



FY 2014 FINAL PHASE INPUT OPPORTUNITY REPORT

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Maricopa Association of Governments (MAG)

302 North First Avenue, Suite 300

Phoenix, Arizona 85003

Telephone: (602) 452-5004

Fax: (602) 254-6490

E-mail: jstephens@azmag.gov

Contact Person: Jason C. Stephens

Cover Page Photo:

MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with ADOT and Valley Metro when/where possible to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) continues to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

MAG has a four-phase public involvement process as outlined in the MAG Public Participation Plan. The Final Phase input opportunity provides for final input on the Draft FY 2014-2018 Transportation Improvement Program (TIP), and input on projects included in the Draft 2035 Regional Transportation Plan. This input report will be presented to MAG policy committees for review and consideration prior to action.

INPUT OPPORTUNITIES

During the Final Phase Input Opportunity, MAG obtains input in a variety of ways including, but not limited to: public hearings, small and large group presentations, committee meetings, telephone, website and e-mail correspondence. A summary of the input received during the FY 2014 Final Phase Input Opportunity is included in this report.

All meetings/presentations/events are scheduled in venues that are transit accessible and comply with the provisions of the Americans with Disabilities Act. In addition, Spanish language materials, sign language interpretation and alternative materials, such as large print and Braille and FM/Infrared Listening Devices, are available upon request.

SUMMARY OF INPUT

A summary of input gathered during the FY 2014 Final Phase Input Opportunity is included below:

- ▶ The design of Loop 202 through Laveen and Ahwatukee and west Phoenix needs to be changed.
- ▶ One of the big things we need is more money in work force development.
- ▶ The fact that the plan funnels everything downtown affects wealth as well as jobs.
- ▶ Part of the problem is the federal government.
- ▶ Using arterial money to fund 80 percent of light rail creates a lot more congestion and pollution.
- ▶ We need to have some hallmark program. We need to take freight and people and bring them into Hance Park or Downtown Depot and have it elevated and have it fast.
- ▶ The road between Phoenix and Tucson needs to be a hallmark project. There are too many terrible accidents and that can be fixed if we work on it.
- ▶ We need to look at our high concentration around the Broadway curve and use Grand Avenue better. Using and getting better transportation from the west side and Grand Avenue would help that.
- ▶ More funding for Trip Reduction and Telework programs is good.
- ▶ The more that we can do to find people that love to go by alternative means helps out with air quality.
- ▶ Let's use more flexible rapid buses, more like the Link, that has more limited stops and faster.
- ▶ They have got the right signage, for example, off the rail over to catch the Link.
- ▶ We need more (transit service) , probably more funding, and certainly better service regionally.
- ▶ There are different cab coupon programs, some use debit card system. Phoenix is still using the coupon tickets. It's so complicated from one area to another. It would be really nice if someday we can equalize things across the borders.

- ▶ It's very important to send a message that you are serious about mass transit and cutting down on the air quality.
- ▶ Having good regional public transportation is very important for the disability community.
- ▶ Our Valley very much needs the air quality improvement that public transit can do. And light rail isn't any good unless you have a good bus system that connects people, because people don't necessarily live on the light rail.
- ▶ Dial-a-Ride has actually gotten worse since we passed that Regional Transportation Plan.
- ▶ The Dial-A-Ride and bus and light rail are really voluntary forms of transportation for people without disabilities. For people with disabilities, it's vital for them to get around.
- ▶ The more we use public transportation, the better our air quality is going to be.
- ▶ It would be very nice in Scottsdale, to be able to go straight down on Hayden, 64th Street, one of those streets, and have a Park and Ride that you could get onto the light rail with, so that you could go downtown.
- ▶ Any cut to public transit is an extremely short-sighted and unfortunate move, due to the fact that a lot of people are moving to the Valley that will need and choose to use public transit.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

Federal transportation legislation emphasizes public involvement in the metropolitan transportation planning process. New transportation authorization was passed on July 6, 2012. The new enabling legislation, Moving Ahead for Progress in the 21st Century (MAP-21) will continue to emphasize public involvement in transportation planning. Current legislation requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

In response to previous federal guidelines known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the MAG Regional Council, in December 2006, approved a Public Participation Plan to

The MAG process for public involvement receives public opinion in accordance with federal requirements and provides opportunities for early and continuing involvement in the transportation planning and programming process.

guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, page 6*). The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The FY 2014 Final Phase Input Opportunity was conducted in November, 2013. The Final Phase process provides for final input on plan analysis for the Draft TIP and Draft Plan, and includes a public hearing on regional transportation issues. The purpose of this document, the *FY 2014 Final Phase Input Opportunity Report*, is to provide information about the outreach conducted during this phase and to summarize the results of the input received.

The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity are included in this report. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC). During this phase, all comments/suggestions/questions received are responded to during the presentation/event/consultation or within 48 hours.

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming process. In July 1998, the MAG Regional Council recommended that the process for programming federal transportation funds be enhanced. These enhancements include a more proactive community outreach process and the development of early guidelines to help select transportation projects within resource limits. The proactive community outreach process led to an enhanced public involvement process beginning with the FY 1999 Public Involvement Program. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders (minority and low income populations). The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and Plan.

Additional changes in planning and programming responsibilities were prompted by the passage of TEA-21. As a result, ADOT hosted a meeting of regional planning organizations to suggest changes that would benefit the planning and programming process throughout Arizona. The meeting was held in Casa Grande in April, 1999 and was attended by representatives of Metropolitan Planning Organizations, Councils of Governments, ADOT and Valley Metro. All participants agreed to several guiding principles to help develop and integrate state and regional transportation plans and programs. In the past, development of the MAG TIP, MAG Long Range Plan, Surface Transportation Program (STP) and State Transportation Improvement Program (SHIP) were on different schedules—which was confusing to members of the public. With changes included in the guiding principles adopted at the April meeting, the state and regional planning and programming processes have been combined. (*See page 7.*)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process in accordance with SAFETEA-LU guidelines for metropolitan transportation planning. This plan also conforms to guidelines delineated in MAP-21.

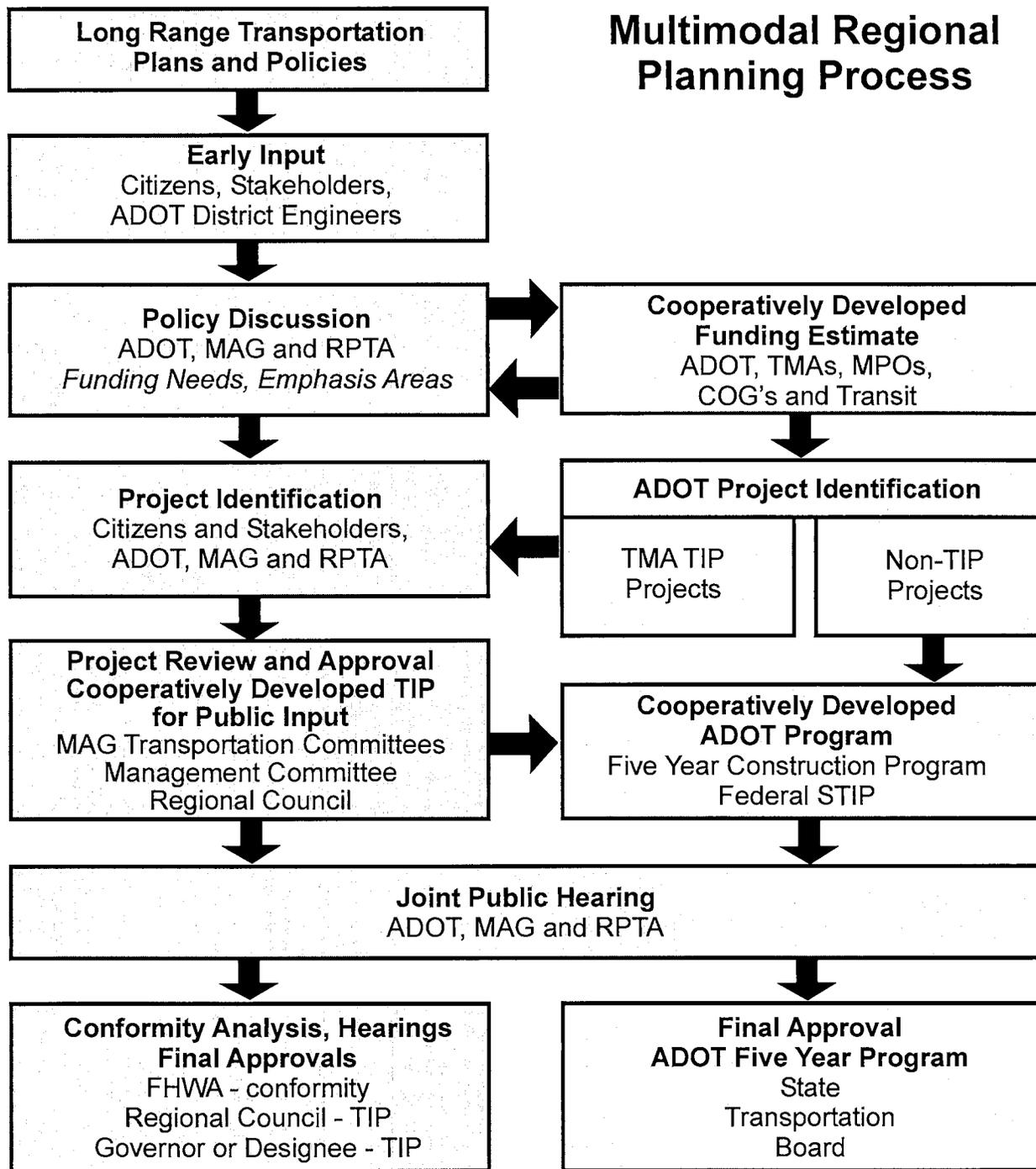


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * TMA: Transportation Management Area
- * FHWA: Federal Highway Administration
- * RPTA: Regional Public Transportation Authority
- * COG: Council of Governments
- * MPO: Metropolitan Planning Organization

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public is informed of Final Phase public involvement events through a variety of methods. For the FY 2014 Final Phase Input Opportunity, MAG announced the public hearing with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*. A postcard notice was also sent to approximately 20 regional libraries throughout the Valley. Each library was sent 20 postcards.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of meetings/presentations/events. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations. During these interactions, all comments/suggestions/questions are responded to at the time of the interaction or within 48 hours.
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in special events including MAG, ADOT, Valley Metro and METRO, where and when possible. All comments/suggestions/questions received during these special events are responded to on-site or within 48 hours.
- ◆ Monthly e-mail updates summarizing the activities and actions of the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.azmag.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to jstephens@azmag.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities that make up its membership.

II. PUBLIC HEARING COMMENTS AND RESPONSES

INTRODUCTION

This section includes written and oral comments received during the Final Phase input opportunity. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING FINAL PHASE PUBLIC HEARING ON MONDAY, NOVEMBER 25, 2013.

Comments from Walt Gray, Valley Resident

Comment: I'm still hopeful that will change the design of Loop 202 through Laveen, Ahwatukee and west Phoenix.

Response: The design features of Loop 202/South Mountain Freeway have been identified in the Environmental Impact Statement (EIS) for the corridor. The EIS process included an analysis of alternatives and considered a broad range of factors, including, but not limited to:

- Overall transportation needs as identified in the Regional Transportation Plan.
- Established long-range planning goals.
- Environmental and societal impacts and the ability to mitigate impacts.
- Traffic operations and performance.
- Project costs and impact on regional funding resources.
- Public input and resolutions passed by local governments.

A Draft EIS for the Loop 202/South Mountain Freeway corridor has been completed and public hearings and other meetings on the document have been held. ADOT and FHWA are currently reviewing all comments received during the Draft EIS public comment period, which closed on July 24, 2013. During this period, over 8,000 comments were received from the public, stakeholders and interested agencies. The Final EIS and a Record of Decision are expected in mid-to-late 2014.

Comment: The economic development I hope that you will recommend to the mayors and to all the cities within the MAG region, that one of the big things we need is more money in work force development. And that needs to come from the city budgets as well as the community college budget and from the state.

Response: Recognizing the importance of economic development in the region, in 2010 MAG formed the Economic Development Committee (EDC). The role of the EDC is to assist in providing a greater focus on the impact on the economy by such things as transportation planning, education and housing within the MAG region and planning process. The major strength of the EDC is beginning the discussions and building relationships among MAG member agencies and outside organizations to develop plans for economic-type issues. The EDC also provides a valuable link between economic development and infrastructure in the MAG region through the MAG Transportation Policy Committee. One of the overall goals of this project is to foster enhanced communication, coordination and consistency between the goals and policies of regional transportation plans and economic development strategies among economic development and planning leaders. The EDC addresses concepts that coordinate a regional approach to business growth and job creation in the MAG region. The EDC consists of 26 members and includes 14 MAG member agency elected officials appointed by the MAG Regional Council, including the Central City, Maricopa County, six West Valley, and six East Valley representatives. The committee also includes 11 business representatives and one representative from the Arizona Department of Transportation.

Comment: I think one of the great fallacies of the plan right now is that everything gets funneled downtown. And that affects wealth as well as jobs.

Response: The Draft 2035 Regional Transportation Plan (RTP) is multi-modal and addresses transportation needs over the entire MAG area. The freeway/highway component represents one of the major elements in the RTP and includes corridors that serve not only the Central Phoenix downtown area, but also provide accessibility throughout outer parts of the region. The freeway/highway network includes a number of circumferential corridors that provide accessibility in the East Valley (Red Mountain and Santan Freeways), the Central Area (Pima, Agua Fria and South Mountain Freeways) and the West Valley (Loop 303 Freeway). The accessibility provided by these corridors enhances economic development and job growth opportunities throughout the MAG area.

The arterial street system is another vital element of the regional transportation network, providing the region with a high level of accessibility and mobility, complementing the regional freeway system and serving automobile traffic, transit, bicycle and pedestrian traffic. The arterial street system serves both established central downtown areas and areas outside the central core. The arterial street network will continue to be expanded and improved to support the functioning of the regional transportation system throughout the entire MAG region. The Regional Transportation Plan identifies a long-range regional arterial grid system that provides for access to existing, as well as newly developing areas in the region.

The Draft 2035 RTP also includes a regional transit network that encompasses all transit modes in the region. The transit network consists of multiple components, including bus operations, paratransit, and high capacity transit/light rail transit (LRT). These services are layered to make up the total transit network the provides service throughout the MAG region. The bus network consists of local bus service, circulators, RAPID/Express, limited, LINK and rural bus service. Bus service addresses a range

of trip needs and is focused on a grid system that provides service to a wide area. Paratransit service includes various types of passenger transportation that is more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes Dial-a-Ride (DAR)/demand response (DR) transportation services, shared-ride taxis, car-pooling and vanpooling. High Capacity Transit (HCT) provides high-capacity regional access, and introduces a time-saving element by operating solely in an exclusive guideway. While HCT is currently focused on the Central Phoenix downtown area, it provides higher-speed, high-volume commuter or regional access, which can enhance economic development and job growth opportunities throughout the MAG area.

Comments from Dianne Barker, Valley Resident

Comment: I see that part of the problem is the federal government. I was thinking, you know, with this lawsuit that, if they came in and actually did a transportation program in January, you know, maybe it would help us out with some air quality. But they are using arterial money to fund 80 percent of that great light rail. And that has created a lot more congestion and pollution.

Response: On January 30, 2013, the MAG Regional Council approved a major amendment to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update to add a 1.9-mile segment to the light rail transit (LRT) system, extending from Mesa Drive to Gilbert Road on Main Street in Mesa. This action was taken after the required agency consultation was conducted. On March 27, 2013, after the completion of air quality conformity analysis, the Regional Council approved \$153 million in funding for the project through the transfer of Federal STP funds from sixteen Arterial Life Cycle Program projects. The Gilbert Road LRT extension is forecast to significantly increase ridership on light rail by extending the end of line to Gilbert Road. Gilbert Road provides better access to light rail from the eastern portions of Mesa and the East Valley, according to the analysis that was conducted as part of the Alternatives Analysis for the Mesa Drive extension that was a component of the Proposition 400 transit program. The proposed action provides travel options to a broader population than the selected arterial street improvements that are being removed from the Arterial Life Cycle Program. Most of the streets projects have been or will be completed as development occurs adjacent to the streets. The Higley Road projects are not deemed feasible due to neighborhood concerns and have been determined by Mesa as not being a viable concept.

On October 25, 2013, the Draft 2014 MAG Conformity Analysis was made available for public review and comment. The regional emissions analysis conducted for the Draft 2014 MAG Conformity Analysis includes the highway and transit networks for analysis years 2015, 2025, and 2035 and includes projects from the Draft TIP and Regional Transportation Plan. This transportation network includes the one-mile grid system of arterial streets, plus freeways and the bus and the transit system, including light rail transit. The Draft 2014 MAG Conformity Analysis supports a finding of conformity on the FY 2014-2018 MAG Transportation Improvement Program and 2035 MAG Regional Transportation Plan.

Comment: We need to have some hallmark program. We need to take freight and people and bring them into Hance Park or Downtown Depot and have it elevated and have it fast. And I'm even convinced more of these terrible accidents in the last two months going to Tucson with just inexcusable death, I think between two accidents, four, and up to towards 40 people injured and all these cars blocked for so long, that is the hallmark.

Response: The movement of goods into, within and out of the MAG region are being addressed in the MAG planning process. Freight transport involves a complexity of networks and users who use a variety of methods, modes, and equipment to move raw materials and processed goods through regional, national and international markets for the purpose of commerce. The movement of goods is conducted through the utilization of multiple modes of transport, such as air, pipeline, water, truck, rail, or other non-traditional means. In 2012, the MAG Freight Transportation Framework Study, which evaluated the freight-related economic development opportunities for the Sun Corridor (Maricopa, Pinal and Pima Counties), was completed. Building on the findings from the Freight Transportation Framework Study, MAG will be initiating, in late FY 2013, the MAG Freight Plan, which will analyze the flow of goods through Maricopa County, identify hazardous cargo routes, freight sub-corridors, bottlenecks and link freight corridors to major clusters located throughout the region. This effort will be structured to complement the freight infrastructure needs identified in the Freight Transportation Framework Study and advance the effort to stake out a prominent role in global freight distribution for the MAG region and the Sun Corridor.

To look at long range planning efforts for the three contiguous counties, in 2010 the Maricopa Association of Governments, the Central Arizona Association of Governments and the Pima Association of Governments formed the Joint Planning Advisory Council (JPAC). The Joint Planning Advisory Council (JPAC) was established to identify mutually agreed upon goals and interests, provide guidance on possible technical assistance and joint planning activities, and enhance the communication and cooperation among the policymakers in the three regions. These three agencies are located adjacent to one another with linked economies and acknowledge that regional planning issues transcend jurisdictional boundaries. In addition in May 2013, a new metropolitan planning organization (MPO) was formed in Pinal County (Sun Corridor MPO or SCMPO), generally encompassing the incorporated communities of Casa Grande, Coolidge, and Eloy, as well as surrounding unincorporated areas in Pinal County. It is anticipated that SCMPO will participate in JPAC in the future.

Comment: We need to look at that and look at our high concentration around the Broadway curve and use Grand Avenue better. I concur with the gentleman that was talking about using and getting better transportation from the west side and Grand Avenue would help that.

Response: Studies addressing corridor conditions in the area of the Broadway Curve and Grand Avenue are being pursued by MAG. MAG staff is leading a study effort in coordination with the RTP Partners and the Federal Highway Administration on a single continuous corridor extending from the "North Stack" (I-17/SR-101L) to the "Pecos Stack" (I-10/SR-202L). The purpose of the study is to

develop a Corridor Master Plan that identifies regional improvements to the Interstate Highways in combination with improvements to adjacent arterial facilities to meet existing and future travel needs in a two-mile wide corridor. A related study is also being pursued that explores potential for a regional managed lanes system in the Phoenix Metro area. Specific study efforts include establishing goals and objectives for managed lanes in the region, exploring various management strategies and operations policies for managed lanes, and evaluating the existing regional freeway network for managed lanes potential in terms of constructability, traffic performance, facility cost and revenue potential.

In addition, coordinated study efforts are also proceeding on a Corridor Optimization/Access Management System Study on Grand Avenue (US-60), which will establish a consensus regarding future infrastructure investments in the corridor. The US-60/Grand Avenue COMPASS project has begun to identify a long-term transportation vision for this regional West Valley corridor. The project is examining the route between the SR-303L/Estrella Freeway in Surprise and Willetta Street in Central Phoenix. A key component to this study effort has been the establishment of a “Charter Partners” group representing the elected leadership in the corridor. Upon study completion, this group will present its recommendation, a vision for the US-60/Grand Avenue corridor, to the MAG Regional Council for incorporation into a future Regional Transportation Plan. It is anticipated the US-60/Grand Avenue COMPASS study will be completed late in FY 2014.

Comment: I just wanted to share that there’s \$6.8 million from 2014 to 2017. Now these monies are for the combined Trip Reduction and Telework programs. And I think this is very good. It’s for encouraging and training over 1,000 employers here in the Valley and government entities to you know, reduce the single-occupancy vehicles using more, whether you are going to bicycle to work, you know, you use alternative transportation, whether it’s bus, rail, rideshare, and so forth. I talked to some people that have worked for the companies and it didn’t seem like there was that much of an outreach to this particular individual, or encouragement to get involved in the prizes. And I was just a little surprised, and actually, this person that was sharing with me seemed a little embarrassed to even participate. And the guy uses on his own transit. So the more that we can do to find people that love to go by alternative means, and there are me of us around, that’s the kind of people, I think, that we need in these kinds of good programs. And it helps out with air quality and our credit.

Response: A discussion of Transportation Demand Management (TDM) in the MAG region is described in Chapter 18 of the 2035 MAG Regional Transportation Plan. TDM programs encourage reductions in travel demand within the transportation system. TDM activities generally focus on both improved travel choice and incentives to reduce driving alone. These programs promote alternatives to driving alone, including carpooling, vanpooling, transit, walking and bicycling. TDM also encourages alternative work schedules that reduce trips, including teleworking and compressed work schedules. TDM programs encourage reductions in travel demand within the transportation system. For fiscal years 2014-2017 of the Draft FY 2014-2018 MAG Transportation Improvement Program, \$6.8 million is included for the Trip Reduction Program and the Regional Rideshare and Telework Program. The Clean Air Act Section 108(f)(1) identifies these types of programs as transportation control measures.

Comment: Let's use more flexible rapid buses, more like the Link, you know, that has more limited stops and faster, and then give the access information to get people, you know, from one mode to the other, they have got the right signage, for example, off the rail over to catch the Link.

Response: Flexible rapid buses do offer additional amenities and speed for the transit user. As noted in the Valley Metro website, LINK is a state-of-the-art bus service that invites customers to enjoy rail-like comfort, speed and reliability, wifi to connect to the internet using your smart phone or laptop and offer real time bus tracker system that will help you determine when buses arrive at specific stops. Currently, there are two Links in operation, the Main Street and the Arizona Avenue/Country Club Drive routes. The region is working on deploying another route along Scottsdale/Rural roads. The Valley Metro website (www.vallemetro.org) may be visited to track the progress of that project.

Comments from Gail Wilt, Valley Resident

Comment: I heard that there was a proposed cut in transit funding of 32 percent. And I am a public transit user, I use the bus, I use Dial-a-Ride, occasionally light rail. No one specifically addressed Dial-a-Ride this evening, and I just want to be sure that someone stands up and says we need more, probably more funding and certainly better service regionally. Because as has always been the case going from one community to another across boundaries is very time-consuming and trying at times.

Response: There is not a proposed 32 percent cut in transit funding in the Draft 2035 Regional Transportation Plan. The region has directed significant funding to public transit out of the Proposition 400 tax. Of the total revenues collected from the Proposition 400 tax, 33.3 percent goes to fund public transit routes (some route examples are: arterial street routes known as 'supergrid', 'Express' commuter service, 'Link' service, and the federally mandated Americans with Disabilities Act federally mandated service), infrastructure projects such as park-and-rides and light rail, and support services such as customer service. Dial-a-Ride service (and particularly the portion mandated by the Americans with Disabilities Act), specifically Americans with Disability Act federally mandated Dial-a-Ride service, is a critical element funded by Proposition 400. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented. Regarding the comments about the challenges of using Dial-a-Ride to travel from one community to another, Valley Metro is working with our member agencies to identify strategies to simplify service and to make services more consistent throughout the region. We are specifically looking at better standardization of policies and procedures for making transfers, more consistency regarding Dial-a-Ride fares and strategies for integrating the use of Dial-a-Ride with fixed-route rail and bus services for those riders who can take advantage of fixed-route transit for some or all trips.

Comment: I wanted to add that I work for a rehabilitation facility that works with blind adults, and they come from all over Maricopa County. Naturally they compare notes, and some, like in the East Valley, have the platinum card, which we don't have in Phoenix. There are different cab coupon programs, some use debit card system. Phoenix is still using the coupon tickets. If people from East Valley -- We

have a variance, so that East Valley Dial-a-Ride will bring people across the border, because my agency is not too far from the 60th Street and Thomas transfer point. We are at 40th Street and Thomas. However, if somebody gets sick or there's an emergency or they need to get to their doctor and it wasn't preplanned, because of the situation, they are not allowed to make a same day change, even if they are residents of East Valley, because they are in Phoenix on the variance situation. My point is that it's so complicated from one area to another, but people don't stay in one area. It would be really nice if someday we can equalize things across the borders.

Response: Valley Metro is working with our member agencies to identify strategies to simplify service and to make services more consistent throughout the region. We are specifically looking at better standardization of policies and procedures for making transfers, more consistency regarding Dial-a-Ride fares and strategies for integrating the use of Dial-a-Ride with fixed-route rail and bus services for those riders who can take advantage of fixed-route transit for some or all trips. We also believe that supplemental services such as our RideChoice program (which provides subsidized taxi service to eligible seniors and people with disabilities in several East Valley communities) and our Platinum Pass program offer additional travel options, which would benefit seniors and people with disabilities in other parts of the Valley. We will continue to work with our member agencies to expand the use of these programs where appropriate.

Comments from Patrick Hamblin, Valley Resident

Comment: We also oppose 87 percent reduction overall, from 32 percent to 25 percent. The NFBA of Arizona has fought since 2000 to keep it at the 21 percent level. Of course, they would like it a little higher. But anyway, we also, like Gail, depend a lot on Dial-a-Ride. And although there's an increase in bus mileage and the light rail mileage, I believe there's a cut, seven percent. There's got to be cuts in other busing areas.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented.

Comment: I just think it's very important to send a message, if you were to keep it at 32 percent, that you are serious about mass transit and cutting down on the air quality. And all one has to do is, once you are on an express bus, you just look at the lanes on the right side, and it's just like a parking lot. It's so much quicker. And like the gentleman said before, the light rail has exceeded expectation. If you invest in that, you will see that in the future.

Response: The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. The Draft 2035 RTP identifies a regional bus network that provides more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three times the route miles compared to the current system. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

Comments from Amina Kruck, Valley Resident

Comment: People travel across communities, and we do a lot to help people get employment and we move areas to employment. Many people work and live in different communities, and so having good regional public transportation is very important for the disability community. So I also have concern about a reduction

Response: The comment about mobility across the region is very true – having a good public transit system that provides access to employment is very important. Because of that, and many other factors, the Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in funding for transit from the half-cent sales tax in the 2035 RTP. It is important to note that depending on revenue availability, year-to-year adjustments in transit services may be necessary as programs are implemented.

Comment: Our Valley very much needs the air quality improvement that public transit can do. We see that, if you have it, they will come. The light rail has really shown that very well. And light rail isn't any good unless you have a good bus system that connects people, because people don't necessarily live on the light rail.

Response: The Valley's light rail system has well-exceeded all ridership projections; average weekday ridership was about 44,000 passengers. Having adequate connecting or feeder transit service to light rail is very important. Pedestrian and bicycle connections are also important to allow as many users as possible to access light rail.

Comment: Dial-a-Ride has actually gotten worse since we passed that Regional Transportation Plan. We worked really hard in the disability community to have that plan go through and advocated for it as we did in the city of Phoenix and Tempe and Glendale when they added a transportation tax to dedicate funds. It is extremely important for our community as we move forward to have a very healthy public transit system for traffic congestion, for people with disabilities, and people who cannot drive, seniors who need that alternative public transportation available. And it's a sad day that we worked so hard and that the Dial-a-Ride is actually worse than it was when we started a few years back. Less service is available.

Response: Dial-a-Ride service, and specifically federally mandated Americans with Disabilities Act paratransit, federally mandated Dial-a-Ride service, is a critical element funded by Proposition 400. Over the past several years, Valley Metro has worked with our member agencies to expand transportation options for seniors and people with disabilities. In addition to Dial-a-Ride service, we offer a subsidized taxi program called RideChoice, a program whereby individuals who are eligible for Dial-a-Ride are able to receive free Platinum Passes as a means of facilitating the use of fixed-route bus and rail transportation whenever possible, expanded transit training and more. Because RideChoice and Platinum Pass programs are funded by participating member agencies for their residents, the implementation of these programs has not occurred everywhere across the region, but Valley Metro is continuing to work with our member agencies to expand these programs where possible.

Comments from Pauline Steple, Valley Resident

Comment: The Dial-a-Ride and bus and light rail are really voluntary forms of transportation for people without disabilities. For people with disabilities, it's vital for them to get around. And I would, especially for people with disabilities, I would like to see the removal of the transfers between cities, because it makes it so difficult and dangerous for people with disabilities to make those transitions.

Response: Valley Metro is working with our member agencies to identify strategies to standardize and simplify the policies and procedures for making transfers. We are also reducing the number of transfers where possible. Because of the extremely large size of the Dial-a-Ride service area, and given the fact that multiple jurisdictions operate their portions of Dial-a-Ride service differently (e.g. with a mix of internal employees, contractors and business models), it is unlikely that transfers will be eliminated altogether, but our goal is to eliminate them where practicable.

Comment: I really appreciate that the more we use public transportation, the better our air quality is going to be. And as we keep increasing our population in this area, which it's going to do, being able to have people get around without adding to the pollution, I think is very necessary, and that's public transportation.

Response: Public transportation is a priority and a tool for the region in meeting mobility needs of residents and improving air quality. The Draft 2035 RTP identifies a regional bus network that provides more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three times the route miles compared to the current system.

Comment: I would also like to ask about a Park and Ride lot between Tempe and the present one, which I think is 48th Street. It would be very nice, being that I am in Scottsdale, to be able to go straight down on Hayden, 64th Street, one of those streets, and have a Park and Ride that you could get onto the light rail with, so that you could go downtown.

Response: Park and rides are key elements of the regional transportation system. Unfortunately, there is no park-and-ride on 64th Street near the light rail station. However, there is a park and ride on Hayden/McClintock Rd. It is actually located on McClintock Road/Apache Boulevard, 1811 East Apache Boulevard, inside Grigio Metro garage and is served by Route 81 and METRO light rail.

Comments from Mike Smith, Valley Resident

Comment: First of all, I would like to talk about the proposed 32 percent cut to 25 percent on public transit. I think that this is in the proposed 2035 plan. I'm sorry. I think that this is really not, due to the fact that a lot of people are moving to the Valley within that period and will need to use public transit, this is an extremely short-sighted and unfortunate move.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

Comment: I would like to talk about the meeting times of these hearings. This hearing is held at 5:00 p.m., which is all right for people in Phoenix, I guess. But it's really important that we get meetings throughout the Valley so there's better attendance of people who want to comment on them. I feel that the turnout here has been pretty good, but it could be improved if we had meetings throughout the Valley starting later in the evening, like 7:00 p.m., in various locations like Glendale or Mesa.

Response: MAG obtains input from Valley residents at a variety of meetings/events/presentations. Many of these meetings/events/presentations are held at various times of the day and week, sometimes during the weekend. The public hearings are typically held at the 5:00 p.m. time to give residents an opportunity to provide their input at a convenient time. If residents cannot make the hearing, they are encouraged to provide their comments via e-mail or over the phone with MAG staff. MAG is also centrally located, therefore providing an equidistant trip for people who live in the West Valley or East Valley.

COMMENTS RECEIVED AT THE JANUARY 8, 2014 MAG MANAGEMENT COMMITTEE MEETING

Comments from Dianne Barker, Valley Resident

Comment: For diagram ES-6 on transportation control measures, 82 percent goes to regional public rapid transit; being in favor of public transit for years, which is the most competitive mode with cars and is the least advertised; it is time to elevate the image of buses because we have very nice buses in

this region; commented on a presentation regarding resurrecting the circulator at the Ellis Shackelford house; many buses are natural gas and not smelly; light rail is not included as a transportation control measure, and what could be done with flexible and less expensive buses.

Response: In the 2014 MAG Conformity Analysis Executive Summary, Figure ES-6 provides the level of funding for projects in the FY 2014-2018 MAG Transportation Improvement Program (TIP) that support Transportation Control Measures. As indicated in Figure ES-6, approximately \$970.0 million or 82 percent of the funding that supports Transportation Control Measures in the TIP is for Regional Public/Rapid Transit projects that includes bus and light rail transit.

COMMENTS RECEIVED VIA E-MAIL DURING THE FINAL PHASE

E-mail from David Bates, Valley Resident

Comment: I urge you not to cut funding for the public transit system. Disabled people such as myself have a great need for it.

Response: The transit funding pot is comprised of various sources including the regional half-cent sales tax, federal transportation funds, local government funds, other sources such as farebox receipts and advertisement revenue. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in the regional half-cent funding source for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

E-mail from Tony Sohl, Valley Resident

Comment: What's the reason for cutting transit? Don't you all realize how important this is to us? You guys do this every time this comes up for the budget and this is getting ridiculous! We are getting tired of you saying, "Oh transit needs to go!" What would happen if all of you could not drive and had to rely on transit? We would like for all of you to take the bus for one month and realize how bad it would be. We are the sixth largest city in the nation and we are the worse for transit. This has got to stop and I hope you look into the implications if the transit gets cut. Would this also affect ride choice? If this affects ride choice then, there would be people unable to take cabs or would have to walk. Again, we urge you not to cut transit. If buses cut then would they all stop at 7:00 PM? Does this mean the Orbits budget gets cut too? Why don't you put in free circulator buses and this would be better.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit operations, maintenance and capital projects. The total funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. For the regional half-cent sales tax, 33.3 percent is currently allocated to transit uses.

The Draft 2035 RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in regional half-cent funding for transit in the 2035 RTP. It is important to note that depending on revenue availability, year to year adjustments in transit services may be necessary as programs are implemented.

E-mail from Allison Hilliker, Valley Resident

Comment: I'm writing to express my concern about the draft regional transportation plan. I've noticed that only 25 percent of funds will be given to public transit, even though 32 percent currently goes to transit. This seven percent decrease is incredibly disappointing! I'm blind, an employed tax-payer, and use public transportation every day for both my job and personal life. It is more valuable to me than I can ever express. It promotes my independence and allows me to participate actively in society. The same is true for many valley residents, both disabled and not. Please don't cut transit funding and make travel more difficult for us.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit operations, maintenance and capital projects. This funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. For the regional half-cent sales tax, 33.3 percent is currently allocated to transit uses. The Draft 2035 RTP maintains the same allocation (33.3 percent) of the half-cent funding source to transit throughout the planning period. Thus, there is no seven percent decrease in funding for transit envisioned in the 2035 RTP. The Draft 2035 RTP identifies a regional bus network that provides 20 percent more daily bus-miles than today's system and calls for a light rail/high capacity transit system that has over three time the route miles compared to the current system. At the same time, it should be noted that depending on revenue availability, year to adjustments in transit services may be necessary as programs are implemented.

E-mail from Megan Homrighausen, Valley Resident

Comment: Please don't cut transportation funding, it is so important to us. We need transportation to go to doctors' appointments and even just to be able to run to the store is very important to our independence.

Response: In the Draft 2035 Regional Transportation Plan (RTP), it is estimated that approximately 29.1 percent of the total funding for transportation during FY 2014-2035 will be utilized for transit operations, maintenance and capital projects. The total funding covers all sources, including the regional half-cent sales tax, federal transportation funds, local government funds and other sources such as farebox receipts. The RTP maintains the same allocation (33.3 percent) of the regional half-cent funding source to transit throughout the planning period. There is no decrease in regional half-cent funding for transit in the 2035 RTP.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

FINAL PHASE PUBLIC HEARING

Monday, November 25, 2013
5:00 p.m.
302 N. 1st Avenue, Second Floor, Saguaro Room

I. INTRODUCTION

- MAG Executive Director Dennis Smith will introduce the program.

II. PRESENTATION OF PROGRAM

- MAG Senior Project Manager Roger Herzog will present the Draft MAG 2035 Regional Transportation Plan.
- MAG Transportation Improvement Program Manager Teri Kennedy will present the Draft FY 2014-2018 MAG Transportation Improvement Program and FY 2014 Transit Program of Projects.
- MAG Air Quality Planning Program Specialist Dean Giles will present the Draft FY 2014 MAG Conformity Analysis.
- MAG Senior Project Manager Roger Herzog will present the Annual Report on Proposition 400.

III. PUBLIC COMMENT

- Public meeting attendees will be provided an opportunity to comment.

IV. ADJOURN

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE PUBLIC HEARING

Phoenix, Arizona
November 25, 2013
5:00 p.m.

PREPARED FOR:

Maricopa Association of Governments

(ORIGINAL)

Reported by:
Robin Jasper, RPR
CCR No. 50286

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MARICOPA ASSOCIATION OF GOVERNMENTS

Final Phase Public Hearing, taken on November 25, 2013,
commencing at 5:02 p.m., at Maricopa Association of
Governments, 302 North 1st Avenue, Saguaro Room, Phoenix,
Arizona, before ROBIN JASPER, a Certified Reporter in the
State of Arizona.

APPEARANCES:

Mr. Dennis Smith, Chairman
Mr. Deron Lozano
Mr. Joe Bowar
Ms. Lindy Bauer
Mr. Kwisung Kang

Presenters:

Mr. Roger Herzog, MAG Senior Project Manager
Ms. Teri Kennedy, MAG Transportation Improvement
Program Manager
Mr. Dean Giles, MAG Air Quality Planning Program
Specialist

1 (Commencement of public hearing at 5:02
2 p.m.)

3 * * * * *

4
5 MR. SMITH: Why don't we go ahead and call
6 this Final Phase Public Hearing to order. I'm Dennis
7 Smith, Executive Director of the Maricopa Association of
8 Governments. I will be chairing this public hearing
9 today. To those of you who came out to attend this
10 meeting, I thank you for taking the time. Those driving
11 to the meeting who parked in the garage can have their
12 tickets validated. Those using transit can get a transit
13 ticket with presentation of a valid transfer to MAG staff.

14 The public hearing is just one of many
15 opportunities throughout the planning and programming
16 cycle to provide comment on MAG plans and programs. This
17 is also our opportunity to listen. We are interested in
18 hearing what you have to say regarding the Valley's
19 transportation system. Those who wish to comment will
20 have three minutes to express their concerns on any issues
21 related to transportation in the Valley. Any comments
22 received here today will be taken down verbatim by the
23 court reporter and staff will provide written responses to
24 comments. The comments and responses will be included in
25 the FY 2014 MAG Final Phase Input Opportunity Report.

1 This report will be distributed to all MAG policy
2 committees and ADOT for review prior to taking action in
3 January.

4 Next I would like the other members of the
5 panel to introduce themselves. Let's go from left to
6 right.

7 MR. KANG: Good evening. My name is Kwisung
8 Kang. I'm with ADOT. I'm a Programming Manager.

9 MS. BAUER: My name is Lindy Bauer, and I'm
10 with MAG.

11 MR. SMITH: And, Lindy, what do you do here?

12 MS. BAUER: I'm the Environmental Director.

13 MR. BOWAR: I'm Joe Bowar. I'm with the
14 City of Phoenix Public Transit --

15 VOICE: Could I have you folks use my
16 microphone, because I have a hearing loss and I can't hear
17 the other people giving their names. Thank you.

18 MR. BOWAR: I'm Joe Bowar. I'm with the
19 City of Phoenix Public Transit Department, and I'm an
20 Environmental Programs Coordinator.

21 MR. LOZANO: Good evening. My name is Deron
22 Lozano. I'm the Service Planning Manager with Valley
23 Metro.

24 MR. GILES: I'm Dean Giles. I'm an Air
25 Quality Planning Program Specialist at MAG.

1 MS. KENNEDY: Good evening. My name is Teri
2 Kennedy. I'm the Transportation Improvement Program
3 Manager here at MAG.

4 MR. HERZOG: And I'm Roger Herzog, Senior
5 Project Manager with MAG.

6 MR. SMITH: Well, thank you very much. I
7 would like to quickly go over the agenda for today. First
8 we will have some brief presentations given by MAG staff.
9 Following these presentations, we will take public comment
10 on the information presented here today, after which we
11 will adjourn. For those of you wanting to make comments
12 on the material presented here today, a speaker's request
13 form is available from MAG staff, that's one of these blue
14 cards, at the registration table. Please complete this
15 form so that we are able to give everyone an opportunity
16 to speak. As you come up to the podium, please state some
17 information for the formal record, your name and the city
18 in which you live.

19 Now let's go on to the presentations. So
20 first up, Item 1, is a Draft 2035 Regional Transportation
21 Plan. That's going to be presented by MAG Senior Project
22 Manager, Roger Herzog.

23 So, Roger, if you want to grab this.

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

25 The RTP serves as a guide for transportation

1 investments in the Valley through 2035. The plan must be
2 updated at least every four years and was last updated in
3 2010. It is also important to note that the plan
4 basically continues the plans, priorities and projects
5 currently in our adopted plan.

6 On May 9 of this year the Governor approved
7 an expanded planning area for MAG in response to the
8 federal planning requirements. The planning area now
9 extends significantly into Pinal County. The 2035 RTP and
10 the MAG Transportation Improvement Program cover this
11 expanded area.

12 Growth will continue to be a major focus of
13 transportation planning in the region. The population is
14 forecasted to increase by 54 percent between 2010 and
15 2035. And employment is anticipated to increase by about
16 74 percent during that same period.

17 Funding for the RTP is estimated to total
18 \$59 billion during the planning period, and approximately
19 half of this will come from regional sources and one-half
20 from local sources. Use of the funds is split
21 approximately one-quarter to transit, one-quarter to
22 freeways, and one-half to arterials.

23 Now looking at some of the modal details of
24 the plan, the RTP identifies a 2035 freeway network that
25 has about 20 percent more lane miles than today's system.

1 And it is estimated that this system will carry about 40
2 percent of all freeway -- of all vehicle traffic by the
3 year 2035.

4 The arterial street network is another key
5 element of the transportation system. And the RTP
6 identifies an arterial street system that will carry about
7 half the traffic in the region in 2035.

8 The bus network is another vital
9 transportation component, and the RTP also identifies a
10 future network there, providing about 20 percent more bus
11 miles than we have today.

12 And the light rail, transit, high-capacity
13 transit is a key transit service component in the region.
14 And the RTP identifies a system with over three times the
15 mileage compared to today's system. And the system will
16 account for about 38 percent of the total transit
17 boardings in the region by 2035.

18 We also include in the RTP listings of
19 specific regionally funded projects for the major
20 transportation modes. And in addition to freeways,
21 transit and arterials, the RTP covers a number of other
22 important transportation activities in the region.

23 So, Mr. Chairman, that completes my
24 presentation on the 2035 RTP.

25 MR. SMITH: Thank you, Roger.

1 Now we are going to go to Item No. 2, the
2 Draft MAG FY 2014-2018 Transportation Improvement Program
3 and 2014 Transit Program of Projects. And to do this
4 presentation will be the MAG Transportation Improvement
5 Program Manager, Teri Kennedy.

6 MS. KENNEDY: Thank you very much,
7 Mr. Director. My name is Teri Kennedy. I'm the
8 Transportation Improvement Program Manager. We also refer
9 to the Transportation Improvement Program as the TIP. So
10 you will hear me talk about the TIP throughout the
11 presentation.

12 And the TIP is a requirement, a federal
13 requirement and originally started out as ISTEA, and with
14 the Surface Transportation Authorization Act it has been
15 updated, but all the requirements are basically the same.
16 Our current Surface Transportation Authorization Act is
17 Moving Ahead for Progress in the 21st Century. And if you
18 would like a little bit more information on the TIP, it is
19 contained in 23 Code Federal Regulations Part 450.324.

20 As Roger said, we have our MAG planning
21 boundaries. We have included an expansion in Pinal
22 County. This includes the Town of Florence, the City of
23 Maricopa, the San Tan Valley, the balance of the Gila
24 River Indian Community and portions of Apache Junction,
25 including all of Maricopa County and all the communities

1 there.

2 So the Draft Transportation Improvement
3 Program was developed in coordination with Federal Highway
4 Administration, Federal Transit Administration, our member
5 agencies, comments from the public. And it integrates a
6 competitive application process for many of our projects.

7 It includes information that's contained in
8 the Regional Transportation Plan, and our member agency
9 information. It contains all of our regionally
10 significant projects. It covers five years, and it
11 complies with all state and federal air quality plans and
12 standards. It also includes a financial plan that shows
13 how we will implement the projects in the near term.

14 It includes our Life Cycle projects, program
15 or projects, that includes Arterial Life Cycle Program,
16 the Transit Life Cycle Program, and our Regional
17 Transportation Plan freeway program. And as Roger said
18 earlier, it's a long-range listing of projects and the TIP
19 programs those in the near term.

20 It also includes the Federal Transit
21 Administration Program of Projects, or Section 5307. And
22 Section 5307 is our general public transit system funding.
23 As we look at our projected apportionment for the fiscal
24 year 2014 and '15, and we then take 25 percent of that
25 funding and it goes toward preventive maintenance for our

1 transit system here in the Valley, and it helps reduce our
2 operating costs.

3 Then we also fund our Job Access Reverse
4 Commute Program at the 2012 level. And that provides
5 services for transit for folks getting to and from
6 training, job training, low-income folks accessing jobs
7 that aren't typically part of the grid system network.

8 We also fund the Transit Life Cycle Program.
9 And we work in close coordination with regional public
10 transportation provider, Valley Metro. And then if we
11 have additional funding left over, we hold a competitive
12 call for projects under the 5307 program. And then the
13 5307 Program of Projects for 2014 and 2015 is available
14 for review. And this is a subset of the Transportation
15 Improvement Program. So it's just one of many programs
16 funding transit included in the TIP.

17 Other projects that are included in the TIP
18 are the 5337 and 5339 programs from the Federal Transit
19 Administration. And these programs provide funding for
20 regional transit facilities and bus procurement. Also the
21 5309 projects are typically funding for light rail
22 facilities. And this is a nationwide competitive process.
23 So we are allocating funds every year, but we also go up
24 for grants to help support some of the larger transit
25 improvements in the Valley.

1 Also included in the TIP are the
2 bicycle/pedestrian projects, the Intelligent
3 Transportation System projects, and paving of unpaved dirt
4 road projects. And these are funded through the
5 Congestion Mitigation and Air Quality Improvement Funds
6 supplied through the Federal Highway Administration.

7 In the TIP we also have some expanded
8 programs that were included in MAP-21. One of the new
9 programs is a transportation alternatives program, and the
10 funding for that program is approximately \$4.4 million per
11 year. And that includes projects that are
12 bicycle/pedestrian oriented, and it includes the old safe
13 routes to school program under the previous surface
14 transportation authorization. There also is an expanded
15 safety program, and our funding for that is approximately
16 \$1.9 million a year.

17 It also includes air quality programs, which
18 include a Regional Rideshare Program, Telework, van pool
19 program, and also street sweeper program, and these all
20 help to improve air quality in the region.

21 Also included in the TIP listings are safety
22 projects, pedestrian projects, and the recommendations
23 from the State's Strategic Highway Safety Plan. Other
24 items are public transit funds, highway user revenue
25 funds, and other state and county and local funds.

1 Things that aren't included in the TIP that
2 you won't find in there are the planning projects and
3 other things like state research and planning projects.
4 And you will find those in the Unified Planning Work
5 Program for the MAG region.

6 Other items to consider when we're building
7 the TIP are our programming guidelines. And they are
8 provided through each one of the modes and/or through
9 federal regulations, state statutes or policies and
10 procedures that we have developed here at MAG.

11 The overall time line for the TIP, we
12 started development in March of 2012 and we did publish a
13 Call for Projects on our Congestion Mitigation Air Quality
14 Project in August of 2012. We included those projects in
15 January. Some other highlights, we expanded the planning
16 boundaries in May. And right now we are at our Final
17 Phase Public Meeting, and we are moving toward approval on
18 the TIP, plan and the Air Quality Conformity Analysis.

19 So as you look through the TIP listings, if
20 you look at the TIP listings, beginning on the left-hand
21 side is the overall level of detail, and then it gets more
22 detailed as you move right across the page. And on the
23 left-hand side of the page it will tell you who the
24 project sponsor is and what the project name is, and it
25 gets more technically detailed as you move to the right.

1 Each of the agencies that are sponsoring projects are
2 broken out by agency in the TIP listings, so you can
3 quickly find your city or community that you are
4 interested in.

5 So the summary of all the projects that we
6 have listed in the TIP is 782 projects that have been
7 programmed to date, and we are doing some programming
8 that's ongoing from some of the newer programs. The items
9 in the dark blue are listed in the highway project
10 listings and the projects listed in the maroon color are
11 included in the transit listings.

12 So a little bit about the funding by
13 percentage. Our total projects in the TIP, this slide
14 gives you a proportional breakdown of each one of the
15 types of projects. And if we look at all of our transit
16 funding that's currently programmed in the TIP, we have
17 about \$1.5 billion in transit projects programmed in the
18 TIP.

19 Our proportional amounts of transit by bus
20 and transit by rail are displayed in this slide. And a
21 little over half of our federal funds are used for bus,
22 and a little less than half of our funds are provided by
23 our regional and local funds.

24 For rail, we've got 81 percent is provided
25 by the federal government and 16 percent are provided

1 regionally with three percent of the local funds.

2 Looking at our highway project listings,
3 approximately a third each is divided up between federal,
4 local and regional funds. And then on the right-hand side
5 of this slide it tells you the specific mode. So if you
6 are interested in how much we fund ITS projects or air
7 quality or bike/ped projects that are currently
8 programmed, you can see that proportionately.

9 In an overall comparison of our funding and
10 our revenues, we still have about \$280 million to go in
11 programming our TIP, but we have most of the TIP
12 programmed to date.

13 Some of the next steps are, currently we are
14 having our public hearing right now. We will have our
15 public involvement report that's completed, and that will
16 move through the committees. And our committees will
17 start to review the TIP plan and Air Quality Conformity
18 Analysis in January.

19 If you need more information on any of the
20 projects, it is on our web site at azmag.gov. And through
21 our process we should gain Regional Council approval by
22 the end of January. We then go through our federal
23 approvals and state approvals during February, and by the
24 first week in March, if all things are going well, we
25 should have a new Transportation Improvement Program

1 implemented.

2 If you need to contact any of the staff here
3 with any questions about the program, it's on this slide.
4 And then this is a real great slide. It gives you all the
5 information for the MAG TIP and plan, is available on our
6 web site, ADOT's contact information and Valley Metro
7 RTPA's web site information.

8 And with that, that concludes my
9 presentation. Thank you.

10 MR. SMITH: Thank you, Teri.

11 Now we are going to move on to Item No. 3,
12 the Draft 2013 MAG Conformity Analysis. And to make this
13 report is the MAG Air Quality Planning Program Specialist,
14 Dean Giles.

15 MR. GILES: Thank you very much, Mr. Chair.
16 My name is Dean Giles. I am the Air Quality Planning
17 Program Specialist at MAG.

18 My presentation includes an overview of the
19 conformity requirements and the results of the regional
20 emissions analysis conducted on the Draft Fiscal Year 2014
21 through 2018 MAG Transportation Improvement Program, or
22 TIP, and the Draft 2035 Regional Transportation Plan, or
23 RTP.

24 The Clean Air Act links transportation and
25 air quality and requires that transportation plans,

1 programs and projects be consistent or conform to goals
2 and regional air quality plans. Conformity ensures that
3 transportation activities do not cause violations of the
4 federal air quality standards. And the air quality plans
5 establish motor vehicle emissions budgets that are used
6 for the conformity tests.

7 A finding of conformity is required by MAG
8 prior to approval of the TIP and RTP. And the 2014 MAG
9 Conformity Analysis conducted for the TIP and RTP
10 concludes that the transportation conformity requirements
11 have been met and a finding of conformity is supported.
12 The final determination of conformity for the TIP and RTP
13 is the responsibility of the Federal Highway
14 Administration and Federal Transit Administration.

15 Federal conformity regulations specify four
16 criteria that are required for a conformity determination
17 on the TIP and RTP. The TIP and RTP must pass a
18 conformity emissions test using a budget that has been
19 approved or found by EPA to be adequate for transportation
20 conformity purposes. And for areas without an adequate or
21 approved budget, an interim emissions test.

22 The latest planning assumptions and
23 emissions models in force at the time the conformity
24 analysis began must be used. And the TIP and Regional
25 Transportation Plan must provide for the timely

1 implementation of transportation control measures that are
2 identified in the applicable air quality plans.

3 The last is consultation. Consultation
4 occurs at the beginning of the conformity process on the
5 proposed models, associated methods and assumptions for
6 the upcoming analysis, and on the projects to be assessed,
7 and at the end of the process, on the Draft Conformity
8 Analysis Report.

9 New to conformity this year is an expanded
10 MAG metropolitan planning area boundary and a new Sun
11 Corridor Metropolitan Planning Organization that are in
12 portions of Pinal County PM-10 and PM-2.5 Nonattainment
13 Areas. Both Pinal County Nonattainment Areas are
14 completely covered by MAG and the Sun Corridor
15 Metropolitan Planning Organization.

16 Transportation conformity is required to be
17 demonstrated by both, for both nonattainment areas by both
18 MPO's. On July 1, 2013, the Federal Highway
19 Administration notified the Governor of a transportation
20 conformity lapse in the West Pinal PM-10 Nonattainment
21 Area effective July 2, 2013. And MAG has prepared the
22 initial conformity analysis to help the new Sun Corridor
23 MPO.

24 This map shows the MAG Metropolitan Planning
25 Area in blue and the Sun Corridor. The blue doesn't show

1 up as well as it did in the original slide, but
2 essentially the blue area is in Maricopa County and the
3 Sun Corridor MPO is here in the yellow. In Pinal County
4 portions of both MPO's cover the West Pinal PM-10
5 Nonattainment Area that's outlined in red, and the West
6 Central Pinal PM-2.5 Nonattainment Area that's shown in
7 the red cross-hatched area.

8 The first slides present the regional
9 emissions analysis results for carbon monoxide, eight-hour
10 ozone and PM-10 for the Maricopa County Nonattainment and
11 Maintenance Areas. And since the Draft 2014 Conformity
12 Analysis was first made available for public review, there
13 were some revisions to the transportation network
14 assumptions that resulted in a few changes to the numbers
15 in the regional emissions analysis. These changes are
16 insignificant. I will point out the insignificant changes
17 as they appear in the slides. MAG will use these new
18 numbers from this point forward.

19 So for carbon monoxide, the required
20 conformity test uses the EPA approved Motor Vehicle
21 Emissions Budget established in the MAG 2003 Carbon
22 Monoxide Maintenance Plan. The projected emissions from
23 implementation of the TIP and RTP for analysis years 2015,
24 2025 and 2035 are less than the 2015 budget. I would like
25 to point out that for 2025 the old number was 425.9 metric

1 tons per day, and the new number is 426.0 metric tons per
2 day. An increase of one-tenth of a metric ton. This
3 change is insignificant.

4 Also, EPA advised that the conformity
5 analysis should include the submitted MAG 2013 Carbon
6 Monoxide Maintenance Plan Budget for information purposes
7 in case EPA takes approval action on the plan in the near
8 future. The projected emissions for analysis years 2025
9 and 2035 are less than the 2025 Motor Vehicle Emissions
10 Budget in that submitted plan. The results indicate that
11 the TIP and transportation plan satisfy the conformity
12 test for carbon monoxide.

13 Now for eight-hour ozone, the required
14 conformity test uses the EPA-approved Motor Vehicle
15 Emissions Budget for Volatile Organic Compounds, or VOC's,
16 and nitrogen oxide, or NOx, established in the MAG 2007
17 Eight-Hour Ozone Plan. The projected VOC emissions from
18 the implementation of the TIP and Regional Transportation
19 Plan for each analysis year, 2015, 2025 and 2035, are less
20 than the 2008 budget. The projected NOx emissions from
21 the implementation of the TIP and RTP for each analysis
22 year of 2015, 2025 and 2035 are less than the 2008 budget.
23 I would like to point out that for 2025 the old number was
24 56.8 metric tons per day, and the new number is
25 56.9 metric tons per day, an increase of one-tenth of a

1 metric ton. This change is insignificant.

2 Also EPA advised that the conformity
3 analysis should include the submitted MAG 2009 Eight-Hour
4 Ozone Plan Budgets for information purposes in case EPA
5 takes approval action on the plan in the near future.

6 The projected emission for analysis years
7 2025 and 2035 are less than the 2025 Motor Vehicle
8 Emissions Budgets for both VOC and NOx in the submitted
9 plan. The results indicate that the TIP and Regional
10 Transportation Plan satisfy the conformity test for
11 eight-hour ozone.

12 For PM-10 the required conformity test uses
13 the EPA-approved Motor Vehicle Emissions Budget
14 established in the Revised MAG 1999 Serious Area
15 Particulate Plan for PM-10. The projected PM-10 emissions
16 from the implementation of the TIP and RTP for each
17 analysis year 2015, 2025, 2035 are less than the 2006
18 budget. Also EPA advised that the conformity analysis
19 should include the PM-10 budget from the submitted MAG
20 2012 Five Percent Plan for PM-10 for information purposes
21 in case EPA takes approval action on the plan in the near
22 future.

23 The projected emissions for analysis years
24 2015, 2025 and 2035 are less than the 2012 Motor Vehicle
25 Emission Budget for PM-10 in that submitted plan. The

1 results indicate that the TIP and RTP satisfy the
2 conformity test for PM-10 in the Maricopa County
3 Nonattainment Area.

4 The next three slides present the regional
5 emissions analysis results for PM-10 and PM-2.5 for the
6 Pinal County Nonattainment Area -- Areas, excuse me.
7 Since there are no motor vehicle emissions budgets, the
8 interim emission build-no build test was conducted. For
9 PM-10 in each of the analysis years, 2015, 2025 and 2035,
10 the projected emissions for the build scenario are not
11 greater than the projected emissions for the no-build
12 scenario. It's also reasonable to expect that build
13 emissions would not exceed the no-build emissions for the
14 time period between the analysis years. The results
15 indicate that the TIP and transportation plan satisfy the
16 conformity test for PM-10 for the West Pinal PM-10
17 Nonattainment Area.

18 Two tests are required for the Pinal County
19 PM-2.5 Nonattainment Area. In addition to PM-2.5, EPA
20 requires that NOx, or nitrogen oxides, also be included in
21 the interim emission build/no-build test. For PM-2.5 in
22 each of the analysis years of 2015, 2025 and 2035, the
23 projected build scenario emissions are not greater than
24 the projected no-build scenario emissions. It is also
25 reasonable to expect the build emissions would not exceed

1 the no build emissions for the time period between the
2 analysis years.

3 I would like to point out that for the
4 2025 PM-2.5 build scenario the old number was
5 861 kilograms per day, and the new number is 860 kilograms
6 per day, a decrease of one kilogram. This change is
7 insignificant.

8 For NOx, in each of the analysis years 2015,
9 2025 and 2035, the projected build scenario emissions are
10 not greater than the projected no-build scenario
11 emissions. It is also reasonable to expect the build
12 emissions would not exceed the no-build emissions for the
13 time period between the analysis years. The results
14 indicate that the TIP and transportation plan satisfy the
15 conformity tests for PM-2.5 in the West Central Pinal
16 PM-2.5 Nonattainment Area.

17 The TIP and RTP must also provide for the
18 timely implementation of transportation control measures
19 in the approved air quality plans. This chart presents
20 the total funding over \$1.8 billion that is programmed in
21 the TIP for implementation of transportation control
22 measures. The TIP and RTP do not interfere with the
23 timely implementation of TCM's, or transportation control
24 measures, in the approved air quality plans and priority
25 is given to implementation of these measures.

1 And on to our schedule. Following today's
2 public hearing, the MAG Air Quality Technical Advisory
3 Committee may make a recommendation on the conformity
4 analysis at their meeting on December 3, 2013. The MAG
5 Management Committee may make a recommendation on the
6 conformity analysis on January 8, 2014. Then on
7 January 29, 2014, the MAG Regional Council may make a
8 finding of conformity.

9 Mr. Chair, that concludes my presentation.

10 MR. SMITH: Thank you, Dean.

11 Now we are going to go on to our last item,
12 and that is the FY 2013 Annual Report on the Status of
13 Proposition 400. And to do that is MAG Senior Project
14 Manager, Roger Herzog.

15 MR. HERZOG: Arizona statutes require MAG to
16 annually prepare a report on the status of projects funded
17 through Proposition 400. This basically comes down to
18 reporting on the Life Cycle programs for the three major
19 modes, freeways, arterials and transit. All of these
20 programs extend through fiscal year '26, 2026. And the
21 numbers I will present tonight cover that time period.

22 Also, the statutes require a public hearing
23 regarding the report, and that's what we are holding this
24 evening. Taking a look at regional revenues, collections
25 in fiscal year '13 for the half-cent sales tax were about

1 5.4 percent higher than in fiscal year 2012. The HURF
2 revenues, that is Highway User Revenue Fund revenue, were
3 basically flat between the two years. Now even though
4 there was an increase in the half-cent sales tax,
5 collections are still below what they were back in fiscal
6 year 2007.

7 And also in terms of forecasts, there was a
8 slight decrease in the expected revenues from the
9 half-cent sales tax through fiscal year 2026. But so far
10 as the ADOT funding going into the Life Cycle program,
11 there was a significant 23.3 percent decrease in the
12 forecast, and this was due to the expected decline in
13 federal aid for transportation.

14 Looking at the Freeway Life Cycle Program in
15 greater detail, there's a positive ending balance for all
16 years from fiscal year 2014 through 2018. On the other
17 hand, cash flow analysis showed that there will be an
18 estimated deficit of \$444 million through fiscal year
19 2026. This represents about eight percent of the total
20 expenditures anticipated between fiscal year 2014 and --
21 that's 2014 and 2026. MAG and ADOT are continuing to
22 review the program to renew a cost revenue balance.

23 Even though there are long-term funding
24 issues, progress has proceeded on a number of projects in
25 the Freeway Life Cycle Program. Projects on U.S. 60 and

1 State Route 85 were completed during fiscal year 2013.
2 Also significant work is underway on the Gateway Freeway
3 in the East Valley and Loop 303 in the West Valley. In
4 addition, approximately \$523 million is programmed for
5 fiscal year 2014 to continue the program.

6 Another key element in the Life Cycle series
7 is the Arterial Life Cycle Program. There's a small cost
8 revenue imbalance of about 2.4 percent through 2026, but
9 this is really within the variance of the projections for
10 revenues. Although there was a slight imbalance in
11 projected revenues and costs, there were no project
12 deferrals during fiscal year 2013. And MAG will be
13 continuing to monitor the program closely to maintain
14 cost/revenue balance in the future. There's been
15 continued progress on the arterial program. \$52 million
16 was disbursed in fiscal year 2013. And a total of
17 \$347 million has been disbursed since the beginning of the
18 program in 2006. For fiscal year 2014 it is anticipated
19 that another \$84 million will be disbursed.

20 MR. SMITH: Roger, on that slide, if you go
21 back to it, I think you misspoke. It was \$374 million.

22 MR. HERZOG: Sorry. Thank you.

23 And finally, the last major program is the
24 Transit Life Cycle Program. For this set of services and
25 facilities, future costs are estimated to be in balance

1 with revenues for the period through fiscal year 2026.
2 And this balance was achieved by improving operational
3 efficiencies and consolidating some of the operating
4 contracts.

5 Significant progress has been maintained on
6 the Transit Life Cycle Program. 33 bus routes have been
7 implemented since the start of the program, and an
8 additional six routes are anticipated to receive funding
9 over the next five years. Work is progressing on several
10 light rail route extensions, and the 20-mile light rail
11 system now in operation is continuing to exceed
12 performance expectations that were originally forecasted.

13 Also there was an audit of the RTP that was
14 released back in 2011. And MAG, ADOT and Valley Metro
15 have pretty much implemented all the recommendations that
16 the audit team released as a part of that audit.

17 There are several ongoing issues that will
18 need to receive attention in the future as the
19 implementation of the programs continues. For example,
20 the economy is recovering, and, as noted, some of the
21 revenues are increasing from previous years, but
22 collections are still substantially below what they were,
23 say, back in 2007. And our forecasts are also below what
24 was originally envisioned.

25 Also, with the budget issues in Washington,

1 there is continuing uncertainty as to the role and
2 magnitude of federal aid in funding transportation
3 facilities in the future. Also, as mentioned, MAG, ADOT
4 Valley Metro will continue to closely monitor the balance
5 between cost and revenues in the Life Cycle programs.

6 Mr. Chairman, that completes my
7 presentation.

8 MR. SMITH: Thank you, Roger, for that
9 presentation.

10 So that everyone has time to speak, we are
11 requesting that you limit your comments to three minutes.
12 A timer is on the podium to assist you in making your
13 presentations. When two minutes have gone by, the yellow
14 light will come on to notify the speaker that they have
15 one minute to sum up. At the end of the three-minute time
16 period, the red light will come on, followed by a beeping
17 sound.

18 So we are going to leave the listening
19 device up at the podium to assist a person in the
20 audience. And these blue cards that we have here are what
21 you need to fill out. I do have some of these blue cards.
22 So make sure that when you come forward and speak in the
23 microphone that you mention your name, so that that will
24 be there for the public record.

25 So let's begin with -- The first speaker is

1 going to be Walt Gray from Phoenix.

2 MR. GRAY: Thank you, Mr. Smith. I think I
3 want to make some general comments. I think, as Roger's
4 presentation showed, this is reviewed every four years.
5 I'm still hopeful that will change the design of Loop 202
6 through Laveen and Ahwatukee and west Phoenix.

7 I think the major thing, while we try to
8 satisfy environmental considerations in this system, that
9 the main thing of transportation, in addition to moving
10 people in their vehicle, is economic development.
11 Economic development and transportation are tied hand in
12 hand and that's shown here in MAG. And economic
13 development is not satisfied with the type of regional
14 planning that's going on when we are not considering
15 things like the distribution of wealth caused by
16 transportation, and the infrastructure costs, the overall
17 infrastructure costs that will increase with sprawl. And
18 I think the way in which the plan is designed is that it
19 will increase sprawl. Although I'm happy to see there's
20 more bus development, intense development in the PM-10
21 area in Pinal County. And also I'm happy to see that
22 there's more balance in arterial streets between the West
23 Valley and the East Valley.

24 But the economic development I hope that you
25 will recommend to the mayors and to all the cities within

1 the MAG region, that one of the big things we need is more
2 money in work force development. And that needs to come
3 from the city budgets as well as the community college
4 budget and from the state. Thank you.

5 Oh, wait a minute. I have got a minute.
6 Now that the community college budget -- work force
7 development will raise the scale. And I think one of the
8 great fallacies of the plan right now is that everything
9 gets funneled downtown. And that affects wealth as well
10 as jobs. And we need more wealth distributed throughout
11 the MAG region. And that can be done through
12 transportation and work force development funding and
13 community college funding. That will increase the skills
14 in the low income areas, so that employment will be
15 shifted out in those directions, that they go west rather
16 than south, because the west has better access to
17 downtown. And we can prevent access to downtown by having
18 west development, and thereby reducing the amount of
19 traffic coming downtown and increasing the wealth in the
20 west side.

21 MR. SMITH: Thank you, Mr. Gray.

22 Next is Ms. Dianne Barker from Phoenix.

23 MS. BARKER: Good evening, Chairman Smith
24 and MAG RTP. My name is Dianne Barker and I reside in
25 greater Phoenix. My address is of record.

1 I did study, not only on the Internet and
2 got interrupted, so I came to MAG to look at the
3 documents, all six of the documents. And I concur with
4 Roger's take, you know, on the funds. And how that -- I
5 was noticing how 23 percent just in the last year from the
6 ADOT funds were down. We have already been 23 percent
7 down into the regional area road fund.

8 Okay. So now we get to get leaner and
9 smarter. I ended up going out to a CTOC meeting. I used
10 the light rail, had a good connection out in Mesa and got
11 on the Link bus. And it had one stop, took me to
12 Chandler, and that's where I got to see the -- It took a
13 little bit over an hour. And Mr. Arnett said that he was
14 happy to see me, that I was loyal. I ended up in Surprise
15 like a couple months before. That was quite an eye-opener
16 because they met in places they don't have anyplace for a
17 bicycle nor a sidewalk.

18 So where I'm going with this, I would like
19 to enter a document that is from the I-11 presentation
20 that CTOC had. And I find it interesting in regards to
21 what we are discussing today in the expansion of MAG's air
22 quality to Pinal County and its overview for good
23 transportation. Because the traffic volumes do show on
24 this I-11 substantially more traffic between Phoenix and
25 Tucson.

1 And this is what I'm proposing. I see that
2 part of the problem is the federal government. I was
3 thinking, you know, with this lawsuit that, if they came
4 in and actually did a transportation program in January,
5 you know, maybe it would help us out with some air
6 quality. But they are using arterial money to fund 80
7 percent of at-grade light rail. And that has created a
8 lot more congestion and pollution. We need to have some
9 hallmark program. We need to take freight and people and
10 bring them into Hance Park or Downtown Depot and have it
11 elevated and have it fast. And I'm even convinced more of
12 these terrible accidents in the last two months going to
13 Tucson with just inexcusable death, I think between two
14 accidents, four, and up to towards 40 people injured and
15 all these cars blocked for so long, that is the hallmark.
16 We need to look at that and look at our high concentration
17 around the Broadway curve and use Grand Avenue better. I
18 concur with the gentleman that was talking about using and
19 getting better transportation from the west side, and
20 Grand Avenue would help that.

21 Here's the document. Thank you.

22 MR. SMITH: Thank you, Ms. Barker.

23 Next up is Gail Wilt.

24 MS. WILT: Good evening. I heard that there
25 was a proposed cut in transit funding of 32 percent. And

1 I am a public transit user, I use the bus, I use
2 Dial-A-Ride, occasionally light rail. I just want -- No
3 one specifically addressed Dial-A-Ride this evening, and I
4 just want to be sure that someone stands up and says we
5 need more, probably more funding and certainly better
6 service regionally. Because as has always been the case
7 going from one community to another across boundaries is
8 very time-consuming and trying at times.

9 Thank you.

10 MR. SMITH: Thank you very much.

11 Next up is Patrick Hamblin.

12 MR. HAMBLIN: Hi. I agree with a lot that
13 Gail just said. And I work for the Arizona Business
14 Enterprise Program. And I'm here on behalf of the
15 National Federation of the Blind of Arizona.

16 MR. SMITH: I believe we need to get the
17 listening device over, if one of the staff members could
18 do that, so that the public that has a hearing issue can
19 hear these comments too. Thank you.

20 MR. HAMBLIN: And we also oppose 87 percent
21 reduction overall, from 32 percent to 25 percent. The
22 NFBA of Arizona has fought since 2000 to keep it at the 30
23 percent level. Of course, they would like it a little
24 higher. But anyway, we also, like Gail, depend a lot on
25 Dial-a-Ride. And although there's an increase in bus

1 mileage and the light rail mileage, I believe there's a
2 cut, 7 percent. There's got to be cuts in other bussing
3 areas.

4 I know, for example, me, I'm from Mesa, and
5 I live off of Stapley and McKellips, and I used to commute
6 to 16th Avenue and Jefferson for the last eight months.
7 And a year and a half ago they took out the express bus
8 which was at Stapley and McKellips, so now -- previously,
9 I had to take Dial-A-Ride to the Gilbert-McDowell Park and
10 Ride, which everybody, by the way, loved. I was able to,
11 actually me and one other person were blind and the rest
12 were all sighted workers and we were all just going to
13 conduct economic activity such as work and shop and going
14 to dental or medical appointments, and so forth. So I
15 just think it's very important to send a message, if you
16 were to keep it at 32 percent, that you are serious about
17 mass transit and cutting down on the air quality. And all
18 one has to do is, once you are on an express bus, you just
19 look at the lanes on the right side, and it's just like a
20 parking lot. It's so much quicker. And like the
21 gentleman said before, the light rail has exceeded
22 expectation. If you invest in that, you will see that in
23 the future. Thank you very much.

24 MR. SMITH: Next up is Amina Kruck, from
25 Tempe.

1 MS. KRUCK: Thank you, Chairman. Whoa.
2 Watch, right away I break it. That's good. How
3 embarrassing.

4 I'm Amina Kruck. I live in Tempe, Arizona.
5 And I work at Arizona Bridge to Independent Living, the
6 disability empowerment center at 50th Street and
7 Washington in Phoenix. As you have already heard, people
8 travel across communities, and we do a lot to help people
9 get employment and we move areas to employment. Most
10 people don't -- many people work and live in different
11 communities, and so having good regional public
12 transportation is very important for the disability
13 community. So I also have concern about a reduction.

14 I see the dilemma, or I see, having seen
15 this presentation, the dilemma with a cut in federal funds
16 that might be going more to freeways and road projects
17 than to public transportation. But our Valley very much
18 needs the air quality improvement that public transit can
19 do. We see that, if you have it, they will come. The
20 light rail has really shown that very well. And light
21 rail isn't any good unless you have a good bus system that
22 connects people, because people don't necessarily live on
23 the light rail.

24 Dial-a-Ride has actually gotten worse since
25 we passed that Regional Transportation Plan. We worked

1 really hard in the disability community to have that plan
2 go through and advocated for it as we did in the city of
3 Phoenix and Tempe and Glendale when they added a
4 transportation tax to dedicate funds.

5 So I realize this is the final phase, and so
6 it's kind of late to be saying this. And I feel
7 embarrassed that I'm only coming to you today to talk to
8 you about it. But it is extremely important for our
9 community as we move forward to have a very healthy public
10 transit system for traffic congestion, for people with
11 disabilities, and people who cannot drive, seniors who
12 need that alternative public transportation available.
13 And it's a sad day that we worked so hard and that the
14 Dial-A-Ride is actually worse than it was when we started
15 a few years back. Less service is available.

16 So thank you very much. Appreciate anything
17 you can do to improve that.

18 MR. SMITH: Thank you very much for your
19 comments.

20 The next speaker, and hopefully I get the
21 last name right here, is Pauline -- Is it Steple?

22 MS. STEPLE: Steple.

23 MR. SMITH: Steple.

24 MS. STEPLE: Hi. I come from the light rail
25 wasteland of Scottsdale. And the issues that I would like

1 to address are improving Dial-A-Ride for our people with
2 disabilities. The Dial-A-Ride and bus and light rail are
3 really voluntary forms of transportation for people
4 without disabilities. For people with disabilities, it's
5 vital for them to get around. And I would, especially for
6 people with disabilities, I would like to see the removal
7 of the transfers between cities, because it makes it so
8 difficult and dangerous for people with disabilities to
9 make those transitions.

10 Also, I really appreciate that the more we
11 use public transportation, the better our air quality is
12 going to be. And as we keep increasing our population in
13 this area, which it's going to do, being able to have
14 people get around without adding to the pollution, I think
15 is very necessary, and that's public transportation.

16 I would also like to ask about a
17 Dial-a-Ride -- not a Dial-a-Ride, a Park and Ride lot
18 between Tempe and the present one, which I think is 48th
19 Street. It would be very nice, being that I am in
20 Scottsdale, to be able to go straight down on Hayden, 64th
21 Street, one of those streets, and have a Park and Ride
22 that you could get onto the light rail with, so that you
23 could go downtown.

24 Thank you.

25 MR. SMITH: Thank you very much.

1 I'm just reminding everyone in the audience,
2 if you haven't filled out a blue card yet, I'm down to the
3 last card. And the blue cards, Jason has the blue cards
4 over there on the registration table. So if anybody still
5 wants to fill out a card, go ahead.

6 So right now our last speaker is Mike Smith
7 from Mesa.

8 MR. MIKE SMITH: Good evening. My name is
9 Mike Smith. I'm from Mesa, Arizona.

10 I would like to address two issues this
11 evening. First of all, I would like to talk about the
12 proposed 32 percent cut to 25 percent on public transit.
13 I think that this is in the proposed 2035 plan. I'm
14 sorry. I think that this is really not, due to the fact
15 that a lot of people are moving to the Valley within that
16 period and will need to use public transit, this is an
17 extremely short-sighted and unfortunate move.

18 Secondly, I would like to talk about the
19 meeting times of these hearings. This hearing is held at
20 5:00 p.m., which is all right for people in Phoenix, I
21 guess. But it's really important that we get meetings
22 throughout the Valley so there's better attendance of
23 people who want to comment on them. I feel that the
24 turnout here has been pretty good, but it could be
25 improved if we had meetings throughout the Valley starting

1 later in the evening, like 7:00, in various locations like
2 Glendale or Mesa.

3 Thank you.

4 MR. SMITH: Thank you very much.

5 Jason, can you bring that listening device
6 over here.

7 So do you have any other speakers?

8 Thank you all very much for coming and
9 providing --

10 MS. BARKER: Mr. Smith, just one second, if
11 I could. I had an add-on, I did have just a little -- Can
12 I make a statement or should I just put it in there?

13 MR. SMITH: Ms. Barker, you would need to
14 come and get this little device and then go to a
15 microphone.

16 MS. BARKER: Thank you so much, Mr. Smith
17 and Committee.

18 I just wanted to share that there's
19 \$6.8 million from 2014 to 2017. Now these monies are for
20 the combined Trip Reduction and Telework programs. And I
21 think this is very good. It's for encouraging and
22 training over 1,000 employers here in the Valley, and
23 government entities, to, you know, reduce the
24 single-occupancy vehicles using more, whether you are
25 going to bicycle to work, you know, you use alternative

1 transportation, whether it's bus, rail, rideshare, and so
2 forth. I think that it's a good idea, if these -- I think
3 there are five positions where we are going to fund -- if
4 I'm understanding this right -- the teachers in these
5 different programs for the incentives, and that we would
6 choose persons that actually have firsthand knowledge of
7 the Valley and the usage of the different modes, and maybe
8 they are even bicycle riders.

9 I talked to some people that have worked for
10 the companies and it didn't seem like there was that much
11 of an outreach to this particular individual, or
12 encouragement to get involved in the prizes. And I was
13 just a little surprised, and actually, this person that
14 was sharing with me seemed a little embarrassed to even
15 participate. And the guy uses on his own transit. So the
16 more that we can do to find people that love to go by
17 alternative means, and there are some of us around, that's
18 the kind of people, I think, that we need in these kinds
19 of good programs. And it helps out with air quality and
20 our credit.

21 And the other thing is, let's use more
22 flexible rapid buses, more like the Link, you know, that
23 has more limited stops and faster, and then give the
24 access information to get people, you know, from one mode
25 to the other, they have got the right signage, for

1 example, off the rail over to catch the Link.

2 Thank you.

3 MR. SMITH: Okay. So we provided a little
4 additional time to Ms. Barker here, so to be fair to
5 anyone else in the audience, so if you didn't have an
6 opportunity to get your comments completed, we were very
7 generous on the time, but if somebody else has an issue
8 that they thought that they didn't get out, we are going
9 to provide you that time also.

10 So, Jason, you need to come and get this
11 device.

12 MS. WILT: I'm Gail Wilt of Phoenix. And I
13 wanted to add that I work for a rehabilitation facility
14 that works with blind adults, and they come from all over
15 Maricopa County, from the city of Maricopa, Avondale,
16 Buckeye, Apache Junction, Queen Creek, Peoria. And we
17 have some vehicles and drivers that get the people who are
18 outside of public transit areas. We have to keep adding
19 more and more, and it's sometimes a day-to-day struggle to
20 see to it that we can cover the area we need to.

21 There are also inequities across the board.
22 Since we have students coming from all over the Valley,
23 naturally they compare notes, and some, like in the East
24 Valley, have the platinum card, which we don't have in
25 Phoenix. There are different cab coupon programs, some

1 use debit card system. Phoenix is still using the coupon
2 tickets. If people from East Valley -- We have a
3 variance, so that East Valley Dial-A-Ride will bring
4 people across the border, because my agency is not too far
5 from the 60th Street and Thomas transfer point. We are at
6 40th Street and Thomas.

7 However, if somebody gets sick or there's an
8 emergency or they need to get to their doctor and it
9 wasn't preplanned, because of the situation, they are not
10 allowed to make a same day change, even if they are
11 residents of East Valley, because they are in Phoenix on
12 the variance situation.

13 My point is that it's so complicated from
14 one area to another, but people don't stay in one area.
15 It would be really nice if someday we can equalize things
16 across the borders.

17 Thank you.

18 MR. SMITH: Thank you. Anyone else?

19 I would like to thank, again, everyone who
20 commented tonight. And also I would like to thank the
21 people up here on the panel from ADOT, Valley Metro and
22 the City of Phoenix.

23 And for those of you who have provided input
24 today, your comments will be included in the official
25 record and made part of our decision-making process.

1 Thank you again, and we hope to see you at the next
2 meeting. Thanks.

3 (Conclusion of public hearing at 6:10 p.m.)

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1 STATE OF ARIZONA)
) ss.
 2 COUNTY OF MARICOPA)

3 BE IT KNOWN that the foregoing transcript was taken
 4 before me, ROBIN JASPER, a Certified Court Reporter in the
 5 State of Arizona; that the proceedings thereto were taken
 6 down by me in shorthand and thereafter reduced to print
 7 under my direction; that the foregoing pages are a true
 8 and correct transcript of all proceedings, all done to the
 9 best of my skill and ability.

10 I further certify that I am in no way related to any
 11 of the parties hereto nor am I in any way interested in
 12 the outcome hereof.

13 Dated at Phoenix, Arizona, this 26th day of
 14 November, 2013.

15
 16 *Robin Jasper*
 17

18 _____
 19 ROBIN JASPER - Digital Signature
 AZ Certified Court Reporter No. 50286

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**IV. APPENDIX A.
PUBLICITY MATERIAL**

**PUBLIC HEARING ON THE
DRAFT 2035 MAG REGIONAL TRANSPORTATION PLAN,
DRAFT FY 2014-2018 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT FY 2014 AND 2015 TRANSIT PROGRAM OF PROJECTS,
DRAFT 2014 MAG CONFORMITY ANALYSIS, AND
DRAFT 2013 MAG ANNUAL REPORT ON THE STATUS OF THE IMPLEMENTATION
OF PROPOSITION 400**

Monday, November 25, 2013 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis. The public hearing will also include the Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400. The public involvement process for developing the transportation improvement program satisfies the public participation requirements for the Transit Program of Projects. The purpose of the hearing is to receive public comments.

Five documents will be discussed, including the: (1) Draft 2035 MAG Regional Transportation Plan (RTP), which describes the regional transportation facilities and services planned through 2035, (2) Draft FY 2014-2018 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period, (3) Draft FY 2014 and 2015 Transit Program of Projects, (4) Draft 2014 MAG Conformity Analysis, which presents the documentation to support a finding that the TIP and RTP meet transportation conformity requirements for carbon monoxide, eight-hour ozone, and particulate matter PM-10 in the Maricopa County nonattainment and maintenance areas, and PM-10 and PM-2.5 in the Pinal County nonattainment areas, and (5) Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400.

The draft documents are available for review at the MAG Offices, 3rd floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday and on the MAG web site at www.azmag.gov. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. November 25, 2013 to the address below. In addition, after considering comments, the MAG Regional Council may take action on the TIP, RTP, and Conformity Analysis on January 29, 2014.

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

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis*. The public hearing will also include the *Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400*. The purpose of the hearing is to receive public comments.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased a transit ticket to attend the meeting. To provide input via e-mail, send your comments to jstephens@azmag.gov.



Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report
Monday, November 25, 2013,
5:00 p.m.

MARICOPA ASSOCIATION of GOVERNMENTS
302 North 1st Avenue, Phoenix
Saguaro Room - second floor

Your participation is encouraged and appreciated.

Please Join Us!

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302 North 1st Avenue, Phoenix
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Your participation is encouraged and appreciated.

Martinson

Continued from Page A1

allegations as well as refer the record of the proceedings to our Ethics Committee and Appellate section for review," County Attorney Bill Montgomery said in an e-mail to *The Arizona Republic*. "We will also review the conduct of defense counsel and that of the Judge for appropriate action."

Duncan wrote a 28-page ruling detailing the conduct by the prosecution team, led by Deputy Maricopa County Attorney Frankie Grimsman.

"When viewing the totality of circumstances, the Court finds that during trial the Prosecutors engaged in a pattern and practice of misconduct designed to secure a conviction without regard to the likelihood of reversal," Duncan wrote.

Duncan then detailed the misconduct. The prosecutors had charged Martinson with felony murder,

specifically saying that Martinson's son, Josh, died because of child abuse, and then tried the case as if he were charged with intentional, premeditated murder. Grimsman had been warned by Duncan several times over the course of the trial not to do so.

After the conviction was thrown out because of improper testimony from a medical examiner and juror misconduct, Duncan wrote, Grimsman tried to re-indict Martinson for premeditated murder. She then repeatedly tried to get Duncan and the defense attorneys, Michael Terrible and Treasure VanDreumel, removed from the case.

"Accordingly, the prosecutors are relentlessly sought to remove defense counsel and the assigned judicial officer specifically to avoid the risk of acquittal during any trial," Duncan wrote.

Criminal cases, especially homicides, are rarely premeditated, even in capital cases, Duncan wrote.

late courts. A recent investigation by *The Republic* found that only two of 82 death sentences in Arizona since 2002 had been overturned on appeal because of prosecutors' actions.

Verdicts are even less frequently overturned with prejudice by a trial court judge.

"I am pleased that judges at the trial-court level are giving credence to allegations of prosecutorial misconduct," VanDreumel said. "Often, it's a paper tiger and they prefer the decision to be made at the appellate level."

Martinson, 47, has been in jail for nine years awaiting a final verdict.

On the night the child died in 2004, Martinson was in a custody battle with his ex-wife. Martinson claimed he found the

boy floating in the bathtub and could not resuscitate him. Then, Martinson claimed, in his anguish, he tried to kill himself but failed.

An autopsy showed the boy had muscle relaxants in his bloodstream, and the medical examiner ruled Josh died of a drug overdose.

It appeared to be a murder-suicide, but Martinson was not charged with first-degree premeditated murder, but rather with first-degree felony murder, meaning prosecutors wanted to prove that Josh died during child abuse by Martinson.

Terrible and VanDreumel argued that the death was consistent with drowning and that there was DNA on the bottle of muscle-relaxant tablets

that could not be identified but could not be eliminated as coming from the boy. The defense maintained the boy may have taken the tablets himself, and Terrible pointed out that the pills resembled candy.

After several years of changing defense attorneys, Martinson went to trial in July 2011.

Martinson was found guilty in November 2011, and the jury determined there were aggravating factors that made him eligible for the death penalty.

But before the jury could sentence Martinson, a juror came forward to tell Terrible and VanDreumel about what was going on in the jury room. The forewoman was accused of browbeating other jurors into finding Martinson guilty. The guilty verdict

was thrown out in March 2012.

In fall 2012, Grimsman told the judge that the original indictment and the intent to seek the death penalty had been dropped and that she had asked that another judge and defense team be appointed. Terrible and VanDreumel fought the new charge.

In late 2012, the Arizona Court of Appeals ruled that Grimsman could indeed reindict Martinson, unless Duncan found that Grimsman had done so in bad faith.

On Tuesday, Duncan made that finding, in addition to the finding of prosecutorial misconduct.

Defending the case had cost taxpayers \$2.97 million as of last July, nearly twice the amount paid for the defense of Jodi Arias.

Russian probe blames crash on pilot moves

By Jim Heintz
Associated Press

MOSCOW — The pilots of a Boeing 737 that plunged into the ground at Kazan airport lost speed in a steep climb then overcompensated and sent the plane into a near-vertical dive, according to a preliminary report released Tuesday by Russian aviation experts. All 50 people aboard were killed.

The Moscow-based Interstate Aviation Committee, which oversees civil flights in much of the former Soviet Union, said the plane's engines and other systems were working fine until the moment the plane crashed Sunday night.

The Tatarstan Airlines plane was flying from Moscow to the central city of Kazan, 450 miles to the east.

The Russian aviation experts said the plane's two pilots had failed to make a proper landing approach on their first attempt, so they began a second try.

The report did not specify why the pilots aborted the first landing.

To get the plane ready for the second try, the pilots put the plane's engines on maximum power

and raised the plane's nose up to an angle of about 25 degrees, the report said. That caused a loss of speed.

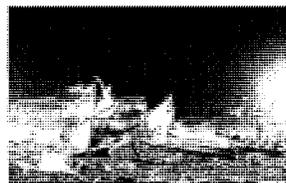
The normal procedure during an aborted landing is to apply near-maximum power and assume about a 5-to-7 degree nose-up attitude, said Kevin Hiatt, a former Delta Air Lines chief pilot and president of the Flight Safety Foundation, a U.S.-based non-profit.

"Twenty-five degrees nose-up is excessive. There's no question about that whatsoever," Hiatt said. "Why they determined they needed to go to that high an angle will be part of the investigation."

At an altitude of about 2,200 feet, the crew tried to gain speed and avert a stall by putting the nose of the plane down. The report said the plane then went into a dive of about 75 degrees and smashed into the ground.

Airplanes can sometimes recover from steep dives but they must be at a sufficiently high altitude.

The plane's climb and its subsequent plunge lasted only about one minute and it struck the ground going about 280 mph, the report said.



A Russian passenger airliner crashed Sunday night while trying to land at the airport in the city of Kazan, killing all 50 people aboard, officials said. AP

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Draft documents are available online at www.azmag.gov

Your participation is encouraged and appreciated.

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El galardonado con la medalla de honor, Alfred Rascón.

Pelearon por su sueño americano

Cinco militares y veteranos se convirtieron en ciudadanos estadounidenses en una emotiva ceremonia.

danos de la Unión Americana. En el evento se les rindió tributo a todos aquellos miembros de las Fuerzas Armadas que, de una manera u otra, han defendido la soberanía nacional. Eso fue la manera de agradecer la libertad que los nuevos ciudadanos tienen gracias al sacrificio y entrega de los veteranos.

En esta ocasión, el director regional del Servicio de Inmigración y Ciudadanía de los Estados Unidos (USCIS, por sus siglas en inglés), John Krammar, fue el encargado de tomar el juramento de los inmigrantes. Después les dio la bienvenida a la tierra de las oportunidades, y los nuevos ciudadanos ondearon orgullosos sus banderas.

Para aquellos que han servido o continúan haciéndolo

en las Fuerzas Armadas, el especialista Alfred Rascón, de la 503rd División de Infantería, quien fue distinguido con la Medalla de Honor del Congreso, habló de su experiencia en Vietnam y cómo hizo méritos para ganarse la prestigiosa preseña.

El originario de Chihuahua, México, enfatizó que él es mexicano de nacimiento y estadounidense por elección y que se siente muy orgulloso de haber formado parte de la milicia estadounidense, porque esta es una patria que siempre ha sentido suya. Al evento asistió también el exprocurador de Arizona, Terry Goddard, quien invitó a los ahora ciudadanos a cumplir con sus obligaciones cívicas, enlustrarse en el padrón electoral y ejercer su derecho del voto.

MARITZA LIZETH FÉLIX

Pelearon por una patria que aún no era suya, defendieron territorio que todavía no podían llamar casa y portaron el uniforme de una nación que tardó en darles la bienvenida; pero después de años, decenas de combates y

sacrificios, cinco militares y veteranos se convirtieron en ciudadanos estadounidenses en una ceremonia de naturalización que se realizó en la oficina de Inmigración el pasado 12 de noviembre.

A su lado, otros 36 inmigrantes de 19 diferentes países tomaron protesta como ciuda-



Los nuevos ciudadanos al momento de la Juramentación.



El director regional de USCIS, John Krammar.

De vecinos a héroes

Cuatro hombres intentaron salvar de un incendio a una mujer de 68 y su valentía fue reconocida por las autoridades.



Los héroes del barrio durante la entrega del reconocimiento en la estación de Bomberos.

MARITZA LIZETH FÉLIX

Manuel Soto estaba esperando un "ratón" para ir a trabajar cuando vio las llamas salir de un apartamento, cerca de las avenidas Central y Southern, el mes pasado. Corrió a ver qué pasaba y se impresionó al notar cómo las llamaradas consumían con voracidad la vivienda. Se apresuró a socorrer a Patricia Ferrel, una mujer de 68 años que había quedado atrapada en el incendio.

Con la ayuda de Edward Valenzuela, Anthony Fritz y Roscoe Young II, Soto logró derribar la puerta de metal del departamento y sacar a la señora al balcón. Hubieron hasta la imposible para salvar

la mujer, quien desafortunadamente murió a causa de las heridas.

El capitán de los Bomberos de Phoenix, Tony Mure, indicó que a pesar de que esta historia tuvo un desenlace trágico, la valentía de los hombres es digna de ser reconocida.

Los ahora considerados héroes del barrio recibieron un certificado de agradecimiento por parte de los "traga humos". La ceremonia de entrega se llevó a cabo el lunes pasado en la estación 22, la más cercana al departamento donde ocurrió el accidente. Ahí contaron la experiencia que podría haberles costado la vida.

"A mí me despertó otro de mis vecinos pidiéndome agua y un extinguidor... cuando salí a ver qué es lo que estaba pasando, lo vi todo y sin pensarlo me puse a ayudarlos", expresó Rosco Young.

Los rescatistas improvisados coincidieron en que no se detuvieron a pensar en las consecuencias, sino en tratar de salvar a la mujer que los necesitaba.

"No nos consideramos héroes, a lo menos yo no", dijo Anthony Fritz, quien aseguró estar preparado en caso de que otro improvisado como este se ponga en el camino.

Los héroes se unieron al clamor de los bomberos de Phoenix para que los habitantes tengan más precaución en sus hogares y eviten los incendios, principalmente durante la próxima temporada de fiestas.

ON THE MOVE



PARTNERS IN PROGRESS

Audiencia Pública de Informe Anual acerca del Plan de Transporte y Programas de MAG, Análisis de Conformidad y Reporte Anual de la Proposición 400

Lunes, 25 de Noviembre 2013, 5:00 p.m. 302 North 1st Avenue, Phoenix, Salón de Conferencias Saguaro—Segundo Piso

¡Por favor, acompañenos!

La Asociación de Gobiernos de Maricopa (MAG) llevará a cabo una audiencia pública acerca de lo siguiente: el Anteproyecto del Plan de Transporte Regional 2035 de MAG, Anteproyecto del Programa de Mejoramiento de Transporte de MAG por los Años Fiscales 2014-2018, Anteproyecto de Programas y Proyectos de Transito de los Años Fiscales 2014 y 2015, y el Anteproyecto del Análisis de Conformidad de la Calidad del Aire del Año 2014. La audiencia pública también incluirá el Reporte anual anteproyecto del estado de la Proposición 400 de MAG por el Año 2013. El propósito de la audiencia es para recibir comentarios del público acerca de los varios anteproyectos que se presentarán. Los documentos de todos los anteproyectos mencionados están disponibles en la siguiente página de internet: www.azmag.gov. ¡Animamos su participación y de antemano le agradecemos!

Para más información o para hacer envíos de acomodaciones especiales, por favor llame a Jason Stephens proyectista para el evaluación pública al 602-452-5064. Su boleto de estacionamiento en el salón del edificio de MAG será validado. A los que usen transporte público para asistir a la audiencia, se les dará boletas de tránsito. También tiene la opción de contribuir con su opinión por medio de correo electrónico. Si gusta usar este método de participación, por favor envíe sus comentarios a jstephens@azmag.gov.



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Black Nativity Cast Tells About The Tale Of Reconnection

Story and photos
By AmE Williams

In exclusive interviews, director Kasi Lemmons (Eve's Bayou) and the cast discussed the contemporary musical adaptation of Langston Hughes's 1961 play Black Nativity opening Nov. 27 in Valley theaters.

The feature is a Fox Searchlight Pictures musical starring Jennifer Hudson, Forest Whitaker, Mary J. Blige and Angela Bassett. It's star-studded cast also includes R & B powerhouse Mary J. Blige, Tyrese and Jacob Latimore.

Lemmons said as she expanded the original musical drama, she was set about creating homage to Langston using the actual performance of Black Nativity as the climactic centerpiece of a film that would detail the struggles of a family divided.

She looked to fill her cast with actors who could sing. Upon googling Forest, she was thrilled to learn that he had started out with a career in "light opera." Besides bringing his surprising singing talent and his acclaimed acting chops to the project, he also served as a mentor to fellow cast mates.

Lemmons wanted to make sure that the important motifs of hope and forgiveness from "Black Nativity" the play would be incorporated into the film.

Black Nativity was originally written as a retelling of the classic nativity story with an all black cast and gospel spirituals



Forest Whitaker and Angela Bassett

chosen by Hughes. Over the decades, the play has been performed off-broadway and in theaters around the nation.

Kasi hopes that this holiday musical drama will inspire young people to behave as members of a community and to recognize how they impact those around them.

Forest and Angela see this story as a tale of forgiveness of others and forgiveness of self just in time for estranged families during the holiday season.

Tyrese realizes that many of our younger generation will be learning about Langston for the first time and is honored to be a part of the Langston Hughes legacy and the things that he stood for as a poet. He hopes the movie will serve to mentor those who are hurting and con-

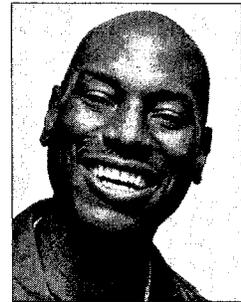
fused.

Jennifer Hudson said she had turned down dozens of musicals sent to her after winning an Academy Award for "Dreamgirls" for more dramatic roles like "The Secret Life of Bees," "Winnie Mandela" and the forthcoming "The Inevitable Defeat of Mister & Pete." But this film was different because it was a holiday film. "I'm a holiday fanatic," Hudson said. "And it's something that brings families together and I wanted to be a part of that because I feel like we don't have enough of that around."

Expanding his creative domain, Raphael Saadig marks his debut as a film scorer. Moved by director Lemmons' interpretation of the play, he immediately got on board as executive music



Mary J. Blige



Tyrese Gibson

director.

"I have a huge background in gospel," Saadig said. "I started in church. Gospel was the root of

everything for me. "Black Nativity" gave me a lot of room to flex my gospel chops."

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<p style="text-align: center; font-weight: bold; font-size: 0.8em;">PUBLIC NOTICE</p> <div style="border: 1px solid black; padding: 5px;"> <p style="font-weight: bold; font-size: 1.2em;">ON THE MOVE</p> <p style="font-size: 0.8em; text-align: center;">PARTNERS IN PROGRESS</p> <p style="font-size: 0.8em;">Public Hearing on the MAG Transportation Plan and Programs, Conformity Analysis and Prop. 400 Annual Report</p> <p style="font-size: 0.8em;">November 25, 2013, 5:00 p.m. 302 North 1st Avenue, Phoenix Saguaro Room - second floor</p> <p style="font-size: 0.8em; text-align: center;">MARICOPA ASSOCIATION OF GOVERNMENTS</p> </div>	<p style="text-align: center; font-weight: bold; font-size: 0.8em;">PUBLIC NOTICE</p> <div style="border: 1px solid black; padding: 5px;"> <p style="font-weight: bold; font-size: 1.2em;">Please Join Us!</p> <p style="font-size: 0.8em;">The Maricopa Association of Governments (MAG) will conduct a public hearing on the <i>Draft 2035 MAG Regional Transportation Plan, Draft FY 2014-2018 MAG Transportation Improvement Program, Draft FY 2014 and 2015 Transit Program of Projects, and Draft 2014 MAG Conformity Analysis</i>. The public hearing will also include the <i>Draft 2013 MAG Annual Report on the Status of the Implementation of Proposition 400</i>. The purpose of the hearing is to receive public comments. Draft documents are available at www.azmag.gov</p> <p style="font-size: 0.8em; font-weight: bold;">Your participation is encouraged and appreciated.</p> <p style="font-size: 0.8em;">For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-457-5004. Parking in the garage below the MAG building will be validated, and transit tickets will be provided to those who purchased transit tickets to attend the meeting. To provide input via e-mail, send your comments to jstephens@azmag.gov.</p> </div>	<p style="text-align: center; font-weight: bold; font-size: 0.8em;">PUBLIC NOTICE</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p style="font-weight: bold; font-size: 1.1em;">City of Phoenix</p> <p style="font-size: 0.8em; font-weight: bold;">REQUEST FOR PROPOSALS (RFP) PT14-006 – FARE MEDIA ADVERTISING</p> <p style="font-size: 0.8em;">The City of Phoenix Public Transit Department (CITY) is requesting proposals from advertising firms interested in managing the CITY's fare media advertising program. The three (3) year contract shall commence on or about March 1, 2014.</p> <p style="font-size: 0.8em;">Interested persons may obtain the RFP by downloading a copy from the City's website: http://phoenix.gov/rfp/index.html</p> <p style="font-size: 0.8em;">Kimberly Hayden Contracts Specialist II City of Phoenix Public Transit Department 302 North First Avenue, Suite 900 Phoenix, Arizona 85003-1598 (602) 256-3239 FAX (602) 495-2002 E-mail: Kimberly.hayden@phoenix.gov (preferred)</p> <p style="font-size: 0.8em;">A pre-proposal conference will be held on Tuesday, December 3, 2013, at 2:00 p.m. MST (local time). Interested proposers should convene at City of Phoenix, Public Transit Department, 302 North First Avenue, 9th Floor, Room 9A, Phoenix, Arizona 85003.</p> <p style="font-size: 0.8em;">Proposals will be received by the Public Transit Department, 302 North First Avenue, Suite 900, Phoenix, Arizona 85003, no later than 2:00 p.m. local time on Thursday, December 19, 2013. Late proposals will not be considered.</p> </div>	<p style="text-align: center; font-weight: bold; font-size: 0.8em;">PUBLIC NOTICE</p> <div style="border: 1px solid black; padding: 5px;"> <p style="font-weight: bold; font-size: 1.1em;">ENOS KING-LEWIS II, AGENT</p> <p style="font-size: 0.8em;">Guide, Producer A to Z Businessman Wellness-Prosperity Fun Trips enos4homes@hotmail.com www.Enos4Prosperity.com 1-800-824-1450 (call 24/7)</p> </div>
<div style="border: 1px dashed black; padding: 10px;"> <p style="font-weight: bold; font-size: 1.5em;">Arizona Informant</p> <p style="font-size: 0.8em;">1301 East Washington Street • Phoenix, Arizona 85034 Telephone: (602) 257-9300</p> <p style="font-weight: bold; font-size: 1.1em;">Subscription Rates</p> <p style="font-size: 0.8em;">Local — 1 Year: \$30 Out-of-State — 1 Year: \$35 Please start my subscription with the next issue.</p> <p style="font-size: 0.8em;">NAME _____</p> <p style="font-size: 0.8em;">STREET _____</p> <p style="font-size: 0.8em;">CITY _____ STATE _____ ZIP _____</p> </div>			
<div style="border: 1px solid black; padding: 5px;"> <p style="font-weight: bold; font-size: 1.5em;">BLACK PRESS USA network</p> <p style="font-size: 0.8em; font-weight: bold;">Your Independent Source of News for the African-American Community</p> <p style="font-weight: bold; font-size: 1.1em;">BlackPressUSA.com</p> </div>			

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

Jason Stephens

From: Dean Giles
Sent: Tuesday, November 26, 2013 9:07 AM
To: Jason Stephens
Cc: Lindy Bauer
Subject: FW: Transit cuts

Jason,

Here is a citizen comment received today. Kelly requested that I forward it to you.

Thank you.

Dean

From: Dave Bates [<mailto:jeauris@gmail.com>]
Sent: Tuesday, November 26, 2013 4:32 AM
To: Dean Giles
Subject: Transit cuts

I urge you not to cut funding for the public transit system. Disabled people such as myself have a great need for it. Thanks

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Transit cuts

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

From: Tony Sohl [<mailto:tonysohl@samobile.net>]
Sent: Saturday, November 23, 2013 3:48 PM
To: Dean Giles
Subject: Transit cuts

Hi my name is Tony sohl and both myself and my feancie tak the bus and rely on public transit service in the East Valley and valley wide.

What's the reason for cutting transit? Don't you all realize how importnat this is to us?

You guys do this every time this comes up for the budget and this is getting rediculous!

We are getting tired of you saying, "Oh transit needs to go!" What would happen if all of you could not drive and had to rely on transit?

We would like for all of you to take the bus for one month and realize how bad it would be.

We are the 6 largest city in the nation and we are the worse for transit. This has got to stop and I hope you look into the implications if the transit gets cut.

Would this also affect ride choice? If this affects ride choice then, there would be people unable to take cabs or would have to walk.

Again, we urge you not to cut transit and if there needs to be cuts in the budget then cut other things such as the director of CPS he needs to go!

If buses cut then would they all stop at 67:00 PM? Does this mean the orbits bget cut to? Why don't you put in free circulator buses and this would be better.

Again, this has got to stop and if thies does not stop then you will have v ery angry people protesting and geting very angry and cut all yoru trips that you bill to us. All of you need to stop billing us for all yoru little trips and lunches.

Grop up and play for it yourself.

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Comments - Regional Transportation Plan

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

From: allison Hilliker [<mailto:nfbarizona@gmail.com>]
Sent: Saturday, November 23, 2013 8:26 AM
To: Dean Giles
Subject: Comments - Regional Transportation Plan

Hello,

I'm writing to express my concern about the draft regional transportation plan. I've noticed that only 25% of funds will be given to public transit, even though 32% currently goes to transit. This 7% decrease is incredibly disappointing!

I'm blind, an employed tax-payer, and use public transportation every day for both my job and personal life. It is more valuable to me than I can ever express. It promotes my independence and allows me to participate actively in society. The same is true for many valley residents, both disabled and not. Please don't cut transit funding and make travel more difficult for us.

Sincerely,

Allison Hilliker
President, National Federation of the Blind of Arizona (East Valley Chapter)
623-221-1026
nfbarizona@gmail.com

Jason Stephens

From: Dean Giles
Sent: Sunday, November 24, 2013 8:55 AM
To: Jason Stephens; Kelly Taft
Cc: Lindy Bauer; Eric Anderson
Subject: FW: Public Transpertation

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

From: Megan Homrighausen [<mailto:megan.homrighausen@yahoo.com>]
Sent: Saturday, November 23, 2013 1:34 PM
To: Dean Giles
Subject: Public Transpertation

To Whom it may concern,

Please don't cut transpertation funding. it is so important to us. We need tarnspertaion to go to Drs. appointments and even just to be able to run to the store is very important to our independence.

Thank you for taking the time to read my letter.

Sincerely,
Megan Homrighausen

Sent from my iPad

