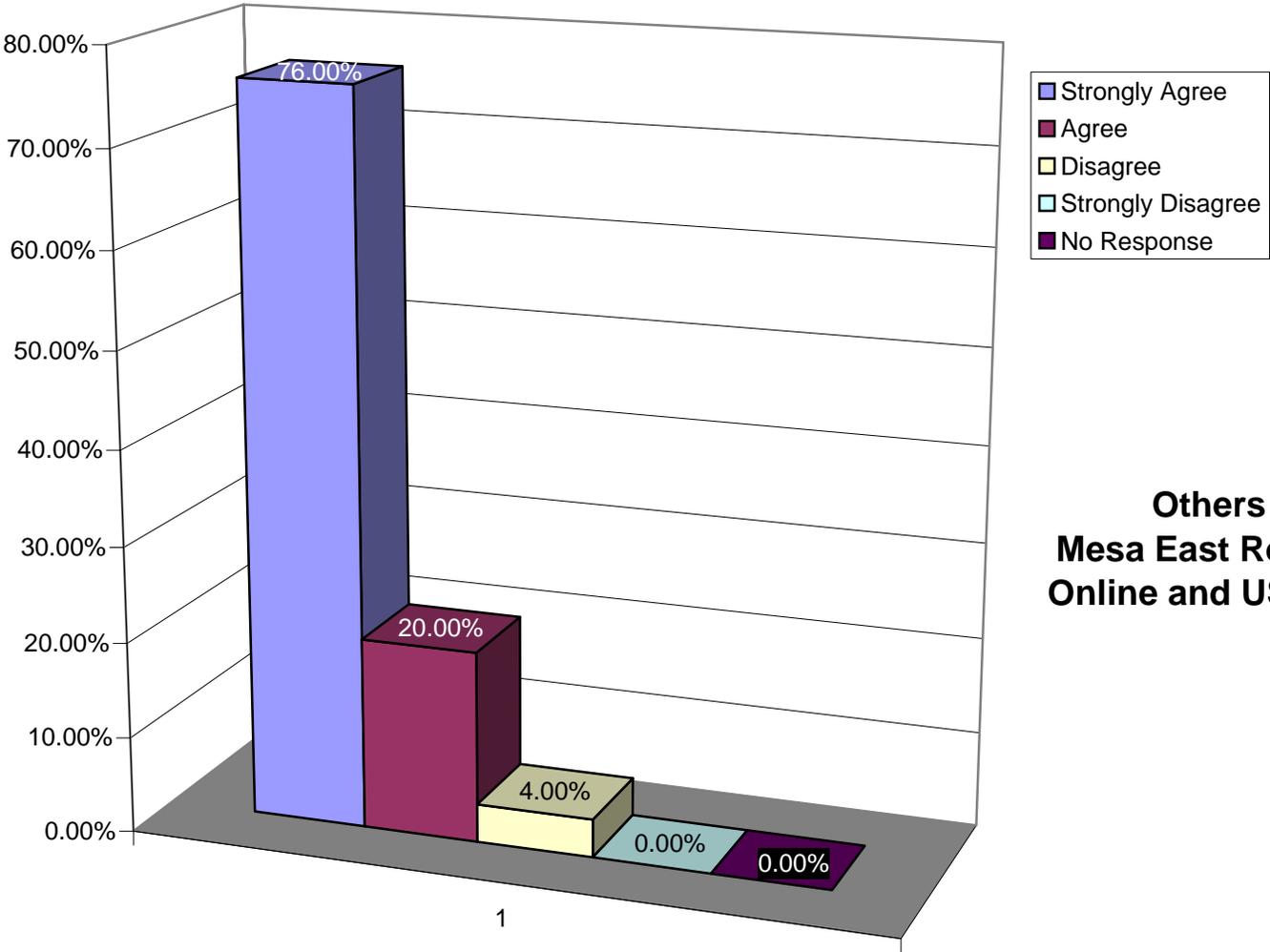
Southeast Public Meeting
September 3, 2003

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
11	5	Light transit needs to be expanded sooner using money saved by deleting I-10 reliever and I-17 double Decker. Commuter rail is needed for longer distance travel despite obstacles mentioned in meeting. Use Paris, France as an example. Run extra buses and trains for baseball, basketball and football games.	Delete I-10 reliever- improve I-10 an public transit along that corridor. Delete I-17 double decker-will waste recently completed walls, bridges, etc. Improve transit along that corridor. Delete Broadway curve widening or make sure it does not destroy Butte or recent development in the area.
12	5	Use more flexible and less intrusive buses instead of light rail. Can adapt better to changing transportation needs.	Eliminate light rail. Put the money in more frequent bus services and longer hours. Assure the four regions benefit from services in proportion to their share of revenue generated. Do NOT let MAG decide priorities. Unfair representation.
13	5	No response	We need as much money as possible for more buses and light rail. More public transportation, less freeways.
14	5	Address problem disproportionately throughout the valley. Short term look at problem with a long term cost.	Scrap the light rail and find a way to get commuters into the City of Phoenix first. That is the reason valley roads are congested.
15	5	Too many \$ for light rail. Prioritization of freeways to be completed. (Loop 303 needs to be lower)	Devote more \$ to bus service including 1. Express Buses, including "premium" bus service. 2. Improved bus stops, shade, misting) 3. Bus stops pullouts.
16	5	No so much freeway funding.	% proposed on freeway and increase transit.
17	5	No response	No response
18	5	Maricopa County citizens have indicated support for an even split between transit and freeway dollars. This plan does not do that. There is an overemphasis on freeway projects (I-10 reliever, I-10 widening, South Mountain freeway) to the detriment of public transit and pedestrian bicycle modes.	Level expenditures between freeway and transit projects.
19	5	No response	No response
20	5	Need more money for public transit - buses and rail. Less % on freeways	Same as above.
21	5	No response	Ensure that plan proves for unforeseen elements that must be dealt with, no plan is ever executed as written.
22	5	No response	Think more about the light rail transit before we spend the \$.
23	5	Too much emphasis on light rail	Delete light rail
24	5	The plan does address all the elements necessary for a comprehensive system but funding should be allocated based on public input.	Citizen input on plan recommended 49%/49% split between public transit and freeway and streets. You need to stay true to that desire.

Southeast Public Meeting
September 3, 2003

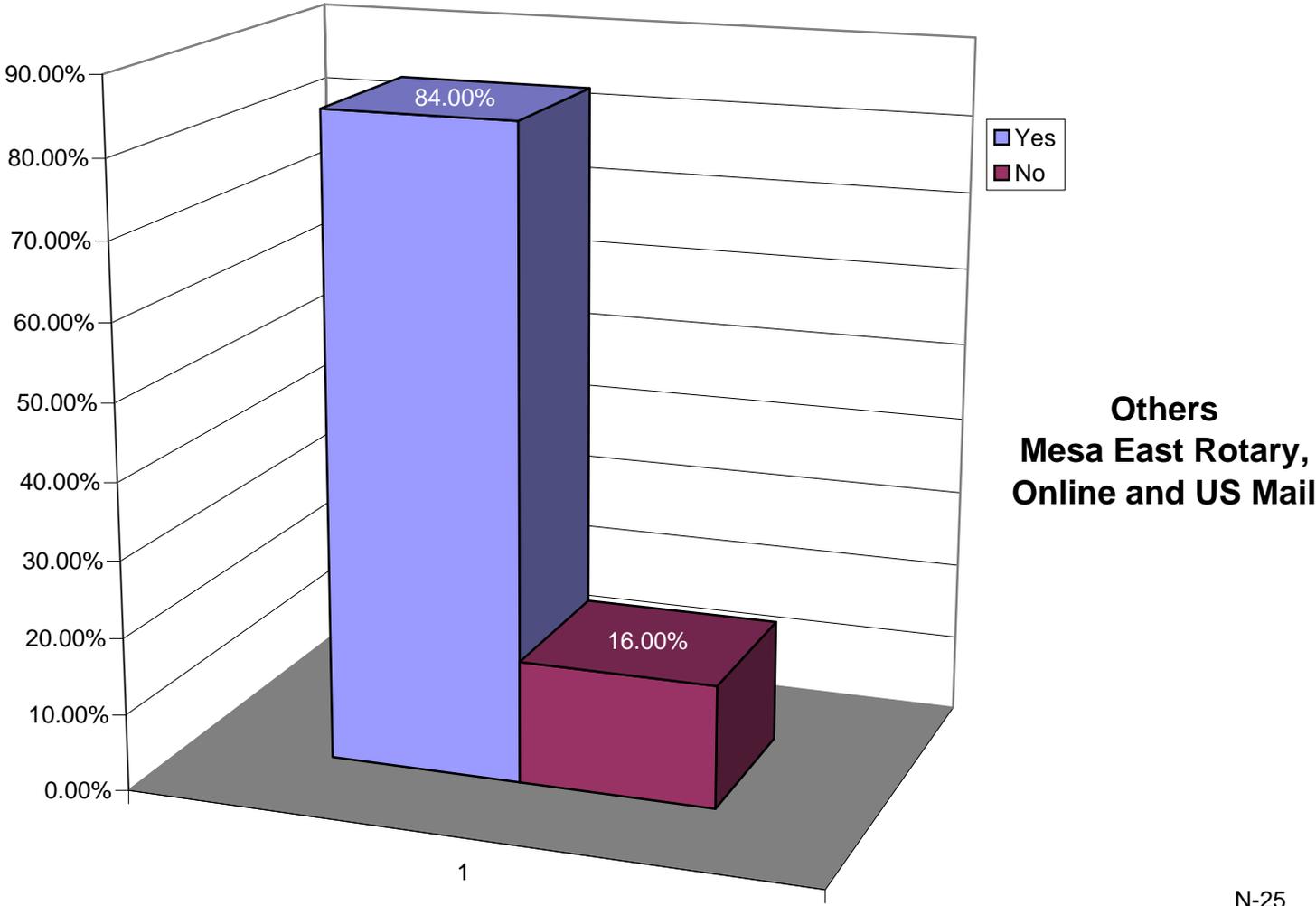
Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
25	5	Mass transit - whether bus, rail (light and commuter) must have a higher priority than streets. Although street improvements are important, street construction should take a lower priority.	Would like to see more North-South running bus routes, east of Lindsay Rd. in Mesa. We will need N-S connectors from WGA to Falcon Field. These will be significant retail/employment hubs.
26	5	There should be more emphasis on light rail to promote infill and reinvestment. The light rail system should be elevated in order to minimize conflicts with surface streets and existing land uses. The skytrain system in Vancouver is a good model. Elevated stations would be easier to access and easier to incorporate into new development.	I would delete or defer the Loop 202 south of South Mountain and the 303 on the far west side. These two particularly promote urban sprawl and create more transportation problems rather than solving our existing issues. The money for the projects should be reallocated to mass transit/light rail.
27	5	Needs to service Sun City, Williams Gateway - Fix Mesa bus (non0bus) system first. Forget surface transit, use elevated - too far between stations- Mesa, Sunday and late night service. Put zone fares back for Mesa.	Stop taxing-see above plus-need express and local transit.
28	5	Elevate the light rail or it will fail to provide any benefit.	Make public transit effective or wait for a better plan.
29	5	No response	Performance measures need to address congestion, geographic equity.
30	5	I mostly agree, but I do think rail and transit in general needs more funding. Commuter rail should definitely be pursued and negotiated and implemented as it has in more industrial cities such as LA, SF and Seattle.	More emphasis on landscaping, litter control and maintenance. More emphasis on commuter rail and light rail. (and pursue intercity rail, i.e. Amtrak) also more bicycle and pedestrian projects.
31	5	No response	No response
32	5	No response	Seems like a lot of M/T buses moving around.
33	5	No response	More freeways, fast transit to SEV Southeast Valley, Tucson.

Do you agree there is a significant transportation problem in Maricopa County that needs to be addressed?

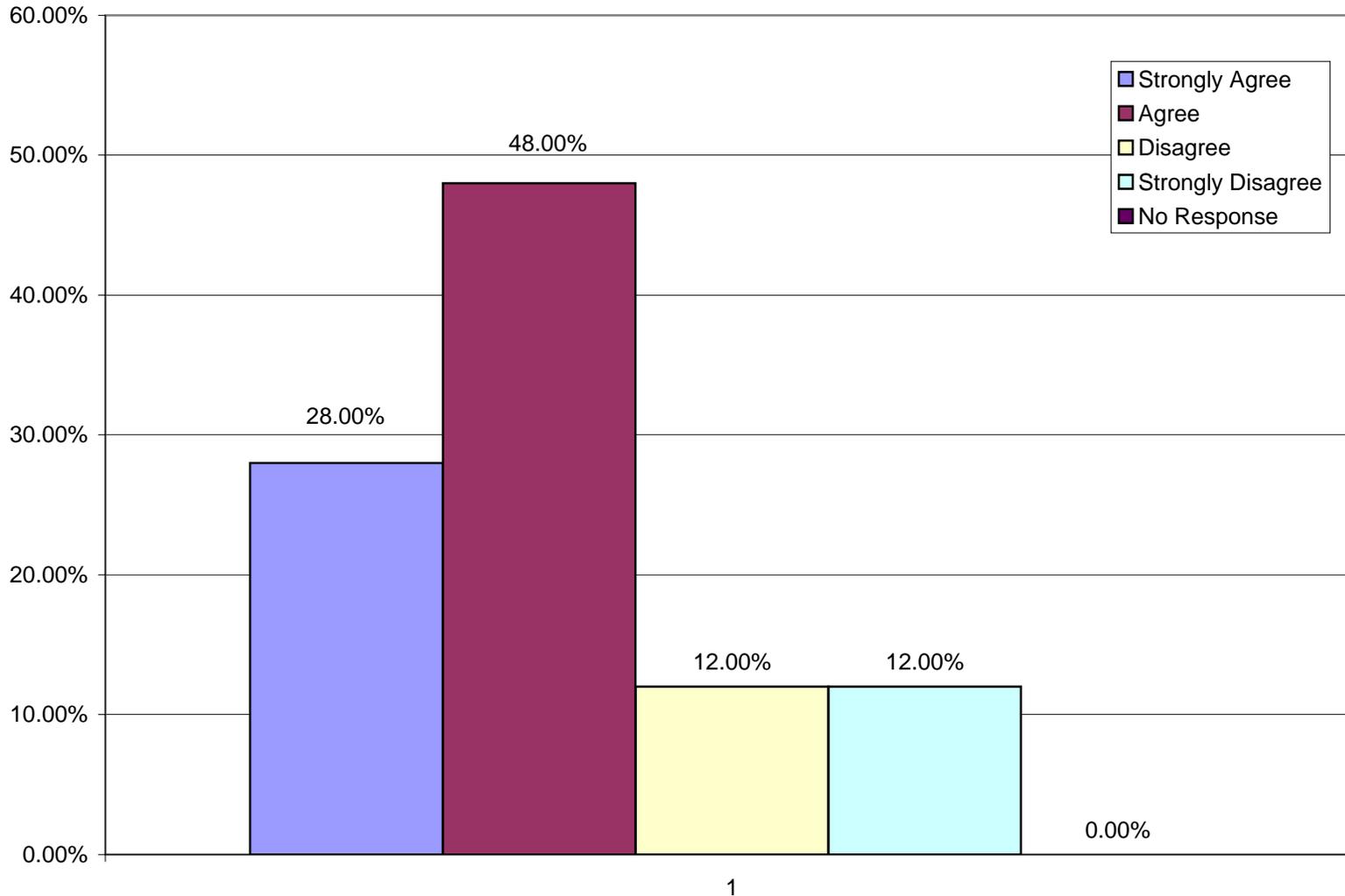


**Others
Mesa East Rotary,
Online and US Mail**

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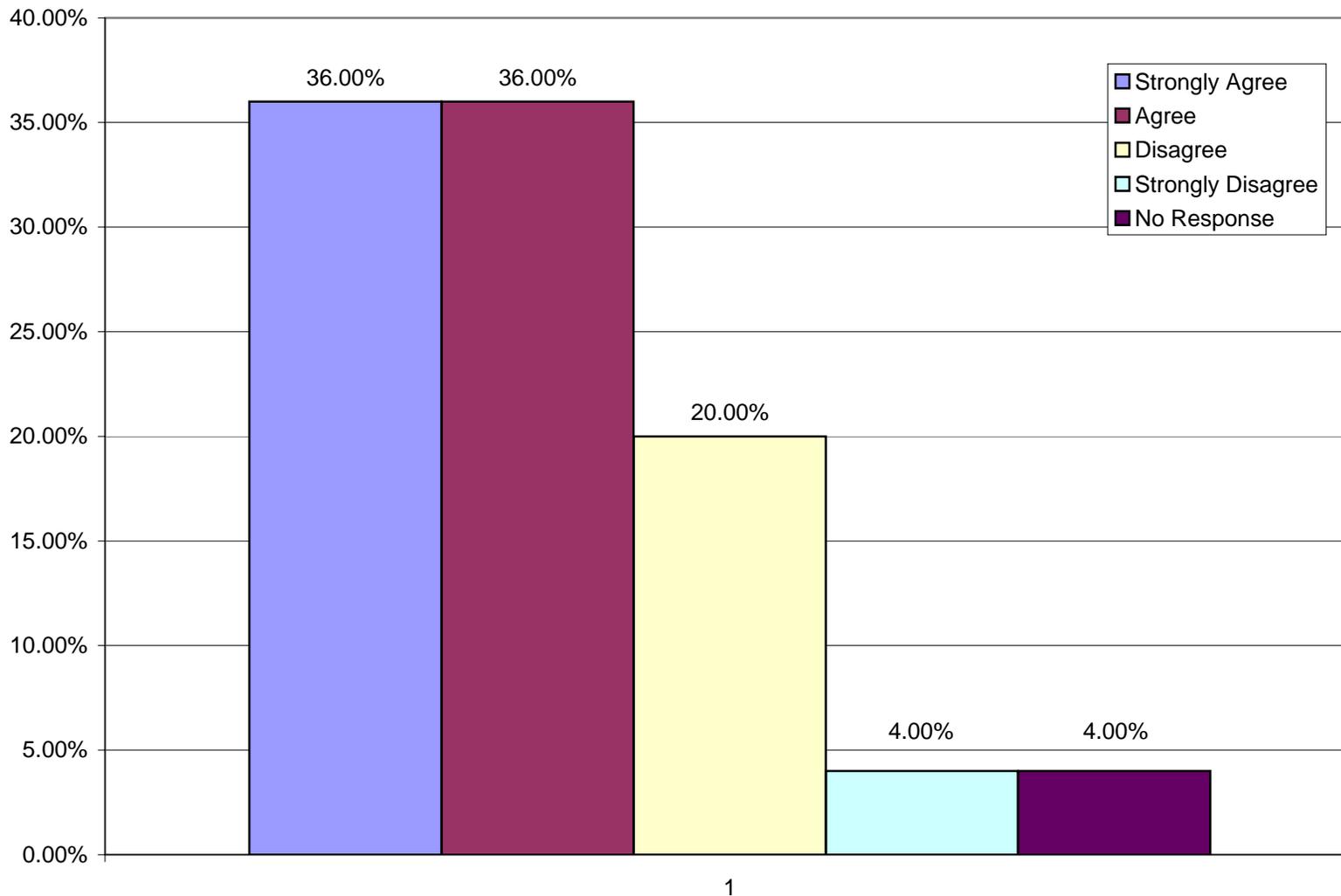
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for bus improvements?



**Others
Mesa East
Rotary,
Online and
US Mail**

N-25

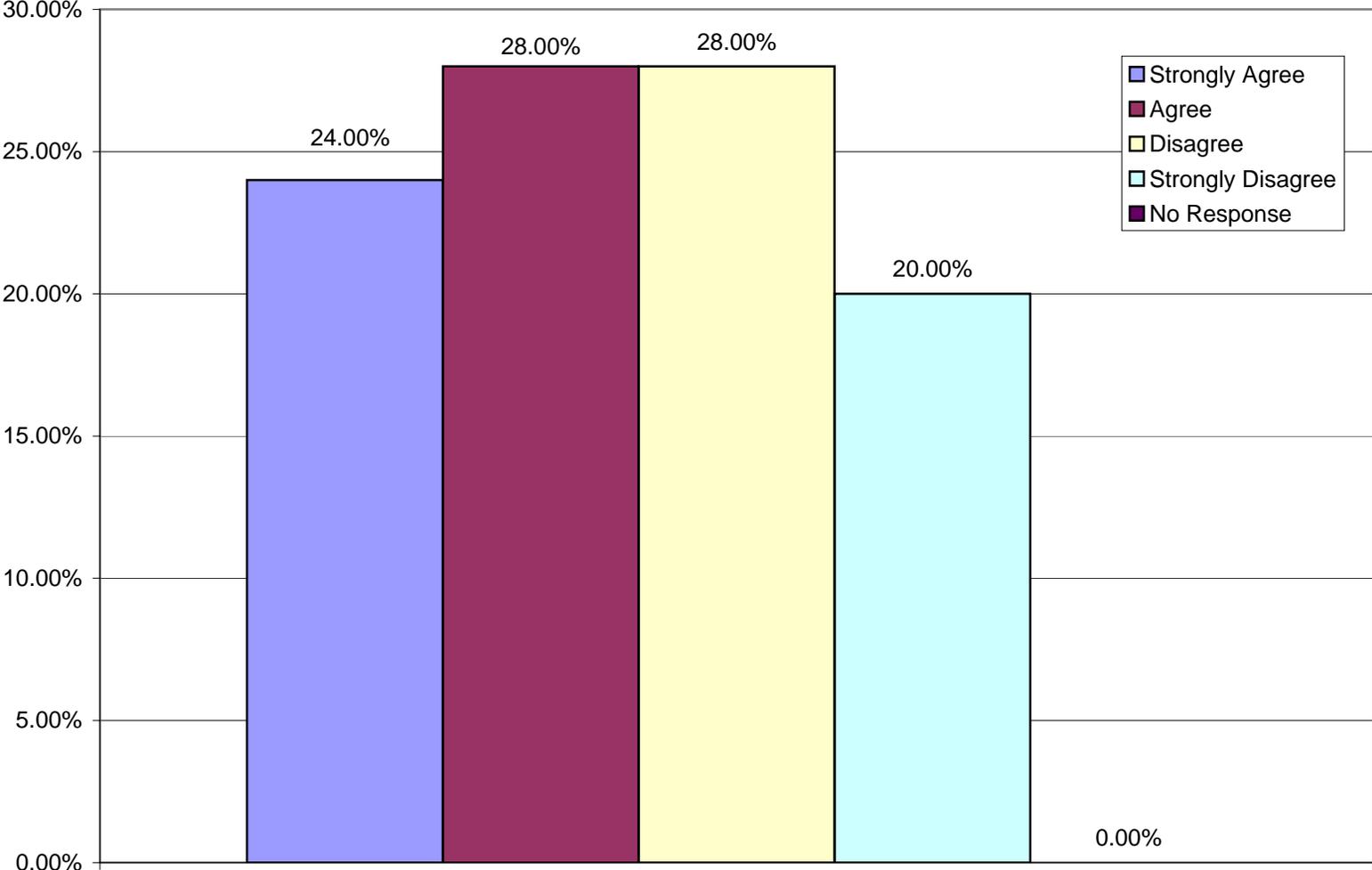
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for freeway improvements?



**Others
Mesa East
Rotary,
Online and
US Mail**

N-25

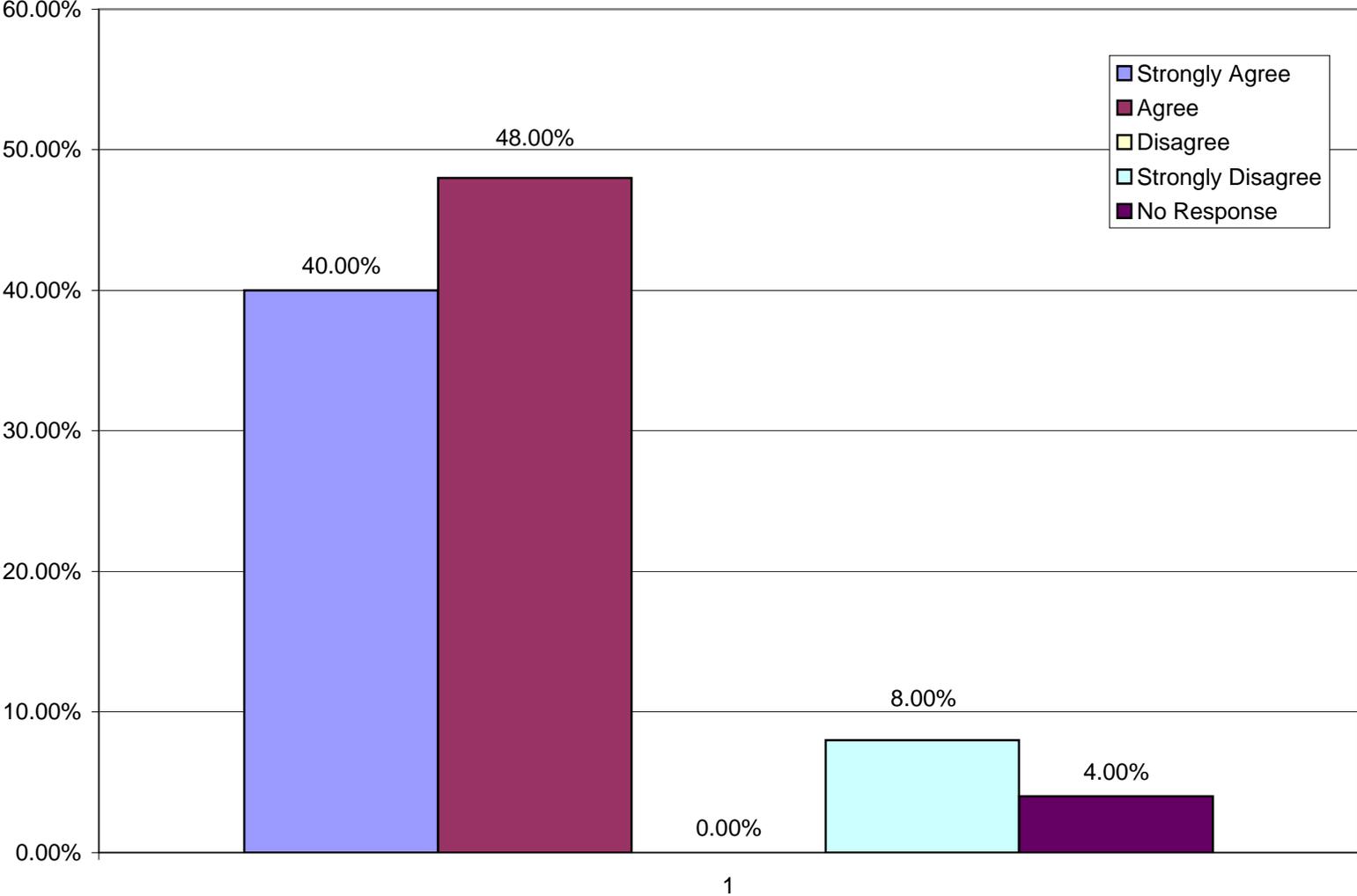
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for light rail improvements?



**Others
Mesa East
Rotary,
Online and
US Mail**

N-25

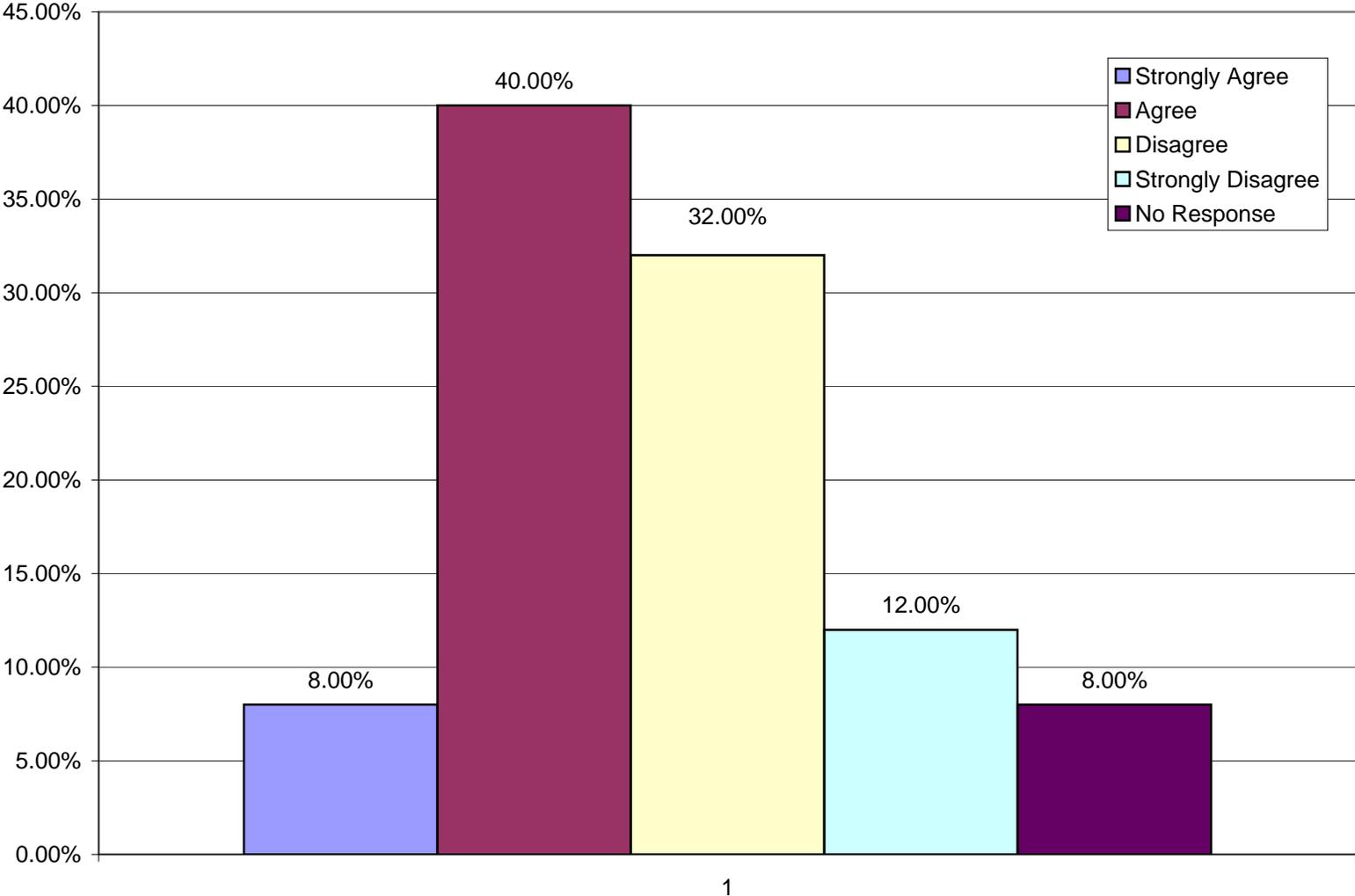
Do you agree with the level of improvements identified in the MAG Draft Regional Transportation Plan for street improvements?



**Others
Mesa East
Rotary,
Online and
US Mail**

N-25

Overall, do you agree that the elements proposed in the MAG Draft Regional Transportation Plan sufficiently address future transportation needs?



**Others
Mesa East
Rotary,
Online and
US Mail**

N-25

Others Mesa East Valley Rotary, Online and US Mail

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
1	3	No response	No response
2	3	Commuter rail -- potential core of the system -- is being ignored.	Omit light rail. Plan commuter rail, Queen Creek to Goodyear. Optimize express bus service. Optimize neighborhood circulator service.
3	3	No response	No response
4	3	Light rail is expensive.	Drop light rail.
5	3	No response	No response
6	3	No response	Alternatives to funding.
7	3	No response	No response
8	3	No response	No response
9	5	light rail will not help transportation needs and is a waste of money (the remaining spending will address future needs)	Reduce spending on Bus, kill light rail and increase freeways/arterial street spending (I would support commuter rail but not a slow light rail system like phoenix is building)
10	5	More emphasis needs to be placed to pry people out of their autos. Building more freeways and expanding existing ones does not solve or mitigate the problems of congestion and pollution. More people need to ride the bus, and buses need to be expanded in service. Also alternative transport such as walking and riding bikes needs to be promoted and encouraged, as these are the only two alternatives that produce neither pollution nor congestion. With only a miniscule amount of the budget allowed for th	30% freeways/highways, 35% Transit, 20% Street improvement, 15% Other Programs.
11	5	More freeways are needed, particularly an east-west route between Interstate 10 and the Loop 101 Pima Fwy running between the Loop 101 Agua Fria freeway and the Loop 101 Pima (North-south portion via Scottsdale)	See # 8--More freeways, less light rail, funding for buses and streets is OK
12	5	I am afraid it may be inadequate to help the west valley. The growth in the west valley is exponential and immediate! It won't be long before I-10 is a parking lot.	I would speed up the timetable. We need mass transit in the west valley NOW. The west valley would be ideal for light rail.
13	5	No response	More parallel freeways. The valley is too spread out to put too much emphasis on anything else. It's been proven every day, that Valley folks aren't going to give up their cars.
14	5	No response	The future south mountain freeway should be moved west to the current TI with Loop 101/I-10. There will be a continuous loop around the city. More money for light rail to the northwest/northeast and southeast parts of the valley and extend bus lines further to get more people to ride the bus.
15	5	The Plan fails to include the use of HOT lanes. High Occupancy Toll lanes have proven to work in other high demand corridors. The use of tolls is being accepted as a demand management tool even at the Federal level. I think the HOV lane on Loop 101 should be considered as a combined HOV and toll lane.	There should be less funding for suburban bus transit other than express service

Others Mesa East Valley Rotary, Online and US Mail

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
16	5	Need to work on the area most used - roads for cars, we live in the WEST, space and more space.....	NO LIGHT RAIL - more buses or use the existing railroad tracks, but DO NOT DESTROY CENTRAL AVENUE, And IF you were to do it do the outlying area into say Chris town, and points such as and then bus into Central areas from those points, they are not reaching the right areas....BUS is the answer not light rail....
17	5	The focus needs to be on mass transit and not roads and freeways!	Concentration on providing more and more efficient mass transit in the form of buses/light rail/anything! The valley is expanding and it would be great if it did not become the mess L.A. has become! More money, research, planning for mass transit and bikepaths please!!! Eva Valencia-Phoenix
18	5	inadequate Bus and Bike and Ped elements	add more Bus, and some Bike and Ped rarf funded projects
19	5	We need better bus service on Grand Av. New Route 51 bus won't stop at Bethany Home Rd.	Improve bus service along Grand Av. with greater frequency and later operation.
20	5	Still putting too much emphasis on moving cars versus an integrated transit plan. Proposed plan will spur further sprawl and make the current problem bigger in 20-30 years.	No response
21	5	Finish what you started with the buses-try going No. and make transfers going downtown is fine. More pull outs, did you ever get behind a bus at rush hour? Bus stops, seats and covers, especially shade.	Go ahead with planning for rail - get it right - but get the buses straightened out first all over the city. Then go with rail. If buses run right, just maybe people would give up their cars.
22	5	No response	Need to add gasoline tax to improve maintenance/trash pickup/landscaping and enforcement. Less LRT more freeways and buses. Too much \$ for adding capacity to inner freeways. Put more in next tier of routes where you get lots for \$.
23	5	No response	I believe the sales tax should be kept at 1/2 cent. A one cent sales tax would hurt low income people and hurt public funding for other programs (e.g. education). A low income advocate would be on the TPC.
24	5	There is the East versus the West. Promoting this will take good advertising and public information at the time of the vote. Also, there are those who do not like the rail idea. To get the whole tax approved, it will be important for people to realize that one cannot vote against the tax and think money will be available for road improvements, etc.	No response

Others Mesa East Valley Rotary, Online and US Mail

Respondent	Source	Question #4, If not why (in response to question #3)	Question #5, What, if anything, would you change about the plan?
25	5	You're pushing rail and not finishing what you promised a few years back.	Eliminate any thoughts of double decker freeway and again keep your promises.