

TRANSPORTATION PUBLIC HEARING

Friday, March 19, 2010, Noon

COPY

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

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

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

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

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

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

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

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

16                   SPEAKER: Sharolyn Hohman with the CTOC  
17 Committee.

18                   SPEAKER: Kyle Robinson with CTOC  
19 Committee.

20                   SPEAKER: Nelson Ladd CTOC Committee  
21 District 3.

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

25                   SPEAKER: Felipe Zubia State Transportation

1 Board district 1.

2 SPEAKER: Jackie Meck mayor of Buckeye.

3 SPEAKER: Dennis Smith with MAG.

4 SPEAKER: Eric Anderson transportation  
5 director of MAG.

6 SPEAKER: Steve Hull with ADOT.

7 SPEAKER: Jim Mathien METRO.

8 SPEAKER: Dave Boggs Valley Metro.

9 SPEAKER: Roger Herzog MAG staff.

10 SPEAKER: Kevin Wallace MAG staff.

11 SPEAKER: Wendy Miller City of Phoenix.

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

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

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

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

8           Presentation of the programs.

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

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

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

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

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

25           Plan extends through fiscal year 2031 covering a

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

17 MR. CHAIRMAN: Are there any questions?

18 If you could go to Item 2.

19 MR. HERZOG: Thank you.

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

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

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

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

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

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

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

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

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

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

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

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

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

8           That completes my presentation, Mr. Chairman.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4 That concludes my presentation. Thank you.

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

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

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

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

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

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

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

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

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

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

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

4 And that concludes my presentation.

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

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

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

1 about the dial-a-ride service.

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

16 MR. CHAIRMAN: Thank you. Jeff Rosen.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 you.

2 MR. CHAIRMAN: Thank you. Marcus Schmidt.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 MR. CHAIRMAN: Thank you very much.

23 Mr. Sean Sweat.

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

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

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

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

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

1 We have an alternate option to put that money.

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

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

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

24 MR. CHAIRMAN: Thank you. Elliot Fisher.

25 MR. FISHER: Thank you, ladies and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 MR. CHAIRMAN: Yes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 State Route 74 needs rail to move people.

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

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

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

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

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

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

1 More transit corridors are needed.

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

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

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

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

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

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

21 We stand adjourned.

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

1 STATE OF ARIZONA )

2 )

3 COUNTY OF MARICOPA )

4

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

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

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

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*Toni M. Gehm*

Toni M. Gehm  
Notary Public