



DRAFT

FY 2010



FINAL PHASE INPUT OPPORTUNITY REPORT



**JULY
2010**



Maricopa Association of Governments (MAG)

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

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EXECUTIVE SUMMARY

INTRODUCTION

Federal transportation legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was recently extended through December 2010, emphasizes public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The Maricopa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

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

INPUT OPPORTUNITIES

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

EVENTS

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

Special events and public meetings/hearings

Martin Luther King Day Festival
Scottsdale Area Association of Realtors Expo
Hispanic Women's Conference
Surprise Disability Summit
Arizona Disability Expo
Tres Rios Nature Festival
(2) Transportation Public Hearings
Northwest Black History Festival
Valley of the Sun Juneteenth Celebration

Group presentations

(4) STAR (Staying Together and Recover) at Central, East and West offices
Compass All Disabilities
(2) Foundation for Blind Children
Behavioral Health Group
People First Advocacy for Developmental Disabilities
United Cerebral Palsy
Venture Out Disability Group
Muscular Dystrophy Support Group
Hopekeepers Support Group

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

SUMMARY OF INPUT

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

- ▶ Drivers of light rail and buses should look back once in a while and make sure people aren't getting out of hand.
- ▶ Many people need Dial-a-Ride and buses and we need to see what we can do to prevent these services from being cut.
- ▶ MAG needs to make clean and efficient modes of transportation a priority.
- ▶ The loss of LTAF funding really hurts the ability of the region to provide adequate transit service.
- ▶ Transit needs to be a priority, because that's what most people who come to the public hearings want.
- ▶ Transit cuts seem to be more prevalent in the West Valley.
- ▶ The Proposition 400 sales tax stops in 2025, but there are projects listed beyond that timeframe.
- ▶ Litchfield Park Road, Dysart Road, Peoria Avenue, Bell Road and Indian School Road routes are being cut, but they are supposed to be part of the Supergrid.
- ▶ The Supergrid projects after 2011 have all been changed. Some are put off until after the tax has ended.
- ▶ Are CANAMEX and Hassayampa Freeway the same corridor?
- ▶ We need to pave alleys in the Northwest unincorporated area, not just Phoenix.
- ▶ What are HOV lanes?
- ▶ Are there certain times of the year when air pollution is better or worse?
- ▶ What is Valley Metro's website address?
- ▶ Where do you buy tickets for the light rail?
- ▶ What is an all-day pass?
- ▶ How do you validate your pass on the light rail?
- ▶ Can you buy passes at the park and ride sites?
- ▶ When and where are the public hearings concerning service reductions?
- ▶ Is Route 96 going to be reduced?
- ▶ What are the changes for the East Valley Dial-a-Ride program?
- ▶ Is there a way to get the light rail to stop at the Disability Empowerment Center at 5025 E. Washington?
- ▶ Is Route 30 going to be cut?
- ▶ I hope they don't cut all of the buses.
- ▶ I don't want a highway going through New River.
- ▶ We need noise walls north of the Indian School overpasses that extend passed Thomas, along the 101 freeway.
- ▶ We need more bike lanes.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), recently extended by Congress through December 2010, continues to emphasize public involvement in the metropolitan transportation planning process that existed under the previous legislation known as Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In December 2006, the Maricopa Association of Governments (MAG) Regional Council adopted a public participation plan outlining the public involvement process for receiving public

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

opinion, comment and suggestions on transportation planning and programming in the MAG region, in accordance with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

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

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

MAG PUBLIC OUTREACH PROCESS

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

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

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

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

When SAFETEA-LU was passed in 2005, MAG once again updated its Public Participation Plan, which was approved by the MAG Regional Council in December 2006. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input adhered to in the MAG process and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of online Internet capabilities in garnering input. As noted earlier, MAG will examine the effectiveness of the participation plan in relation to future planning and programming cycles.

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

Multimodal Regional Planning Process

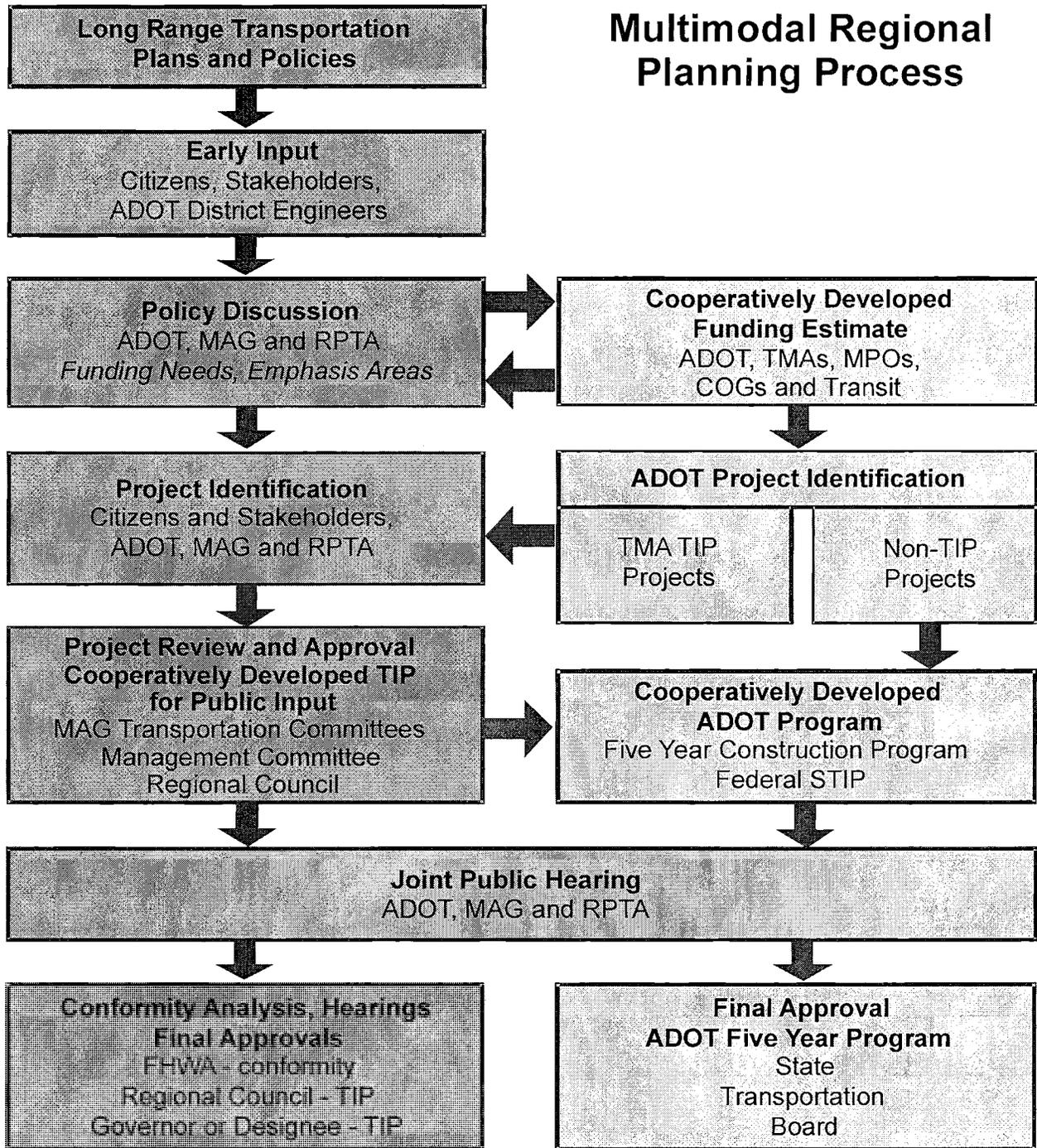


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

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

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

Table 2: Casa Grande Resolves

PUBLICITY

During the current input cycle, the public was informed of public involvement events through a variety of methods. The Transportation Public Hearing was announced with press releases, targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, and advertised in the form of a public notice and display advertisement in *The Arizona Republic*. A postcard notice of the Transportation Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events (listed earlier) that were advertised on radio and television outlets, and in newspapers across the Valley. Public comment is encouraged at all of MAG's technical and policy meetings, which are noticed in accordance with state open meeting laws and posted on the MAG Web site at www.mag.maricopa.gov.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section includes comments received during the Transportation Public Hearing held on Monday, June 21, 2010. A court reporter was in attendance to record comments verbatim. Comments made at the hearing received a formal response from MAG staff with assistance from the Arizona Department of Transportation, Valley Metro and METRO where necessary.

Comments from Maria Hernandez, Phoenix resident

Comment: My concern is that with the Dial-a-Ride, they were thinking about raising the prices. But right now, I think they are just like holding it right now.

Response: Fares for the East Valley Dial-a-Ride program will increase by 50 cents in July 2010 and by another 50 cents in 2011. Fare increases for other Dial-a-Ride systems may be considered in the future by other operators.

Comment: The light rail is beginning to be a very busy transit for people who take it from and to work, and especially with what they have downtown. But I would like to find out if they are going to improve the system, because right now a lot of people are having some rough times getting on the buses and about – the buses, the Dial-a-Ride, and the train. It would be nice if it could be fixed.

Response: The Regional Transportation Plan includes expansion of the current 20-mile high capacity transit system to a future 57-mile system. Future project extensions in the plan include Central Mesa, Tempe South, Northwest Extension, Glendale Extension, I-10 West, and Northeast Phoenix.

Comment: I know you have cameras on all of those transportation (modes), but some people could get kind of out of hand. And if you tell the driver of the vehicles to check on their cameras, or once in a while turn around and see how the passengers are acting, you will have a better system.

Response: Transit drivers are responsible for the safety of the passengers. Passengers should immediately report any perceived safety issues to the operator. Comments regarding bus service can be made by calling Valley Metro/RPTA at (602) 253-5000 or TTY (602) 261-8208. When addressing a specific situation, it is always helpful to reference the vehicle number and time of day.

Due to the similar nature of the comments below, a singular response has been provided.

Comments from Serena Unrein, Phoenix resident

Comment: The MAG TIP draft calls for 78 percent of the total funds committed for projects for fiscal years 2011 to 2015 to be dedicated for freeway and street projects, while only 18 percent of the total amount of funds during those years will go toward rail and bus projects. By prioritizing freeway and street projects over clean and efficient modes of transportation, such as rail and bus, Maricopa County is destined to fall short of meeting its goal of sustaining the environment. The Arizona Public Interest Group (PIRG) Education Fund advocates that funding for transportation should be moving in a direction where at least half of funding is dedicated toward clean, efficient options other than driving. We encourage MAG to reevaluate and increase the share of funding allocated to rail and bus projects.

Comments from Sean Sweat, Phoenix resident

Comment: So transit outweighs highways by a three-to-one margin, maybe a four-to-one margin (according to the people who come to the public hearings). And as Serena already pointed out, four-to-one margin we are supporting highways and roads over transit. I don't understand that. That's kind of the way these RTPs have been going as long as I've been watching.

Response: MAG is evaluating multimodal strategies for future transportation in the region through a series of transportation studies, which have included a regional transit framework study and commuter rail analyses. The findings of these studies have been included in the Regional Transportation Plan (RTP) as illustrative corridors/projects, which ensures that they will be considered in future plan updates.

At the same time, it is important to note that the distribution of the regional half-cent sales tax among transportation modes is specified in the state legislation that authorized the vote on the half-cent tax (Proposition 400). In addition to the legislated distribution of half-cent revenues, the RTP that accompanied the Proposition 400 ballot issue identified the level of federal transportation funding that would be directed at the key modal elements. Voter approval of Proposition 400 indicated support for this distribution of federal funds, and it has been a key element in the RTP in response to the voter mandate. Increased investments in public transit are needed to increase service levels, providing travelers with expanded transportation choices. However, more than 98 percent of the travel in the region is accomplished by auto, and shifting committed funding from the highway program to other modes would eliminate vital projects, increasing congestion and reducing system performance.

Comments from William "Blue" Crowley (as read into the record by MAG Executive Director Dennis Smith)

Comment: Cutbacks on transit seem to be in the West Valley.

Response: Because of the economic downturn, transit service reductions are being enacted throughout the region.

Comment: Litchfield Park Road, Dysart Road, Peoria Avenue, Bell Road, and Indian School Road routes are being cut and yet they are supposed to be a part of the Supergrid.

Response: Transit services are being reduced due to the economic downturn and the resulting reduction in Proposition 400 sales tax collections.

Comment: The RPTA document is a sham because the Proposition 400 tax stops in 2025 and there are projects listed beyond that timeframe.

Response: RPTA's Transit Life Cycle Program indicates that due to a shortage in sales tax revenues due to the economic downturn, additional reserves beyond Proposition 400 will be necessary to complete the program as envisioned in 2004.

Comment: The Supergrid projects after 2011 have all been changed. Instead of 13 projects, there will be three. Some are put off until after the tax has ended.

Response: Transit services are being reduced due to the economic downturn and the resulting reduction in Proposition 400 sales tax collections.

Comment: : Are CANAMEX and Hassayampa Freeway the same corridor?

Response: That designation has not been made officially. The Hassayampa Freeway could become the CANAMEX corridor if decision-makers at different levels of governments determine that it should be designated as such.

Comment: Forty-five miles of alleys in Phoenix are being paved, but why not pave in the Northwest unincorporated areas?

Response: In Fiscal Year 2012 of the Draft FY 2011-2015 MAG Transportation Improvement Program, the City of Phoenix project PHX12-801 is programmed for \$2,009,471 in federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding to dust proof approximately 40 miles of alleys. In the north and northwest unincorporated part of the region, Maricopa County projects MMA11-109, MMA11-801, MMA11-111, and MMA13-101 are programmed for a total amount of \$1,299,451 in CMAQ funding for paving approximately 1.3 miles of unpaved roads.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

TRANSPORTATION PUBLIC HEARING

Monday, June 21, 2010, 5 p.m.
302 N. 1st Avenue, Second Floor, Saguaro Room

I. CALL TO ORDER/OPENING REMARKS

- MAG Transportation Director Eric Anderson will call the hearing to order.

II. PRESENTATIONS

- *Draft 2010 Update of the Regional Transportation Plan*
MAG Senior Project Manager Roger Herzog
- *Draft FY 2011-2015 MAG Transportation Improvement Program*
MAG Transportation Programming Manager Eileen Yazzie
- *2010 MAG Conformity Analysis*
MAG Air Quality Planning Program Specialist Dean Giles

III. PUBLIC COMMENT

- Valley residents will provide input on plans and programs.

IV. ADJOURN

MARICOPA ASSOCIATION OF GOVERNMENTS
RTP, TIP, and Conformity Analysis Public Hearing

Phoenix, Arizona
Monday, June 21, 2010
5:04 p.m.

PREPARED FOR:

Maricopa Association of Governments
(ORIGINAL)

Reported by:

DEBORA MITCHELL

Arizona CCR No. 50768

MARICOPA ASSOCIATION OF GOVERNMENTS, RTP, TIP, and Conformity Analysis Public Hearing, taken on June 21, 2010, commencing at 5:04 p.m. at Maricopa Association of Governments, 302 North 1st Avenue, Saguaro Room, Phoenix, Arizona, before Debora Mitchell, an Arizona Certified Reporter, in and for the County of Maricopa, State of Arizona.

A P P E A R A N C E S

Mr. Eric Anderson, Maricopa Association of Governments

Mr. Dennis Smith, Maricopa Association of Governments

Mr. Kwi-Sung Kang, Arizona Department of Transportation

Mr. Ken Kessler
City of Phoenix, Department of Public Transit

Mr. Ben Limmer, METRO

Mr. Paul Hodgkins, Valley Metro

Mr. Roger Herzog, Maricopa Association of Governments

MS. Eileen Yazzie, Maricopa Association of Governments

Mr. Dean Giles, Maricopa Association of Governments

* * * * *

1 MR ANDERSON: I'd like to call this meeting to
2 order now. I am Eric Anderson, Transportation Director
3 with the Maricopa Association of Governments. I'll be
4 chairing this public meeting today. For those of you
5 who came out to attend this hearing, I thank you for
6 taking the time. Those driving to the meeting who
7 parked in the garage can have their tickets validated.
8 And those using transit, you can get a transit ticket
9 with the presentation of a valid transfer to MAG staff.

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

11 (Pledge of Allegiance recited.)

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

18 This hearing represents just one opportunity of
19 many to provide comment on MAG plans and programs.
20 Also in attendance today is staff from ADOT, Valley
21 Metro, METRO, and City of Phoenix Department of Public
22 Transit.

23 This is also our opportunity to listen. We're
24 interested in hearing what you have to say regarding
25 the Valley's transportation system. Those who wish to

1 comment will have three minutes to express your
2 concerns on issues related to transportation in the
3 Valley.

4 Any comments received here today will be taken
5 down verbatim by the court reporter, and staff will
6 provide written responses to the comments. The
7 comments and responses will be included in the MAG
8 Final Phase Input Opportunity Report. This report will
9 be distributed to all MAG policy committees and ADOT
10 for review prior to taking any action on any plans and
11 programs.

12 Next I would like to have the other members of
13 the panel introduce themselves. Let's go from left to
14 right.

15 MR. SMITH: Dennis Smith with MAG.

16 MR. KANG: Kwi-Sung Kang, ADOT.

17 MR. KESSLER: Ken Kessler, City of Phoenix.

18 MR. LIMMER: Ben Limmer, METRO.

19 MR. HODGKINS: Paul Hodgkins, Valley Metro.

20 MR. HERZOG: Roger Herzog with MAG.

21 MS. YAZZIE: Eileen Yazzie with MAG.

22 MR. GILES: Dean Giles with MAG.

23 MR. ANDERSON: Thank you for being here. I
24 would like to quickly go over the agenda for today.
25 First we will have three brief presentations given by

1 MAG staff. Following these presentations, we will take
2 public comment on the information presented here today
3 as well as the information in the draft plan and TIP,
4 after which we will adjourn.

5 For those of you wanting to make comments on
6 the material presented here today, a speaker's request
7 form is available from MAG staff at the registration
8 table. Please complete this form so we're able to give
9 everyone an opportunity to speak. As you come up to
10 the podium, please state some information for the
11 formal record, your name and the city in which you
12 live.

13 Traditionally, members of this panel do not
14 answer questions nor respond to comments from the
15 hearing attendees. However, should a member of the
16 panel feel compelled to respond to an inquiry, they may
17 do so at their own discretion.

18 Once again, as I said before, your comments and
19 questions will be part of the formal record, and there
20 will be a written response to all the comments and
21 questions received today.

22 Let's go ahead with the presentations. Up
23 first is Senior Project Manager Roger Herzog to do a
24 brief presentation of the 2010 update of the Regional
25 Transportation Plan. Roger.

1 MR. HERZOG: The Regional Transportation Plan
2 covers a broad area of topics and concerns. Of course,
3 it covers the main transportation modes: freeways,
4 public transit, and arterials. But we also include
5 material on freight; aviation safety; other topics,
6 like environmental factors and development patterns.

7 The RTP extends out through fiscal year 2031
8 to comply with federal planning regs that require a
9 20-year planning horizon. The plan is funded amounting
10 to \$58.8 billion. Approximately half of that is
11 covered by regional funds, the other half by local
12 funds.

13 And taking a look at it a little more
14 closely here at regional funding, that amounts to
15 \$29.5 billion. And this category includes federal
16 funding, funding from the Arizona Department of
17 Transportation, as well as the half-cent sales tax for
18 transportation in the region, which makes up over 50
19 percent of the regional funding.

20 One of the major challenges in completing the
21 update of the plan was the recession and the effect
22 that it had on transportation revenues. This chart
23 shows how the revenue projections in 2007, which was
24 our last update, compared to those in the current
25 update. As you can see, the half-cent revenues are

1 down significantly, approximately 25 percent. ADOT
2 funds, for example, were down about 12 percent.

3 So the major effort in the plan update was to
4 address the reduced outlook for revenues by adjusting
5 the major mobile programs: highways, freeways, transit,
6 and arterials.

7 MAG went through over a year-long process to
8 address the revenue picture, and as a result, balanced
9 programs were achieved. The results of this process
10 were grouped, as you can see, into phases to help
11 describe the plans and to discuss the priorities. This
12 map shows the bus Rapid Transit System. As you can see
13 on the right-hand side, there is a legend there with
14 color codes corresponding to the phases.

15 A lot has been accomplished, as you can see in
16 the green phase. That is covering the period from
17 fiscal year '06 through '10. Out of 32 routes, 13 have
18 already been implemented.

19 Another element of the plan is the Supergrid
20 bus system. This is a network that covers the whole
21 Valley. There's a total of 33 routes in the plan.
22 Again, in green, you can see a number of those have
23 been implemented, a total of seven routes already in
24 place.

25 Also, the high-capacity transit light rail

1 system. You can see the various elements of that and
2 how they will be phased during the planning period.
3 The dashed black line there represents the light rail
4 system that is, of course, already in place and
5 operating. That was opened in December of 2008.

6 A major element for the plan is, of course,
7 freeways and highways. This map shows the plan phased
8 over -- the phases out to fiscal year 2031. Again, in
9 green are the elements that have been completed or are
10 underway or will be underway by the end of fiscal
11 year 2010.

12 A lot has been accomplished. Widenings on
13 Loop 101, 202, I-17, I-10, and also US 60 and
14 State Routes 51 and 85. So a lot has been accomplished
15 to date.

16 Another element of the highway portion of the
17 plan covered new interchanges on existing facilities.
18 17 in total were included in the plan. And as shown in
19 green, we have ten completed or will be underway by the
20 end of this fiscal year.

21 And finally, the arterial element included a
22 total of 189 project segments. And as shown here in
23 green, 38 of those have been completed.

24 So just taking a look at the final steps in our
25 process to adopt the plan, of course, we are having the

1 hearing this evening. And then during July, the MAG
2 committees will review the conformity analysis and the
3 plans for consideration by the Regional Council for
4 adoption at the end of July. And the final step in the
5 overall process is approval of the air quality
6 conformity analysis by the federal agencies.

7 MR. ANDERSON: Thank you, Roger. That was a
8 very broad overview of our 21-year Regional
9 Transportation Plan.

10 The next presenter will be Eileen Yazzie.
11 Eileen is the manager of the transportation programming
12 section here at MAG. Eileen is going to give us a
13 presentation on the draft MAG fiscal year 2011 to 2015
14 Transportation Improvement Program, which is the
15 five-year detailed list of projects. Thank you.

16 MS. YAZZIE: Good afternoon. My name is
17 Eileen Yazzie. I'm the transportation programming
18 manager for the Maricopa Association of Governments.

19 This presentation provides an overview of the
20 fiscal year 2011 to 2015 Transportation Improvement
21 Program, with the acronym we call it is the TIP. This
22 consists of all the transportation projects throughout
23 the region that are regionally significant.

24 The current federal legislation is called the
25 Safe, Accountable, Flexible, Efficient Transportation

1 Equity Act: A Legacy for Users. This is known as
2 SAFETEA-LU. This requires metropolitan planning
3 organizations, which MAG is, to report on the
4 transportation investments within their regions from
5 federal dollars, as well as for projects that impact
6 the region.

7 This transportation act, SAFETEA-LU, it did
8 expire this year. But Congress has since passed
9 continuing resolutions to continue this bill while
10 working on a future new transportation act.

11 There are four critical requirements for the
12 TIP: that it reports on all federally funded projects;
13 regionally significant projects, which are projects
14 that impact a new roadway, adding length to a roadway,
15 as well as with transit projects, bus routes, light
16 rail options, and projects of that sort. And as well
17 as, we definitely need all of the information from
18 transportation projects that affect the air quality so
19 we can continue that conforming analysis.

20 The federal regulations, they also mandate that
21 the TIP report covers a minimum of a four-year time
22 period, as well that it's completed every four years.
23 The MAG 2011 to 2015 TIP, it does cover a period of
24 five years, so we're going over the federal requirement
25 by one year. Additionally the last major TIP that we

1 did was 2008 to 2012, which was approved in 2007.

2 Now, where does the data come from? We mainly
3 work with our partners to program the transportation
4 projects in the area. We work with our federal, state,
5 and local agencies through a programming process, which
6 we have a guidebook on our website that provides more
7 detailed information. It's a pretty lengthy and
8 involved process that takes about a year or so.

9 And we also have a pretty robust data entry
10 system, which we work with all of our member agencies.
11 And this really does capture the most accurate and
12 current information regarding project schedules and
13 costs.

14 And while gathering and analyzing the data, MAG
15 works with the public through -- and technical advisory
16 committees through an established process working again
17 with our technical advisory committees and public
18 hearings.

19 So what does the 2011 to 2015 TIP entail? It
20 entails over 1,100 projects. The two largest
21 categories that make up this TIP report are street
22 projects, over 500 of them, as well as over 200 transit
23 projects, which include both bus and rail projects.

24 You can see the other variety of projects we
25 have in the TIP. Again, this is a general listing.

1 And a lot of -- each of these projects, this does
2 entail different phases of work as well. It entails
3 design work, right-of-way, purchases of buses, and
4 construction of roadways and bridges and other
5 transportation projects.

6 The cost of the TIP, the revenues and
7 expenditures total about \$7.3 billion. This number has
8 decreased slightly from the previously approved TIP.
9 The previously approved TIP that we did approve in 2007
10 was about \$7.8 billion.

11 But I do want to footnote here, there is a very
12 large project. The PHX Sky Train is included in this
13 TIP. The PHX Sky Train totals about \$350 million. So
14 it actually kind of skews our numbers a little bit. So
15 without that project, our TIP would be just under
16 \$7 billion.

17 You can see from the pie chart, our funding for
18 the TIP comes from three main categories. We have
19 regional, that half-cent sales tax, federal funds, and
20 as well as our local revenue sources.

21 The MAG highway projects, I use the word
22 highways as an umbrella to include streets, bicycle,
23 pedestrian projects, safety, freeway, ITS, bridge
24 projects. This is mainly related to where the federal
25 funds come from. For these types of projects, they

1 come from the Federal Highway Administration.

2 The two largest funding commitments are from
3 the local agencies themselves with \$1.6 billion and
4 the regional area road fund, which is the half-cent
5 sales tax approved by the passage of Prop 400 in
6 November 2004. These two sources account for 66
7 percent of the \$5.9 billion committed to the highway
8 projects.

9 Now, on the transit side, the project funding
10 totals just under one and a half billion dollars. The
11 numbers, the 5307 and 5309, these are types of federal
12 transit funds. As well as if you add the 5307, the '9
13 and the CMAQ, the Congestion Mitigation Air Quality
14 funds, those total about 45 percent of transit funding
15 for the MAG TIP.

16 PTF, the regional funds, these are again the
17 half-cent funds for transit. These make up about
18 23 percent of the transit projects listed in the TIP.
19 And, again, for the local funds, 413 million, and that
20 does include the \$560 million for the PHX Sky Train
21 project.

22 So as Roger Herzog mentioned in his Regional
23 Transportation Plan presentation, this is a very quick
24 overview and synopsis of the MAG 2011 to 2015
25 Transportation Improvement Project. Thank you.

1 MR. ANDERSON: Thank you, Eileen.

2 The last presenter we have today is the MAG Air
3 Quality Planning Program specialist, Dean Giles, who is
4 going to do a brief presentation on the 2010 Air
5 Quality Conformity Analysis. Dean.

6 MR. GILES: Thank you very much. My
7 presentation includes an overview of the conformity
8 requirements and results of the conformity tests that
9 were conducted on the draft fiscal year 2011 through
10 2015 MAG Transportation Improvement Program and
11 Regional Transportation Plan 2010 update. Those were
12 the two previous documents that were presented by
13 Roger and Eileen.

14 Transportation and air quality are linked by
15 the Clean Air Act. That act requires that
16 transportation plans, programs, and projects be
17 consistent to or conform to rules in the regional air
18 quality plans. Conformity insures that transportation
19 activities do not cause violations of federal air
20 quality standards. The air quality plans establish
21 motor vehicle emissions budgets that are used for the
22 conformity tests.

23 A finding of conformity is required by MAG
24 prior to approval of the TIP and the RTP. The 2010
25 MAG conformity analysis conducted for the TIP and RTP

1 concludes that the transportation conformity
2 requirements have been met, and a finding of conformity
3 is supported.

4 The final determination of conformity for the
5 TIP and Regional Transportation Plan is the
6 responsibility of the Federal Highway Administration
7 and the Federal Transit Administration.

8 The federal conformity regulations specify
9 four criteria that are required for a conformity
10 determination on the TIP and RTP. They include that
11 the RTP and the TIP must pass conformity tests with an
12 emissions budget that has been approved by EPA or found
13 by EPA to be adequate for transportation conformity
14 purposes; that the latest planning assumptions and
15 emissions models enforced at the time the conformity
16 analysis began must be used; that the TIP and RTP
17 provide for the timely implementation of transportation
18 control measures that are identified in the applicable
19 air quality plans; and finally, consultation.

20 MAG conducts interagency consultation at the
21 beginning of the conformity process on the proposed
22 models, associated methods, and assumptions for the
23 upcoming analysis and on the projects to be assessed.
24 And at the end of the process is the draft conformity
25 analysis report.

1 The following slides present the conformity
2 test results. And the first one is for carbon
3 monoxide. For carbon monoxide, the required conformity
4 test uses the EPA-approved motor vehicle emissions
5 budgets established in the carbon monoxide maintenance
6 plan. The projected emissions from the implementation
7 of the TIP and RTP for analysis year 2010 are less than
8 the 2006 budget of 699.7 metric tons per day.

9 And the projected emissions for analysis years
10 2015, 2025, and 2031 are less than the 2015 budget of
11 662.9 metric tons per day. The results indicate that
12 the TIP and the Regional Transportation Plan satisfy
13 the conformity tests for carbon monoxide.

14 Now for eight-hour ozone. For eight-hour
15 ozone, the required conformity test uses the motor
16 vehicle emissions budgets established in the eight-hour
17 ozone plan for volatile organic compounds and nitrogen
18 oxides that have been found by EPA to be adequate
19 for transportation conformity purposes. The projected
20 VOC emissions from implementation of the TIP and
21 Regional Transportation Plan for each of the analysis
22 years are less than the 2008 budget of 67.9 metric tons
23 per day.

24 In addition the projected nitrogen oxide
25 budgets from the implementation of the TIP and Regional

1 Transportation Plan for each analysis year are less
2 than the 2008 budget of 138.2 metric tons per day. The
3 results indicate that the TIP and the RTP satisfy the
4 conformity test for eight-hour ozone.

5 Now for particulate matter. The required
6 conformity test uses the motor vehicle emissions budget
7 established in the MAG 2007 5 percent plan for PM-10.
8 That has been found by EPA to be adequate for
9 transportation conformity purposes.

10 The projected PM-10 emissions from
11 implementation of the TIP and Regional Transportation
12 Plan for each of the analysis years are less than the
13 2010 budget of 103.3 metric tons per day. The results
14 indicate that the TIP and transportation plan satisfy
15 the conformity test for PM-10.

16 In addition the TIP and Regional Transportation
17 Plan must also provide for the timely implementation of
18 transportation control measures and approved air
19 quality plans. This chart presents the TCMs and
20 funding levels for TCMs that are programmed in the
21 Transportation Improvement Program. The total funding
22 is over 1.6 billion.

23 The TIP and Regional Transportation Plan, in
24 our assessment, do not interfere with timely
25 implementation of TCMs and the approved air quality

1 plans, and priority is given to implementation of these
2 measures.

3 Finally with the last slide is a little bit of
4 our conformity schedule. Roger touched on this in his
5 presentation. After tonight's public hearing, the next
6 step would be in the Air Quality Technical Advisory
7 Committee later this week on June 24. Then the
8 recommendation made by the Air Quality Technical
9 Advisory Committee would go to the Management Committee
10 on July 14 and then finally to the Regional Council for
11 approval on July 28.

12 Mr. Chairman, that concludes my presentation.

13 MR. ANDERSON: Thank you, Dean. I appreciate
14 that.

15 We are now going to move into the public
16 comment portion of our public hearing, requesting that
17 you limit your comments to three minutes. Once again,
18 if you wish to speak, if you'd fill out a card and give
19 it to one of the MAG staff, I would appreciate it.

20 A timer is on the podium to assist you in
21 making your presentations. When two minutes have gone
22 by, the yellow light will come on and notify the
23 speaker they have one minute to sum up. At the end of
24 the three-minute time period, a red light will come on,
25 followed by a beeping sound.

1 So let's begin with our first citizen,
2 Marvin Rochelle.

3 MR. ROCHELLE: I will pass at this point.

4 MR. ANDERSON: The second card I have is
5 Maria Hernandez. Maria, if you would state your name
6 when you get to the podium and your city of residence,
7 I would appreciate it. Thank you.

8 MS. HERDANDEZ: My name is Maria Hernandez,
9 and I live here in Phoenix. I noticed that they are
10 starting to work on the bus stops towards South
11 Phoenix. And that's a good sign, because a lot of
12 people are handicapped, and they need to find a place
13 to sit down, especially with the summer coming.

14 But, again, my concern is that with the
15 Dial-A-Ride, they were thinking about raising the
16 prices. But right now, I think they are just like
17 holding it right now. I'm really not sure. But I have
18 heard some comments -- good and bad comments -- about
19 Dial-A-Ride. But I have some friends that do take it.

20 And also your light rail. The light rail is
21 beginning to be a very busy transit for people who take
22 it from and to work, and especially with what they have
23 downtown.

24 But I would like to find out if they are going
25 to improve the system, because right now a lot of

1 people are having some rough times getting on the buses
2 and about -- yeah, the buses, the Dial-A-Ride, and
3 the train. It would be nice if all of this could be
4 fixed. I know you have cameras on all of those
5 transportations, but some people could get kind of out
6 of hand. And if you tell the driver of the vehicles to
7 check on their cameras, or once in a while turn around
8 and see how the passengers are acting, you will have a
9 better system.

10 The only thing I don't like is that these
11 systems have been cut off. So I would appreciate it
12 very much if they could do something about it and help
13 the community people out. Thank you very much.

14 MR. ANDERSON: Thank you. The next card I have
15 is for Serena Unrein. I hope I pronounced your name
16 correctly. If you could also state your name for the
17 record and your city of residence. Thank you

18 MS. UNREIN: My name is Serena Unrein. And I
19 am here to make comments on behalf of the Arizona
20 Public Interest Research Group Education Fund and the
21 Southwest Energy Efficiency Project.

22 And I would like to start by saying the Arizona
23 PIRG Education Fund and SWEEP, the Southwest Energy
24 Efficiency Project, appreciate the opportunity to file
25 joint comments on the most recent Maricopa Association

1 of Governments transportation plan. We appreciate the
2 work of MAG to increase public transportation in
3 Maricopa County.

4 One of the stated goals of the MAG Regional
5 Transportation Plan is to sustain the environment by
6 undertaking transportation improvements that help
7 sustain our environment and quality of life. Our
8 organizations agree that this is a commendable goal.
9 The Arizona PIRG Education Fund and SWEEP also believe
10 that it is important for consumers to have options
11 other than just driving, as it provides a way to save
12 money during these tough economic times and also
13 reduces congestion.

14 As you know, the MAG TIP draft calls for
15 78 percent of the total funds committed for projects
16 for fiscal years 2011 to 2015 to be dedicated for
17 freeway and street projects, while only 18 percent of
18 the total amount of funds during those years will go
19 toward rail and bus projects.

20 By prioritizing freeway and street projects
21 over clean and efficient modes of transportation,
22 such as rail and bus, Maricopa County is destined to
23 fall short of meeting its goal of sustaining the
24 environment. The Arizona PIRG Education Fund advocates
25 that funding for transportation should be moving in a

1 direction where at least half of funding is dedicated
2 toward clean, efficient options other than driving. We
3 encourage MAG to reevaluate and increase the share of
4 funding allocated to rail and bus projects.

5 On another note, it does not appear to our
6 organizations that MAG accounted for the reduction in
7 transit funding caused by the state legislature
8 stripping of the Local Transportation Assistance Fund
9 (LTAF II) in the Regional Transportation Plan Update
10 and Conformity Analysis.

11 As transit agencies' budgets are already
12 stretched, as you well know, due to the loss of sales
13 tax revenues, the loss of the LTAF funding comes at an
14 especially critical time for transit in the region. We
15 believe that LTAF funds are an important source of
16 funding due to the flexibility with which they can be
17 used for capital, operating, or planning expenses.

18 The cutting of the LTAF II funding for local
19 transportation services is expected to result in over
20 \$21 million less funding for the region in fiscal year
21 2011. \$21 million represents just under 10 percent of
22 the fiscal year 2011 budget for Valley Metro, the
23 regional public transportation authority. Over the
24 time line of the Regional Transportation Plan, the MAG
25 region will lose \$361 million in funding, which is just

1 over 2 percent of the projected funding for transit
2 over this period.

3 In response to the funding cut, Valley Metro
4 is considering cutting or reducing service on over
5 50 routes throughout the region with the final decision
6 on the service cuts expected by the end of June.

7 The expected reductions in service levels will
8 lead to fewer people using public transit and more
9 people using passenger vehicles, resulting in an
10 increase in vehicle miles traveled.

11 I'm going to wrap up because I know my three
12 minutes are up, but I will submit the rest of my
13 comments in writing.

14 MR. ANDERSON: That would be great.

15 MS. UNREIN: Thank you.

16 MR. ANDERSON: The last card I have is Sean, no
17 last name provided, from Phoenix.

18 MR. SWEAT: Sorry. I ran out of room. My name
19 is Sean Sweat, spelled just the way it sounds.

20 So my first question is on the conformity.
21 It's pretty well -- it was pretty well known that
22 Phoenix hasn't been in conformity for a long time.
23 Those graphs looked kind of rosy. And so I was
24 wondering what the data was behind that. I mean, I'm
25 not questioning that they are not true, but I'm just

1 interested because it's really -- it's an about-face
2 from what I am used to seeing concerning Phoenix's air
3 quality conformity.

4 And I've got another question that I need a
5 little input on because I was a little late. What is
6 the actual charter of MAG? This is really just me.
7 This is a curiosity question. What is the charter, in
8 a sentence?

9 MR. ANDERSON: Just in a sentence, we are
10 federally charged with metropolitan planning
11 organization, so we do the metropolitan transportation
12 planning for the region.

13 MR. SWEAT: Okay. Just the planners, no goal
14 for who we are serving or doing with the area?
15 Because I -- can anyone back there raise your hands if
16 you are here to support or hear about transit? Is
17 there anyone back there that is here for the sake of
18 supporting highways, not including toll roads, not
19 including toll roads?

20 So transit outweighs highways by a three-to-one
21 margin, maybe a four-to-one margin. And as Serena
22 already pointed out, four-to-one margin we are
23 supporting highways and roads over transit. I don't
24 understand that. That's kind of the way these RTPs
25 have been going as long as I've been watching.

1 And I am just wondering what MAG's interest in
2 public hearings are, because it seems that what I'm
3 watching on the RTPs don't exactly match what we are
4 seeing in public hearings. So I would be curious to
5 know what point the public input actually has or if
6 this is just window dressing.

7 MR. ANDERSON: Well, sir, to answer your first
8 question on air quality, you can get with Dean Giles
9 during business hours. He can --

10 MR. SWEAT: Yeah, right. I'm not saying those
11 are -- I'm just curious on that.

12 MR. ANDERSON: In terms of the Regional
13 Transportation Plan and the Transportation Improvement
14 Program, the documentation, goals and objectives, and
15 everything else are contained in the Regional
16 Transportation Plan. I'd encourage you to take a look
17 at that and also encourage you to take a look at the
18 total costs. The TIP information which Ms. Yazzie
19 showed was just the capital component. As you know,
20 the transit operating component is also a significant
21 portion, which was not shown on those graphs.

22 MR. SWEAT: I don't think it would quite skew
23 it to even 50-50 if we add the operational costs.

24 MR. ANDERSON: This public hearing is not
25 designed to be a debate on issues, so --

1 MR. SWEAT: I would just like it to be more of
2 an input rather than simply coming and having the
3 public feeling like they said something, and then the
4 RTP looks the same as it did three months later. So
5 that's all I've got. Thank you.

6 MR. ROCHELLE: I would like to make a comment
7 at this point if I may. Marvin Rochelle.

8 MR. ANDERSON: Yes, Mr. Rochelle, please.

9 MR. ROCHELLE: My comment is very simple.
10 There have been two lawsuits filed in the last five
11 days against the governor taking our Lotto funds away.
12 And under Sections 105 and 108 of the lotteries, she
13 had to do a public referendum, which she did not do.
14 And I am very hopeful that we're going to get our funds
15 back. Thank you.

16 MR. ANDERSON: We have one final commenter.
17 Mr. Smith has received some written comments from a
18 citizen here who wishes to have the comments read into
19 the public record.

20 MR. SMITH: These are comments by Blue Crowley
21 that were submitted just prior to the hearing.

22 The first one is, I encourage that these
23 hearings be publicized on buses.

24 The next issue deals with transit service.
25 Cutbacks on the transit system seem to be in the West

1 Valley. The RPTA document is a sham because the
2 Proposition 400 tax stops in 2025, and there are
3 projects listed beyond that time frame.

4 Litchfield Park Road, Dysart Road, Peoria
5 Avenue, Bell Road, and Indian School Road routes are
6 being cut and yet they are supposed to be part of the
7 super grid.

8 The super grid projects after 2011 have all
9 been changed. Instead of 13 projects, there will be
10 three. Some are put off until after the tax has ended.

11 One positive move was moving the 59th Avenue
12 project forward from 2019 to 2014.

13 And then on another topic, the possible
14 Interstate 11, are Canamex and Hassayampa Freeway the
15 same corridor, i.e. Interstate 11?

16 And then the next topic is federal money.
17 44 miles of alleys in Phoenix are being paved, but why
18 not pave in the northwest unincorporated areas?

19 MR. ANDERSON: That completes our public
20 hearing today. Thank you all very much for coming and
21 providing us with your input.

22 Thank you ADOT, Valley Metro, METRO, and City
23 of Phoenix Public Transit Department for joining us
24 today.

25 And for those of you who provided input today,

1 your comments will be included in the official record
2 and made part of our decision-making process. Thank
3 you again, and we hope to see you at the next hearing.
4 Thank you.

5 (Conclusion of public hearing at
6 5:40 p.m.)

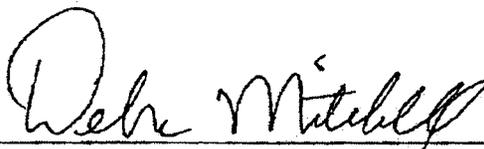
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STATE OF ARIZONA)
) ss.
COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing transcript was taken before me, Debora Mitchell, a Certified Court Reporter, in and for the County of Maricopa, State of Arizona; that the foregoing proceedings were taken down by me using the Voice Writing method and translated into text via speech recognition under my direction; and that the foregoing typewritten pages are a full, true, and accurate transcript of all proceedings, all done to the best of my ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 22nd day of June, 2010.



Debora Mitchell

AZ Certified Reporter No. 50768

*Statement of the Arizona Public Interest Research Group (Arizona PIRG) Education Fund
and the Southwest Energy Efficiency Project (SWEET) on
Recent Maricopa Association of Governments Transportation Plans*

The Arizona PIRG Education Fund and the Southwest Energy Efficiency Project (SWEET) appreciates the opportunity to file joint comments on the most recent Maricopa Association of Governments (MAG) transportation plans and appreciates the work of MAG to increase public transportation in Maricopa County.

One of the stated goals of the MAG Regional Transportation Plan is to "sustain the environment" by undertaking transportation improvements that help sustain our environment and quality of life. Our organizations agree that this is a commendable goal. The Arizona PIRG Education Fund and SWEET also believe that it is important for consumers to have options other than just driving, as it provides a way to save money during these tough economic times and also reduces congestion.

As you know, the MAG Transportation Improvement Plan draft calls for 78% of the total funds committed for projects for FY2011-2015 to be dedicated for freeway and street projects, while only 18% of the total amount of funds during those years will go toward bus and rail projects.

By prioritizing freeway and street projects over clean and efficient modes of transportation such as rail and bus, Maricopa County is destined to fall short of meeting its goal of sustaining the environment. The Arizona PIRG Education Fund advocates that funding for transportation should be moving in a direction where at least half of funding is dedicated toward clean, efficient options to driving. We encourage MAG to reevaluate and increase the share of funding allocated to rail and bus projects.

It does not appear to our organizations that MAG accounted for the reduction in transit funding caused by the state Legislature's stripping of the Local Transportation Assistance Fund (LTAF II) in the Regional Transportation Plan (RTP) Update and Conformity Analysis.

As transit agencies budgets are already stretched due to loss of sales tax revenues, the loss of the LTAF funding comes at an especially critical time for transit in the region. We believe the LTAF funds are an important source of funding due to the flexibility with which they can be used for capital, operating or planning expenses.

The cutting of the LTAF II funding for local transportation services is expected to result in over \$21 million less funding for the region in FY 2011. \$21 million represents just under 10% of the FY 2010-2011 budget for Valley Metro, the Regional Public Transportation Authority (RPTA). Over the timeline of the Regional Transportation Plan (2011 to 2031), the MAG region will lose \$361.1 million in funding which is just over 2% of the projected funding for transit over this period.

In response to the funding cuts, Valley Metro is considering cutting or reducing service on over 50 routes throughout the region, with a final decision on the service cuts expected by the end of June.

The expected reductions in service levels will likely lead to fewer people using public transit and more people using passenger vehicles resulting in an increase of vehicle miles traveled (VMT), congestion and pollution. If these increases in VMT are not accounted for in the conformity analysis, it will provide an inaccurate forecast of the region's VMT, congestion and emissions, which will be higher than the forecast levels due to the reduction or elimination of transit services.

While the explicit changes in service had not been made prior to the commencement of modeling and could not have been included in the planning assumptions, the RTP Update should be based on the best information available. SWEEP contacted MAG staff concerning how the LTAF cuts were being incorporated into the RTP Update and has not yet received a response to this question, so we are uncertain if this information has been developed and if the impacts have been accounted for adequately. If the LTAF funds have not been incorporated into the RTP Update, we urge an additional run of the model incorporating the final transit service cuts and revisions to the Update recognizing the lost funding would make the Update a more accurate reflection of the transportation situation in the MAG region over the next 20 years.

Thank you for your consideration of the above points and for the opportunity to comment.

**IV. APPENDIX A.
PUBLICITY MATERIAL**

**PUBLIC HEARING ON THE DRAFT
FY 2011-2015 MAG TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT MAG REGIONAL TRANSPORTATION PLAN 2010 UPDATE, AND
DRAFT 2010 MAG CONFORMITY ANALYSIS**

Monday, June 21, 2010 at 5:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, 2nd Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG) will conduct a public hearing on the Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update, and Draft 2010 MAG Conformity Analysis. The purpose of the hearing is to receive public comments.

Three documents will be discussed: (1) Draft FY 2011-2015 MAG Transportation Improvement Program (TIP), which identifies programmed expenditures for transportation facilities and services in the region for the upcoming five year period. (2) Draft MAG Regional Transportation Plan 2010 Update (RTP), which describes the regional transportation facilities and services planned through 2031. (3) Draft 2010 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).

The draft documents are available for review at the MAG Offices, third floor, from 8:00 a.m. to 5:00 p.m, Monday through Friday. Public comments are welcomed at the hearing, or may be submitted in writing by 5:00 p.m. June 21, 2010 to the address below. After considering the comments, the MAG Air Quality Technical Advisory Committee may make a recommendation on the 2010 MAG Conformity Analysis for the FY 2011-2015 MAG Transportation Improvement Program and Draft MAG Regional Transportation Plan 2010 Update on June 24, 2010. The MAG Regional Council may take action on July 28, 2010.

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

ON THE MOVE



PARTNERS IN PROGRESS

Transportation Public Hearing

**Monday, June 21, 2010
5:00 p.m.**

MAG Offices, Suite 200
Saguaro Room—second floor
302 N. 1st Avenue, Phoenix

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft FY 2011-2015 MAG Transportation Improvement Program, Draft MAG Regional Transportation Plan 2010 Update, and Draft 2010 MAG Conformity Analysis.*

The purpose of the hearing is to receive public comments. Draft documents are available online:

www.mag.maricopa.gov/event.cms?item=12102

Your participation is encouraged and appreciated.

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



FOR IMMEDIATE RELEASE

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

MAG Seeks Input on Transportation Plans
Public Hearing Set for June 21

PHOENIX (June 15, 2010) – The Maricopa Association of Governments (MAG) is encouraging members of the public to attend a public hearing on Monday to share their comments and provide feedback on the most recent transportation plans and programs.

MAG will conduct a public hearing to provide information on the most recent transportation plans, including freeway, street and transit projects. The hearing will begin at **5 p.m., Monday, June 21, 2010, at the MAG Offices, 302 N. 1st Avenue, Phoenix, Second Floor, Saguaro Room.**

Draft documents for the projects are available for review on the MAG Web site at the following link: <http://www.mag.maricopa.gov/event.cms?item=12102>. Comments may also be sent via email to Jason Stephens at jstephens@mag.maricopa.gov.

The Plans being discussed include:

- Draft FY 2011-2015 MAG Transportation Improvement Program
- Draft Regional Transportation Plan 2010 Update
- 2010 MAG Conformity Analysis

Public comments received at the hearing or via email will be presented to MAG policy committees in July for review and consideration before final approval of plans and programs.

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

###

Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft FY 2011-2015 MAG Transportation Improvement Program*, *Draft MAG Regional Transportation Plan 2010 Update*, and *Draft 2010 MAG Conformity Analysis*. The purpose of the hearing is to receive public comments.

Draft documents are available online:
www.mag.maricopa.gov/event.cms?item=12102

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

ON THE MOVE



PARTNERS IN PROGRESS

Transportation Public Hearing

Monday, June 21, 2010, 5 p.m.
MAG Offices, Suite 200
Saguaro Room - second floor
302 North 1st Avenue, Phoenix

**Your participation is
encouraged and appreciated.**



Please Join Us!

The Maricopa Association of Governments (MAG) will conduct a public hearing on the *Draft FY 2011-2015 MAG Transportation Improvement Program*, *Draft MAG Regional Transportation Plan 2010 Update*, and *Draft 2010 MAG Conformity Analysis*. The purpose of the hearing is to receive public comments.

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**V. APPENDIX B.
CORRESPONDENCE RECEIVED
DURING FINAL PHASE**

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 11, 2010 5:30 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'esther handelsman'
Email Address : 'princeton67@gmail.com'
Subject : 'MAG Regional Bike Map 2008'
Page : '/maps.cms'
Feedback :
'Dear Sir:

I am thinking of moving to one of the many retirement communities in your area.
An avid bicyclist, I am wondering if you could mail me your MAG Regional Bike Map 2008.
If possible, mail to me at 72 Summit Ridge, Burlington, Vt, 05401.

Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 12, 2010 10:39 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Vicky McLane'

Email Address : 'vmclane@pvaz.net'

Subject : 'Ridesharing'

Page : '/division.cms?item=64'

Feedback :

'I would like to contact the agency that handles ridesharing programs in the Phoenix metro area. Please let me know how to do that. Vicky McLane, CYMPO'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 12, 2010 3:32 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Kevin Spencer'

Email Address : 'kspencer13@cox.net'

Subject : 'south mountain 202 LOOP'

Page : '/division.cms?item=64'

Feedback :

'Moved to Laveen several years ago, was told by my builder that a new freeway would be started and we would have a good bridge crossing over the salt river at or around 67ave. 67th ave has been closed for the last two months because of run-off water in the salt river . When would be a realistic time frame for the 202 loop to be build and relieve the downtown of all of the trafic that could be diverted around towards the south. Is there any public official that I could hound to aid with the building of this freeway ...thanks Kevin'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, May 14, 2010 4:04 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'marcia fisher'

Email Address : 'marciafisher@cox.net'

Subject : 'art wall'

Page : '/division.cms?item=68'

Feedback :

'I am writing in protest of the decision to tear down the art wall on 101. I strongly suggest that the current wall be raised by adding material to the top.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 19, 2010 10:51 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'N. Mongan'
Email Address : 'nmongan@cox.net'
Subject : 'freeway art'
Page : '/display.cms'

Feedback :

'Why are we never allowed a chance to express our views re the freeway art. \$2 million was spent to beautify the freeway & you decide to tear it down. There must be some other way of noise reduction like putting something behind the wall to muffle sound. I OBJECT strongly to this WASTE of taxpayer dollars. I also object to not being informed until long after you decide to waste our money in this way.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, May 19, 2010 7:20 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dr. Nicholas A. Salerno'

Email Address : 'nicholas.salerno@asu.edu'

Subject : 'Loop 101 lizards'

Page : '/display.cms'

Feedback :

'Please, oh please, do not eliminate this freeway artwork. They among the Valley's glories. Tourists never fail to comment on how beautifully we do our freeway walls. Take them down, if you must, to build a higher wall, but incorporate them into the design of the new walls.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, May 25, 2010 4:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dante Bongolan'
Email Address : 'bongoland@rtcsonv.com'
Subject : 'Drawing 212 under review'
Page : '/project.cms?item=8498'
Feedback :

'Hi,
My name is Dante Bongolan of the RTC Southern Nevada and we are also considering to include a new standard drawing of Utility Pothole Repair. I am respectfully requesting if you can email me a CAD file of your proposed Drawing 212. My email address is bongoland@rtcsonv.com.

Case 10-02: Utility Pothole Repair: Revise Detail 212

Thank you.
Dante Bongolan
702-676-1614

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, June 09, 2010 4:52 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Bill McDaniel'
Email Address : 'billymc@qwestoffice.net'
Subject : 'Get Involved'
Page : '/getinvolved.cms'

Feedback :

'Your MAG 130 Barricade Spec does not appear to follow the MUTCD and the ADOT specifications of meeting the Federal Specifications of the NCHRP-350 for barricade products. The 2' x 8' wood panels and the 4' x 4' uprights do not meet current standards. The use of plastic panels and breakaway posts meet or exceed the MUTCD Standards. You will not only see safer and more visible barricades but the cost can be considerably less using plastic boards, steel leg supports and reflective sheeting as opposed to the wood posts with painted and striped wood panels.
Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, June 18, 2010 9:25 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Vicky McLane'

Email Address : 'vmclane@pvaz.net'

Subject : 'Avondale shuttle study'

Page : NULL

Feedback :

'Is this study on your web site, and if so, where would I find it?'

Vicky McLane, CYMPO'