

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

BEFORE THE ARIZONA STATE TRANSPORTATION BOARD

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Town of Marana Council Chambers
Marana, Arizona
June 9, 2008
5:00 p.m.

PREPARED FOR:
K.D.A.
(Original)

PREPARED BY:
MS. TANIS EASTRIDGE
Court Reporter

1

I N D E X

2

3	COMMENTS:	PAGE
4	Mr. S.L. Schorr.....	1, 60
5	Mr. Victor Mendez.....	3, 57
6	Mr. Paul Loomis.....	22
7	Ms. Roxanne Ziegler.....	25
8	Ms. Priscilla Cornelio.....	27
9	Mr. Reuben Teran.....	29
10	Ms. Barbara Johnson.....	32
11	Mr. Mitch Stallard.....	34
12	Mr. Greg Mattison.....	36
13	Ms. Maryanne Kumiega.....	39
14	Mr. Paul Johnson.....	40
15	Mr. Randall Overmyer.....	44
16	Mr. William Gaither.....	47
17	Mr. Ed Honea.....	50
18	Mr. Scott Altherr.....	51
19	Mr. Rich Gaar.....	54
20	Mr. Peter Else.....	55

21

22

* * *

23

24

25

1 BE IT REMEMBERED that the above-entitled and
2 numbered matter came on regularly to be heard before the
3 Arizona State Board of Transportation, Marana, Arizona,
4 Commencing at 5:00 p.m. on the 9th day of June, 2008.

5

6 BEFORE: Arizona State Board of Transportation

7

MR. S.L. SCHORR
Chairperson;

8

9

MR. VICTOR MENDEZ
MR. BILL FELDMER
MS. BOBBIE LUNDSTROM
MR. FELIPE ZUBIA
MR. RICHARD TRAVIS

10

11

12

13

ALSO PRESENT:
MS. MARY CURRIE,
Executive Assistant to the Director

14

15

16

17

18

19

20

21

22

23

24

25

1 Marana, Arizona
2 June 9, 2008
3 5:00 p.m.

4 P R O C E E D I N G S

5 MR. S.L. SCHORR: Good evening. We are going to
6 begin by starting in a few moments, if you would be good
7 enough to take your seats.

8 Welcome to a special State Transportation public
9 hearing. And we wish to first give our thanks to the Town
10 of Marana and the Mayor and council members thereof for
11 their hospitality in hosting us.

12 The purpose of this meeting, this hearing, I
13 should say, is to receive public comment on a proposed
14 Statewide Transportation Investment Strategy. This grew
15 out of some framework studies which the Board initiated
16 and funded about a year ago.

17 What is the Board's role in this matter? The
18 Board is inviting public comment on the Statewide
19 Transportation Investment Strategy. Should a funding
20 source for this program reach the ballot and be approved
21 by the voters on the initiative which has been filed, the
22 Board will take final action on this strategy.

23 Our ability to reasonably meet transportation
24 demands in the future is most seriously hampered by our
25 lack of funding, both now and for the foreseeable future.

1 Our tentative program now allocates about \$82 million in
2 the year 2013 for major improvements for the 13 other
3 counties other than Pima and Maricopa; a portion of the
4 five-year program. We need over 1.4 billion. The long
5 and short of it is that there is simply not enough money
6 that we can foresee, both from local, State or Federal
7 collections. And we will have to, if we don't find this
8 funding, do what other states have done, and that is,
9 start allocating monies simply for the preservation and
10 maintenance of our present system and not be able to fund
11 new projects.

12 The only silver lining is that in Pima County and
13 Maricopa County, since we did approve a half-cent sales
14 tax for those projects, there will be funding available
15 for those, but not for much more.

16 Tonight's hearing is the second of four meetings.
17 We had a hearing last week in Flagstaff. We shall have
18 another one in Phoenix this week, and a final hearing
19 meeting in the City of Tucson next week.

20 My name is Si Schorr. I'm chairman of the State
21 Transportation Board. With me this evening are Delbert
22 Householder, our vice chairman from Safford and, State
23 Board Representative Bobbie Lundstrom from Nogales. Also
24 present are Victor Mendez, our director. Before any
25 further proceeding, let me lead you in the Pledge of

1 Allegiance if I can locate the flag.

2 (The Pledge of Allegiance.)

3 MR. S.L. SCHORR: The agenda for this evening
4 will start with a presentation by our director, Victor
5 Mendez, and then we will be calling to the audience for
6 comments. There is a limited amount of time and everyone
7 will want to be heard, therefore, I respectfully request
8 that representatives of groups and local councils of
9 governments please limit themselves to no more than seven
10 minutes in their presentations. Individual speakers
11 should please limit themselves to comments of no more than
12 three minutes.

13 Thank you. Let us now proceed with Victor
14 Mendez. Victor.

15 MR. VICTOR MENDEZ: Good afternoon, Mr. Chairman,
16 Members of the Board, and the public. Thank you for being
17 here today and listening to what we have to say today.
18 Obviously we will be listening very carefully to all of
19 your comments, and I'm happy to be here.

20 A couple of elements before I actually jump into
21 my presentation. Mr. Chairman, you mentioned the issue of
22 funding, what you are facing in the next few cycles.
23 Actually, if you look at the year 2013, currently, outside
24 of Pima and Maricopa County, you would have \$82 million to
25 allocate to major improvements throughout the state. I

1 like to tell people in jest, in my personal banking
2 account, \$82 million is a lot of money, but the kind of
3 work that we do, it simply doesn't go very far.

4 So in Arizona, we truly are at a transportation
5 funding crossroad. Our current funding simply cannot keep
6 pace with the growth that we have experienced in the past
7 and will continue to experience in the future. As the
8 economy recovers, we know we will continue to grow. And
9 of course, there are a lot of diverse transportation needs
10 throughout the state. And simply, it's very difficult to
11 keep pace with that.

12 In my opinion, it's important for us to keep in
13 mind that we need to act now, and we need to invest in our
14 communities now to preserve our quality of life.

15 A solid infrastructure is, in fact, very
16 essential for a robust economy in order to continue to
17 attract jobs and people and goods efficiently throughout
18 the entire state.

19 One of the things that we did is, we started
20 creating this strategy as we worked with planners
21 throughout the entire state from the Metropolitan Planning
22 Organization and the Council of Governments, and really, a
23 lot of transportation experts, and, of course, a lot of
24 the business and community leaders and elected officials
25 over the years. And you've heard it as we have traveled

1 month to month to some community in the state, it's very
2 apparent that there are a lot of needs out there, and you
3 hear it every month.

4 One of the things that we did do was, we started
5 identifying the critical needs. We did receive some very
6 good guidance from several people, and they said, you
7 know, we understand clearly that there are a lot of needs
8 so why don't we begin looking at some of what one would
9 term common sense priorities. For example, as I like to
10 tell people, I don't necessarily need another study or
11 another plan to tell me that a I-17 is a critical need and
12 needs a lot of improvement. I-10 probably falls under the
13 same category, and on and on. So again, we are looking at
14 some of the common sense priorities, obviously based on
15 experience and expertise and things that have been done in
16 the past. And then, continue to look for solutions that
17 we'll need, in fact, for the future, or address the
18 changing development patterns and growing areas and
19 communities as we know them.

20 Now, this investment strategy that will be
21 presented today is based upon many decades of study, a lot
22 of dialogues and a lot of program delivery experience,
23 and, as I said, a lot of expertise throughout the entire
24 state, not just ADOT. So I think we did rely on a lot of
25 people beyond the ADOT arena.

1 The strategy is, in fact, a very comprehensive
2 and statewide approach that, as I mentioned, includes
3 input from the COGs, the MPOs, the tribes, district
4 engineers, along with many, many other stakeholders. Our
5 future of transportation must, in fact, offer diverse
6 solutions for communities that are undergoing development,
7 ranging from urban revitalization to emerging growth. The
8 diverse needs, in fact, do require diverse solutions.

9 The example that I like to give people is, if we
10 think about the City of Tempe, they pretty much are fully
11 grown. And so for us to think, well, you know, are we
12 going to plop another freeway in Tempe? I don't think so.
13 Their solutions are going to be very different. They are
14 probably looking more for public transportation solutions,
15 mass transit solutions, as opposed to, even in the same
16 region, let's say, the Town of Buckeye. Their solutions
17 will really be very, very different than the Tempe
18 solutions.

19 Then you extrapolate that example to the
20 statewide perspective, which, you as a board are
21 attempting to do here, the solutions for example, that are
22 in Winslow are much different than Tempe. So again, we
23 look at this on a statewide basis and looking for diverse
24 solutions and are providing that.

25 Within the strategy, in many cases, we are

1 looking at different ways and hopefully at opportunities
2 to maybe even deliver some other planned projects earlier
3 than what a current plan says.

4 Now, with respect to the transportation
5 initiative that was filed by the TIME Coalition -- and
6 maybe just a disclaimer here, I am not speaking on behalf
7 of the TIME Coalition, but it is a matter of fact that we
8 need to recognize. That transportation initiative calls
9 for a one-penny increase in the State sales tax for 30
10 years. That generates approximately \$42.6 billion for
11 transportation. Given a lot of the concerns about the
12 current state of the economy and a lot of questions about,
13 you know, is 2008 the proper year to actually go to the
14 ballot, the way it was addressed with the initiative to
15 address that concern, the effective implementation date of
16 tax, should it pass, is January of the year 2010. And by
17 most expert's opinions, by the year 2010, we should be in
18 some form of economic recovery. Clearly we won't be fully
19 recovered, but we will be in an economic recovery phase of
20 some kind or another. So I think those are factual items
21 that need to be brought to the table because they do play
22 upon each other.

23 So having said that, let me just kind of go
24 through my presentation here.

25 On a national basis, and really a state basis,

1 considerable challenges, as you've heard throughout your
2 many years of being on the board. Here on the map, we
3 have a map that shows 20 megapolitan areas in the United
4 States. And it's projected that between now and the year
5 2050, 65 percent of the population will reside within
6 these 20 areas. And as I mentioned earlier, in Arizona,
7 we happen to have the Sun Corridor and that is a
8 megapolitan area that actually runs from Northern Arizona,
9 the Prescott area to Phoenix, Tucson and on down south
10 into Nogales and Sierra Vista. And once again, as you
11 look at that kind of growth, projected growth, our funding
12 limitations will not and have not been keeping pace with
13 that kind of growth.

14 As you are aware, transportation is currently
15 funded through the State and Federal fuel taxes, Arizona
16 vehicle license tax, Arizona vehicle registration fees and
17 various other transportation user fees. So I think it's
18 important to understand that there is a variety or a
19 blending of a variety of sources.

20 But once again, I would stress, we simply are not
21 keeping pace with that. Funding sources, to some degree,
22 are beginning to slow down. We're seeing that from the
23 economy. We've known for many years, we've heard probably
24 for the last five to seven years talking about
25 construction costs and how they are rising, how operating

1 costs are, in fact, also rising. And of course, our debt
2 service is rising.

3 The Federal and State fuel taxes were last
4 adjusted in the early 1990s. And just simply from an
5 inflationary standpoint, they have not been keeping pace
6 with the cost of delivering a system. So our purchasing
7 power has, in fact, diminished quite a bit. And I'd like
8 to remind you, if a person's salary had been frozen in the
9 1990s, trying to buy a house today, it would be very
10 difficult at today's prices to buy a house. So we are
11 facing a very similar situation, similarly in terms of
12 construction. The cost to build infrastructure has risen
13 50 percent in the past five years due to global demand and
14 cost of diesel, gasoline, asphalt, steel and concrete.

15 Commodities, as most of you are aware, have
16 increased on a global basis. So basically we are
17 competing on a global basis. I can tell you, as I have
18 talked to local municipalities on a statewide basis, they
19 are saying the same thing. So when we talk about a global
20 economy, we feel it. It is a global economy, and it shows
21 up in the things that we are attempting to do here.

22 With respect to transportation in Arizona itself,
23 projections are that over the next 30 to 40 years, our
24 population will triple. So that poses some challenges. I
25 like to remind people, when you consider Arizona and the

1 kind of growth that we have experienced, it is actually
2 positive. Because that tells us that Arizona is still a
3 very attractive place to live. A lot of us are moving
4 here because we like to live here, and because we can find
5 jobs here. So we are still attracting business, still
6 creating jobs. But that does bring us some challenges.
7 That in and of itself is not bad. We simply have to look
8 at it as a challenge and address the issue.

9 So it is going to be very important for us to
10 maintain and even improve our transportation system to
11 insure that Arizona remains competitive in a global
12 economy, to preserve our natural environment, and to offer
13 residents a really good quality of life.

14 Again, you have heard me say this many, many
15 times before and I will repeat it again, doing nothing is
16 not an option. We really have to move forward. We have
17 to think about the future, and we need to find those
18 solutions. And we can look forward to the future and
19 create a positive system for all of us to enjoy and future
20 generations to be able to enjoy.

21 It is going to be very important for us to also
22 consider funding options that are sustainable for the
23 future. It's my opinion that not only do they have to be
24 sustainable, it is my opinion that we will need a diverse
25 strategy. There is no silver bullet, so as we move into

1 future, we are going to have to continue to look for other
2 ways to invest in transportation.

3 A couple graphs here, or maps, I should say. And
4 I won't spend too much time on these. We've seen these.
5 A picture of the red dot map; in the year 2005, the
6 population was 5 million, if you look at the red globs.
7 And I do kind of like to take the focus away from Phoenix
8 and Tucson. We all understand that pretty clearly, but if
9 you look at the other red dots scattered, smaller red
10 dots, Yuma, Kingman, Flagstaff, Prescott area, and on and
11 on, you can see those little blobs are actually more like
12 smaller, medium-sized urban areas.

13 Then if you look at the map on the right-hand
14 side, we specifically entitled the Arizona Sun Corridor
15 Megapolitan, projections are we might have up to 14
16 million people by the year 2050. So that poses some
17 challenges, as I mentioned earlier. And you look at the
18 Sun Corridor, but again, look at the other areas, Sierra
19 Vista, the Benson and Wilcox area. Look at the Yuma area.
20 It's really expanding. It goes on and on. I like to
21 remind some of these areas that, again, maybe we are not
22 as rural and we used to be maybe ten years ago.

23 But that is sort of what we project the state may
24 look like. So the question today becomes, are we
25 preparing ourselves for that kind of situation?

1 Under the leadership of Governor Napolitano, she
2 asked us late last year to look at critical needs for the
3 state transportation. She needed information to be able
4 to initiate dialogue that has been needed for many years
5 on transportation as a priority. So we've gone through
6 various processes. As you are aware, we, in concert with
7 the MPO and COG Associations, a reconnaissance study we
8 developed, the outcome of that was a series of framework
9 studies that are under way. Then of course, the critical
10 needs study that the Governor asked for. So we provided
11 that to really help crystallize in our minds and provide
12 the Governor with more definitive information about what
13 the critical needs are. So we worked hand in hand with
14 the MPOs, COGs, transportation professionals out there,
15 and district engineers to identify critical needs.

16 When we did that -- and by the way, we also
17 addressed the tribal issues out there.

18 After, I don't know, about three or four months,
19 it seems like, we compiled the information, and this is
20 what it looked like on a global scale, a total identified
21 needs of 165 billion, broken out in different categories,
22 a State highway system. Most people look to ADOT to
23 address the highway and freeway components. We addressed
24 the public transportation, mass transit rail issues. And
25 there was a lot of dialogue about local needs, local

1 municipalities and their needs in transportation.

2 As I mentioned earlier, we don't believe there is
3 one mechanism that will fully fund everything. So that's
4 what the critical needs looked like about two months ago.

5 After extensive dialogue with many key players
6 and the Governor, she then wanted us to identify a
7 strategy where we were able to, I guess, prioritize out of
8 that 165 billion a more manageable level that we seem to
9 talk about once in a while as the first bite of the apple;
10 out of that 165 billion, what appears to really be the
11 higher priority items?

12 So once again, we went through a series of
13 dialogues to pare down that 165 billion and came up with
14 what we term as the Statewide Investment Strategy. It's
15 broken down into several components. So I'll go through
16 these components in detail here because these are actual
17 details that were then utilized by the TIME Coalition, a
18 citizens group and business group, if you will, that
19 turned this information into basically an initiative.

20 And that is something that any of us could have
21 done. If you want to create a citizen initiative, you
22 have the right to do that. And so at its very essence,
23 the TIME Initiative, transportation initiative, is in
24 fact, a citizens initiative.

25 The way this breaks down, 58 percent of the

1 strategic highway projects that are 24.7 billion would be
2 allocated to strategic highways. Now, three percent of
3 that actually goes to a conservation program, and I will
4 describe that in just a minute.

5 So actually when you look at allocations to
6 strategic highways on a statewide basis, you are
7 allocating 55 percent, or 23.4 billion, to strategic
8 highways. The way that will break down is that the MAG
9 region will receive 49 percent of that, the MAG region
10 being the Maricopa County Association of Governments. The
11 Pima Association of Governments region will receive
12 12 percent. And the remaining other 13 other towns
13 receive the remaining 39 percent. So that totals out to
14 about 23.4 billion going to the strategic highway
15 component.

16 The next element is 18 percent going to public
17 transportation programs, transit projects and programs,
18 and then a rail component to that. And that's about 7.7
19 billion. And the breakdown on that is probably transit
20 projects and programs would be allocated \$1.2 billion. In
21 addition to that, high speed inner-city rail would
22 allocate 5.5 billion. And let me explain that one,
23 because a lot of interest in inner-city passenger rail.

24 For many decades all of us -- a lot of us have
25 heard the question, how come we don't have passenger rail

1 between Phoenix and Tucson. The concept behind this one
2 is that we will create a commuter rail system in the
3 Tucson area. We would create another commuter rail system
4 in the Phoenix area, and then eventually we would connect
5 those two systems with passenger rail. So in essence over
6 a series of years, we would have what we've asked for many
7 years, a passenger rail system between Phoenix and Tucson
8 composed of commuter rail options and inner-city passenger
9 rail. Also, the possibility of extending after that,
10 passenger rail into Northern Arizona. And again, that
11 part of it is still highly conceptual, but it certainly is
12 an option that we will be pursuing.

13 Then finally, there would be another 1 billion
14 that would go to expansion of the light rail system in
15 Phoenix and the modern street cart or related high
16 capacity transit in the Tucson area. And the way that 1
17 billion breaks down is that 600 million would be allocated
18 to RPTA, the Regional Public Transportation Authority in
19 the Phoenix area, and to the RTA, the Regional
20 Transportation Authority in the Tucson area.

21 So again, the rail component and the public
22 transit component would total out to 7.7 billion.

23 The third component is what we term local
24 mobility projects and programs. As I mentioned, we had
25 extensive dialogue with local elected officials, the local

1 planners, local municipalities. Clear message, a lot of
2 needs at the local level. So out of this strategy, we
3 would allocate 20 percent, or 8.5 million, directly to the
4 local municipalities for their use for transportation
5 purposes. Now, it has to be transportation purposes,
6 anything that qualifies as transportation will be
7 eligible. The example I like to use: You could use it to
8 maintain your local roads, patch potholes and that kind of
9 thing, all the way up to, I suppose if you want to expand
10 or create a new business system, you can buy buses for
11 that and maintain and operate a bus system with that
12 20 percent.

13 The way that will be allocated, that 8.5 billion,
14 60 percent will go to the MAG region for distribution to
15 cities, towns, tribes and county on a population basis,
16 38 percent to the remaining 14 counties distributed to
17 cities, towns, counties, using the HURF formula. And then
18 2 percent would go to the tribes outside of the MAG
19 region, and that would be distributed on a population
20 basis.

21 Then the fourth component is what's termed
22 transportation enhancement. I like to say that this
23 component is to help make our communities more liveable.
24 As you are aware, when we introduced infrastructure,
25 streets, and highways and such, it is, in fact, a pretty

1 massive infrastructure in many cases. So it is important
2 for us to find ways to minimize the impact that has on
3 local communities. So we would allocate 4 percent, or
4 1.73 billion, to be distributed to cities, towns, tribes
5 and counties on a per capita basis. So that's kind of the
6 larger overview or higher-level overview of these various
7 components.

8 Now, to take you very quickly through the
9 investment, this is a map that on a statewide basis shows
10 the various roadway investments that we are recommending
11 to the Board. I think I have just given you the overview
12 so I won't go into every little detail. The one that I do
13 want to point out here are the purple corridors. And as I
14 mentioned earlier, there is no silver bullet. There will
15 be not one mechanism that is going to solve everything.

16 And as you are aware, for a couple of years now
17 at the federal level, and this past year, the Legislature
18 at a state level, a lot of discussion about public-private
19 partnerships and somehow getting the private sector in the
20 investment of transportation.

21 So we identified five corridors -- those are the
22 purple lines -- to help us simulate some of that
23 investment. In fact, there's a lot of investors out there
24 just waiting to come in and invest in transportation
25 infrastructure. I guess what we are saying is that we are

1 prepared, we are making a recommendation we allocate some
2 level of funding to stimulate that interest.

3 Within this overall map, we would be improving
4 360 miles of interstate highways, more than 430 mile of
5 State highways and freeways, and approximately 100 miles
6 of new highways. And then, as I mentioned, on the
7 public-private partnerships, approximately 250 miles of
8 new freeways would be developed through this process,
9 assuming there is interest in the private sector.

10 We took a good hard look at opportunities that
11 are out there. So we overlaid our recommendation upon
12 several major issues that we face all the time. For
13 example, how does the strategy fit within State Trust
14 Land? Because as you are aware, State Trust Land
15 theoretically in the future will be developed. So we are
16 looking at that issue. How does our investment strategy
17 overlay on potential future trust land that could be
18 developed in the future.

19 As I mentioned earlier, tribal communities have
20 their own unique set of circumstances, so we again
21 overlaid our recommendations on the tribal lands to give
22 you a sense about how this overlays with respect to some
23 of the issues that we are hearing about at the tribal
24 level.

25 If you recall, that third component of local

1 mobility projects, the tribes do receive a portion of that
2 to address their local needs.

3 Then of course, the issue of the natural
4 environment, the natural infrastructure. We have worked
5 with several environmental and conservation groups. For
6 example, we worked with the Nature Conservancy, the Desert
7 Sonoran Desert Institute. And so they brought to the
8 table some of their concerns in terms of identifying
9 sensitive infrastructure, natural infrastructure.

10 Again, we overlaid our recommendations to show we
11 attempted to address those issues as best as we could. So
12 again, this is just an example of the various items that
13 we chose to address in our investment strategy.

14 This map here talks a little bit -- or
15 graphically depicts the commuter rail and the inner-city
16 rail corridors. I sort of gave you the high-level
17 overview of conceptually how we see this unfolding and
18 evolving to eventually have commuter rail service in the
19 Phoenix and Tucson area connected with high speed
20 inner-city rail, and as I mentioned, potentially moving
21 that into Northern Arizona.

22 Some of the possibilities here, potentially 10
23 new miles of light rail transit. If you recall, I
24 mentioned there is a component of 1 billion going to light
25 rail expansion in the Phoenix and Tucson areas.

1 Potentially more than 100 miles of bus rapid transit in
2 the Phoenix Metropolitan area, or some combination
3 thereof. In the Tucson area, potentially 20 miles of the
4 modern street car, or maybe more than 70 miles of bus
5 rapid transit in the Tucson Metro area, or a combination
6 thereof. Again, a lot of these issues will be resolved
7 through close coordination with the local communities. So
8 we will continue to have that level of dialogue on these
9 items.

10 With respect to the rural transportation
11 programs, there are a lot of programs out there that do
12 exist now, and new programs that we project in the future.
13 Potentially we could establish 15 new bus routes
14 connecting rural communities. For example, we could
15 increase or introduce a connector service between Casa
16 Grande, Eloy, Coolidge and Florence; also Marana to Tucson
17 or Tucson -- and, of course, I know we do have a Green
18 Valley to Tucson connector right now.

19 So a lot of opportunity here as we look at public
20 transportation. And of course, we are all kind of
21 struggling with the issue of increasing fuel prices. So
22 it is my opinion that these programs will become more and
23 more popular as we move into the future.

24 We currently have several statewide programs to
25 address the elderly and persons with disabilities. Again,

1 we provide some potential solutions to expand those
2 programs. I have a long list here of some of those
3 programs. I won't go into all of it, but it's, I think,
4 important to recognize that we could clearly expand a lot
5 of these programs in the future, and probably will
6 warrant, as you look at the demographics of the state --
7 well, they have been changing, and some of these programs
8 are becoming more and more important.

9 I had mentioned earlier the conservation,
10 environmental fund. As I mentioned, we have worked with
11 conservation groups and some of the wildlife groups. And
12 actually within ADOT, we have been working on these
13 wildlife connectivity issues now probably about five
14 years.

15 So this fund is intended to address some of these
16 issues that you see listed here. Our wildlife
17 connectivity program has been very popular, but again, not
18 fully funded. So it is important for us to take a look at
19 how we can mitigate wildlife actually moving across our
20 corridors.

21 What I like to remind people as the Director of
22 the Arizona Department of Transportation, my number one
23 priority is safety for the motorists. So when you have
24 elk crossing highways, I'm concerned for the motorists.
25 Other groups have other priorities; they are concerned

1 about the elk. So I think to a certain degree, we have
2 mutual concerns here. A lot of these should be mitigated
3 somehow, but of course, that is going to take some
4 funding. Then, of course, there's other environmental and
5 conservation opportunities built into the strategy.

6 I mentioned earlier the local municipalities, and
7 basically what you have in front of you is a listing of
8 where some of the local municipalities could use their
9 local funding. So again, as I mentioned earlier, as long
10 as it's transportation related, that is the key component.
11 It's not to be used for anything other than
12 transportation.

13 I mentioned the final component of liveable
14 community. And once again, it's an issue that we've heard
15 about for many years. And so there is way to minimize the
16 impact of our built infrastructure. I think it's
17 important for us to take that into account, and we did.
18 As I mentioned, you see that as a 4 percent item in the
19 list of allocations. So with that, I want to thank you
20 for your time here, and if you have any questions, I'll
21 entertain them.

22 MR. SCHORR: Any questions by the Board members?

23 With none, let's proceed. First speaking will be
24 Mayor Paul Loomis.

25 MR. PAUL LOOMIS: Mr. Chairman, Members of the

1 Board, my name is Paul Loomis. I'm the mayor of the Town
2 of Oro Valley. It is my pleasure to be here and thank you
3 for coming to Southern Arizona and making your
4 presentation. We look forward to your meeting in a couple
5 weeks as well.

6 I've been involved in the statewide
7 transportation plan for quite a while, and I have been
8 following it very closely as it affects the Town of Oro
9 Valley. And I would like to comment on a couple of things
10 that we now all need to think about as we move forward
11 with this plan. This is the plan for our future. Up to
12 now, the State of Arizona had been relatively fortunate in
13 that we are pretty much a young state, and Oro Valley is
14 in a similar situation being a young town. But we are
15 reaching a point in the lifespan of infrastructure where
16 it's now time to start maintaining the infrastructure.
17 It's now time to start. It's not new anymore. And we are
18 seeing this in this Oro Valley as well where the roads
19 that have been put in by new development, that have been
20 put in by growth, now are a Town responsibility, and now
21 are requiring maintenance. And that's one of the reasons
22 that we are so happy with the additional local mobility
23 projects that are going to be significant to all the
24 cities and towns in the state.

25 The other area that we are happy that you've

1 identified as an issue is multimodal transportation and
2 public transportation systems. In Pima County, with the
3 Regional Transportation Authority and working with Sun
4 Trans, we are seeing a significant increase in ridership.
5 As the price of gas goes up, so do the number of riders on
6 public transportation. And so we are going to see that
7 being a major issue coming up in the future as a future
8 challenge for us.

9 Finally, the area of concern that I have with
10 respect to this plan, and its possible funding mechanisms
11 is that we need to be very, very careful to, A, protect
12 any funding that's dedicated to this plan, that it has to
13 be dedicated to this plan and to the goals of this plan.

14 The other part is that we also need to be very
15 careful that because money is available here, that the
16 other money that we use, that we rely on, that it is also
17 protected. We need to be very, very careful to make sure
18 that the Legislature doesn't say, well, you have \$42
19 billion for the next 30 years in this fund so you are not
20 going to need it in the other fund.

21 This is very much like our scenario down here
22 with our Regional Transportation Authority. We have
23 significant needs. I think your presentation identified
24 \$160 billion worth of needs. This is only a small part of
25 that, and the other funding that is already in place needs

1 to be protected as well so that it is not taken for other
2 projects and other things that the State -- other needs of
3 the State. So we need to focus on keeping transportation
4 dollars in the transportation arena.

5 Thank you very much, and I'm available for any
6 questions if you have any.

7 MR. S.L. SCHORR: Thank you, Mayor.

8 I should add that Mayor Loomis is also a member
9 of the Regional Transportation Authority and the Pima
10 Association of Governments and has chaired his share of
11 those bodies over the years.

12 I'd also like to, before our next speaker,
13 recognize the mayor, Ed Honea, of Marana, our host. Thank
14 you again, Mr. Mayor.

15 Our next speaker is Ms. Roxanne Ziegler.

16 MS. ROXANNE ZIEGLER: Thank you, Mr. Chairman,
17 Members of the Board, audience. I'm also on the Council
18 for the Town of Marana, but I'm actually here just
19 speaking for myself and what I think of this tax. Number
20 one, I am absolutely against this 1 percent sales tax. I
21 know that Mr. Mendez mentioned that it would not go into
22 effect until 2010.

23 I've lived in this community for 20 years now.
24 And first of all, I'm just sick of taxes. I'm just sick
25 of taxes. We have been taxed and taxed and taxed. We

1 have taxed our community in impact fees. Now to buy a
2 home, you have to pay for the home, you have to pay the
3 impact fees. And I voted for some of those, and I'm not
4 real proud of myself about that sometimes. But we did
5 that to provide the infrastructure for that are, and to
6 improve that area and keep those roads up to grade. And
7 so now, what you are doing is putting more taxes and more
8 taxes on the same things that we are taxing over all these
9 years.

10 A couple of things, a lot of constituents, and I
11 think that Mayor Loomis might have touched on it, but I am
12 going to say it a little bit stronger than he did: A lot
13 out of constituents just don't trust how these funding
14 mechanisms work, that this money will be going for
15 transportation.

16 I'm going to give you an example, Twin Peaks
17 Interchange. I moved in 20 years ago, and they told me in
18 five years, Twin Peaks Interchange would be funded, and it
19 would be funded right here for another outlet for
20 Continental Ranch. Well, I still live in Continental
21 Ranch, and we have not moved one blade of dirt for the
22 Twin Peaks Interchange, which is so grossly overdue and it
23 has been needed for years. So everybody funnels out of
24 the Cortero Interchange. And all that we do there is, I
25 don't know, five times, six times in the last 20 years

1 just made changes there. So we spent millions of dollars
2 changing the interchange at Cortero and I-10. Why didn't
3 we take those millions of dollars and go up the street to
4 Twin Peaks Interchange?

5 The rail; you know, I work for a large company.
6 I travel a lot, and there are wonderful rail systems
7 within this United States, and I can park my car and get
8 on a rail system and go into town, and even in smaller
9 towns. I'm not talking about New York, Manhattan. There
10 are smaller towns that have this light rail. Light rail
11 has been spoken about for, again, another 20 years. And
12 you know, I looked at your diagrams, you are giving, what,
13 5.5 billion to light rail? That tells me that you are not
14 real serious about it. It would be wonderful to go from
15 Tucson to Phoenix on a light rail. I do a lot of business
16 in Phoenix, too. So just park my car, get on that and go
17 to Phoenix and come back, for anything. Everything is up
18 in Phoenix; the new stadium, Cardinal Stadium -- or was it
19 University of Phoenix Stadium is up there. All your
20 sports arenas and venues are up there. We travel a lot up
21 there just to participate in those.

22 But wouldn't it be wonderful to be able to get on
23 a light right rail and be able to dump out? As you were
24 saying, there would be another rail you can get on.

25 I just, again, I just have my doubts on how this

1 is going to be done, just very much. I am not in favor of
2 it one bit. Thank you.

3 MR. S.L. SCHORR: Thank you.

4 Our next speaker is Ms. Priscilla Cornelio.

5 MS. PRISCILLA CORNELIO: Good afternoon,
6 Mr. Chairman and Members of the ADOT Board.

7 I am Priscilla Cornelio. I am the Director of
8 Transportation for Pima County. And I have to say from my
9 perspective, in terms of the TIME Initiative, we from Pima
10 County, we support it and we think it would be great if it
11 happened. If it happened to happen, it really did.

12 Again, we appreciate you all coming down here and
13 taking input into the program. And as I said, one of the
14 reasons it's very important for Pima County, is because we
15 have a number of voter initiatives. We have our 1997
16 Bonds Projects, and we have our RTA. And unfortunately,
17 as Mr. Mendez was talking about in his presentation, the
18 value of the dollar and with the construction cost
19 increases, that, with the order of approved programs, we
20 don't have enough money to build the programs to carry
21 them forth. So for us, we think this is an opportunity
22 that hopefully if it is approved by the voters will
23 provide money that will supplement what we have here to
24 allow us to accelerate some of our projects instead of
25 having to wait years for us to develop and save the money

1 to be able to take them to move forward with them.

2 One of the good things, I suppose, that's sort of
3 like good news/bad news, a lot more people are riding the
4 bus because of all the very high costs in fuel. Well, the
5 bad news is that our collections are way down for Pima
6 County. So what's happening is, it is making it even
7 harder for us, complications, the whole stuff, all of the
8 costs that are happening, the escalation of costs with
9 just fewer collections that are coming in.

10 I'm looking at this year alone like \$2 million
11 less in our collection from what we had budgeted, which
12 makes it very, very difficult for us. And I think both
13 we, Pima County as well as ADOT, we don't know what the
14 Legislature is going to do to us and how they are going to
15 be balancing the budget. I know they will. I feel they
16 will be taking and cutting our HURF, the whole HURF
17 program.

18 Again, I think we are in for some hard times. It
19 would be good if we did have something with the TIME
20 Initiative and we are in support of it. As I said, we
21 welcome working with Mr. Mendez and kind of refining some
22 of the state routes that would be funded by the program.
23 And we hope to be working closely in the next week or so,
24 so that when the whole program is presented to you for
25 adoption on the 19th, we will have something that we will

1 be very pleased with, as well as other people throughout
2 the state.

3 So again, thank you very much for coming down to
4 Tucson. And again, if you have any questions, I would be
5 more than happy to answer them.

6 MR. S.L. SCHORR: Thank you, Ms. Cornelio.

7 Our next speaker is Reuben Teran.

8 MR. REUBEN TERAN: Thank you, Mr. Chairman,
9 Members of the Board, and Director Mendez. My name is
10 Reuben Teran, and I am with the Arizona Game and Fish
11 Department at the Phoenix headquarters. Thank you for the
12 opportunity to address you today.

13 First of all, I would like to acknowledge the
14 positive working relationship between the Arizona Game and
15 Fish Department and the Arizona Department of
16 Transportation on addressing wildlife connectivity and
17 transportation planning issues across the state. With the
18 growing needs of transportation and development of
19 infrastructure in Arizona, it is imperative that our
20 agencies continue to work collaboratively in planning any
21 and all processes to meet the goals and objectives of our
22 respective agencies.

23 According to the Statewide Transportation
24 Investment Strategy, the Department understands that there
25 is a possibility of conservation, environmental and

1 conservation dollars to be coming available to address
2 wildlife concerns and connectivity during transportation
3 planning. The Department would be interested in working
4 with ADOT to craft how these conservation dollars could be
5 spent strategically.

6 From the Department's view, conservation along
7 with public safety along the roads are not considered
8 separate issues. For example, approximately 500,000 and
9 700,000 vehicle collisions occur with deer on a yearly
10 basis.

11 Researchers are now learning how to solve or
12 avoid some of these problems.

13 One positive example in Arizona, the
14 collaborative efforts between the Department, ADOT and
15 other stakeholders on Highway 260 project where we were
16 able to reduce accidents by approximately 83 percent in
17 one year by incorporating a wildlife crossing and
18 associated fencing. However, any issues concerning
19 wildlife needs to be addressed in the earliest stages and
20 planning processes to be a success and most cost
21 effective.

22 The Department is getting ready to unveil a
23 slated GIS tool, giant area of conservation priority, or
24 ACP. It is anticipated that the ACP tool will identify,
25 one, areas with a high diversity of species with greater

1 conservation needs, areas that are important to the
2 Department, high priority areas that should be conserved,
3 protected or avoided completely.

4 And number four, wildlife habitats that may
5 require significant coordination in regard to mitigation,
6 crossing structures, or potential wildlife mitigation
7 opportunities.

8 The ACP tool, in addition to the Arizona Wildlife
9 Linkages, Maricopa County Wildlife Linkages, Dr. Paul
10 Buyers from NAU Wildlife Linkage Assessment and other
11 wildlife linkages currently being considered by the
12 Department are all tools that can be used to help with
13 long-range planning.

14 Thank you for your time, and the Department looks
15 forward to continuing a positive working relationship with
16 you and the Arizona Department of Transportation.

17 MR. S.L. SCHORR: Thank you.

18 Mr. Mitch Stallard.

19 UNIDENTIFIED AUDIENCE MEMBER: Mr. Chairman, the
20 director of public works, Barbara Johnson, I would like to
21 let her speak first. She filled out the card, but she got
22 here late, if that's all right, then Mitch Stallard will
23 follow her.

24 MR. S.L. SCHORR: Sure.

25 MS. BARBARA JOHNSON: Good evening Mr. Chairman,

1 Members of the Board. Thank you for the opportunity to
2 address you tonight and also thank you for coming down
3 here and listening to us.

4 I think that there's been a progressive
5 discussion tonight that has been taking place, from Mayor
6 Loomis, and we echo many of his concerns; and Priscilla
7 Cornelio from the county, we share with her her concerns.
8 And also, I want to let you know that I fully support a
9 statewide regional planning effort. And I have
10 participated in this type of thing for several years in
11 Arizona.

12 With that, I'd like to go into a more specific
13 issue, which is that basically geography is destiny. And
14 we are kind of stuck here along this I-10, and we are a
15 connector to huge areas of the region, and we'd like to
16 move in that regional role. So Priscilla was talking
17 about working with you on a route, we would also like to
18 have that opportunity.

19 For example, we have major interchange planned at
20 the Tangerine Road, which is a brand new interchange that
21 actually opens up areas of Oro Valley. It helps with the
22 extension of Match Play and certain regional sports
23 activities that are going on, and major regional
24 commercial development. So you know, we have a real
25 interest in that, not just for ourselves but for how the

1 region pulls together or doesn't.

2 But as we go forward, some of the things that we
3 do have concerns about is making sure, A, that the money
4 that we -- and I would like to echo this because I think
5 it needs repeating -- that we normally get, really we want
6 to continue to see how those flow. Because like the
7 others in the region, we have maintenance and the cost of
8 maintaining our existing systems.

9 We would like to assure that the planning is done
10 and continues to be done collaboratively, which, so far,
11 has been a really good effort on your part.

12 And then, thirdly, we would like to assure that
13 as we go forward that the voters get what they pay for.
14 They should go ahead and vote for this, and any effort to
15 change it once it's agreed to by the voters becomes a very
16 public investment.

17 So thank you very much for your time.

18 MR. S.L. SCHORR: Thank you. Mr. Mitch Stallard.

19 MR. MITCH STALLARD: Mr. Chairman, Members of the
20 Board, thank you for this opportunity. I also appreciate
21 you being here, listening and talking about these very
22 issues.

23 MR. S.L. SCHORR: Could you please identify your
24 address and your representative counsel?

25 MR. MITCH STALLARD: I am sorry. I'm Mitch

1 Stallard Vice President of Westcor, 401 East Paradise
2 Falls Drive here in Tucson, Arizona.

3 As I listened to part of the Director's address,
4 a couple of things came into mind, that we, as a private
5 party, we believe we can play in a role specifically, and
6 that is the sustainable funding options that you will be
7 looking at in the future. And very specifically as to how
8 those may relate to the public-private partnership funding
9 mechanism. In particular, and this is an example, I would
10 use the new replacement Tangerine TI that Barbara Johnson
11 spoke of here in which we have been a part of for over
12 three years, in working with ADOT, the Federal Highway
13 Administration, PAG, the local communities. We believe
14 that that is a partnership arrangement that benefits the
15 community, the region as a whole, that everyone, including
16 ourselves, will benefit from. It is a regional system
17 that ties together.

18 It may be rare that a private party will be
19 willing to step forward and commit to the level of funding
20 for a new traffic interchange that we have; however,
21 that's what we've done. To date, we have spent about
22 \$4 or \$5 million in a design phase, a new traffic TI,
23 cooperating and collaborating with local ADOT district
24 engineers, as well as with the Town of Marana.

25 We would suggest and we would propose that such a

1 level of public-private partnership funding and our
2 commitment the funding has been to the Town of Marana, to
3 PAG, and to the local ADOT district engineer, to be
4 substantially greater than the \$4 or \$5 million we have
5 already spent. We stand ready, willing and able to make
6 what we believe is a very significant and huge
7 contribution towards the cost of that new interchange.

8 Our concern is one of timing and we would propose
9 to you, the Board, that there must be ways to work
10 public-private partnerships that can be identified that
11 meet your sustainable funding goals. There must be ways
12 to accelerate and look closely at the timing of
13 development of these system interchanges and improvements.

14 Ours is such a case in that time will some day
15 run out on us. We would suggest to you that this
16 particular interchange improvement not be looked at solely
17 as a private funding operation but that it truly be a
18 public-private partnership that ADOT and the state take a
19 level of responsibility for, all of us take a level of
20 responsibility for, and continue.

21 Our time is short. We stand ready, willing and
22 able to meet our commitment that we've made to you, to
23 stand by that monetary and financial commitment. And we
24 hope that there is a way to accelerate this looking to see
25 if the additional funding mechanisms meeting the

1 sustainable funding goals can go be found, can be
2 generated.

3 Thank you for your time, for listening. Thank
4 you for being here.

5 MR. S.L. SCHORR: Thank you.

6 Mr. Greg Mattison.

7 MR. GREG MATTISON: Lady and gentleman, my name
8 is Greg Mattison. I represent Citizen's for Picture
9 Rocks. I am President of Citizens for Picture Rocks. I
10 wore my little T-shirt here in case you have a
11 photographic memory, you will able to remember Citizens
12 for Picture Rocks. And the T-shirt is much nicer to look
13 at than the model so you might want to focus on that while
14 I'm speaking.

15 I only have two items that I want to bring to
16 your attention and that I'm authorized by my group to
17 bring to your attention.

18 We have about 12,000 people in our community.
19 Our community is right by Saguaro National Park. We are
20 actually part of Avra Valley. But just because we can, we
21 decided to call ourselves Picture Rocks, and we've become
22 known over the decades as the Community of Picture Rocks.
23 We are not incorporated so several years ago, we decided
24 to form a group that would speak for the population and be
25 able to represent the needs of our population.

1 One item that I wanted to bring up is that, I
2 believe it was the month of April, we voted at our meeting
3 of Picture Rocks, our monthly community meeting. The one
4 item that I know Chairman Schorr is very familiar with,
5 and that is what's become known as Truckers Bypass, the
6 Avra Valley area. We wanted to see what the people's
7 attitude was toward this. And after about an hour of
8 meeting on this particular topic, we found out that we
9 actually did have in our group about four percent of the
10 people that would be very much for the bypass going
11 through the community. I believe 96 percent of the people
12 would be against that; just to give you a feel for where
13 the votes may be and if someone were to consider that in
14 improvement in transportation for our area.

15 Of course, that area right by Saguaro National
16 Park and Tucson Mountain Park is a very environmentally
17 sensitive area. The CP Canal, as you know, has already
18 gone through there and cut off the wildlife corridors.
19 And there's only a little bit of wildlife corridor left
20 there from the rest of the valley and the Reservation over
21 to Saguaro Park and Tucson Park. And it would be almost a
22 crime to cut the rest of that off.

23 And for ourselves as a community, of course, one
24 of the few things we have going for us is the nice, quiet
25 desert nights. And with the Truckers Bypass running right

1 through the edge of our community, that may change.

2 So I just wanted let you know what the outcome of
3 our meeting was, that we voted to the Avra Valley
4 Trucker's Bypass. Of course, if that was part of any
5 transportation plan that we were going to vote on, I think
6 we would have quite a negative vote from our community.

7 The other item I did want to address is that
8 twice in our meeting by various citizens groups, the idea
9 of public transit for Picture Rocks had been brought up
10 recently. As I mentioned, we have about 12,000 people.
11 We have quite a number on fixed incomes. When the RTA
12 came through, we had the RTA folks out for our meeting,
13 and we asked for a bus route out there. We knew it was
14 needed then, and we didn't get any response, and any
15 favorable response at that time. The rest of Avra Valley
16 has a little bus route, but Picture Rocks, for some
17 reason, we have no bus route that would connect us to
18 Tucson's buses. That's something that we very much need,
19 especially with the cost of transportation of our folks on
20 fixed income. If some of that came up in a vote that our
21 folks would have to vote for, I think it would be quite
22 favorable. Thank you very much.

23 MR. S.L. SCHORR: Thank you.

24 Ms. Maryanne Kumiega.

25 MS. MARYANNE KUMIEGA: Hi Chairman and Members of

1 the Board; Maryanne Kumiega, 6613 North Scottsdale Road.
2 I am with the Rose Law Group. I am here on behalf of a
3 variety of large land owners in Pinal County. They just
4 wanted to express their support and appreciation to TIME
5 for designating the north-south corridor as a
6 public-private partnership. They look forward to working
7 with the County, and they think it is going to be a great
8 model and also to figure out the process and funding
9 mechanisms and to make that work. So thank you.

10 MR. S.L. SCHORR: Thank you.

11 Mr. Paul Johnson.

12 MR. PAUL JOHNSON: Mr. Chairman, Members of the
13 Board, Director Mendez, my name is Paul Johnson. My
14 address is Post Office Box 224, Yuma, Arizona. I am here
15 as a member of the Yuma City Council to speak on behalf of
16 the City of Yuma. I am also the vice chairman of the Yuma
17 Metropolitan Planning Organization.

18 First off, I would like to thank you for the
19 opportunity to comment on this and for the extensive and
20 comprehensive effort that has gone into this. I don't
21 know of any other state that has gone into it to this
22 depth trying to combine all forms of transportation. I'd
23 really like to compliment you on that.

24 I also would like to thank Director Mendez, John
25 McNamara, and Bob Hazlett of MAG for allowing us to

1 participate in it back when it was just the DQAZ and have
2 our input on that.

3 We really appreciate it, and I would like to
4 express my community's appreciation to you for the
5 construction of the State Route 195, the area service
6 highway. Part of it is already built, the rest under
7 construction. We are hoping within the next 18 months to
8 24 months that it will be connected all the way from the
9 new commercial port of entry at San Luis and Interstate 8.

10 I also would like to thank you for the widening
11 to Gila Bend. I been driving that road for decades and
12 it's really nice not getting run off the road, to have a
13 nice four-lane divided highway and a good bypass for
14 trucks.

15 And I would like to thank you, Mr. Chairman, for
16 your vision in looking towards the future for possible
17 alternate routes. We don't have any fail-safe backup
18 routes in Arizona; it's Interstate 10 or Interstate 17.
19 There's basically only one corridor, and I would like to
20 thank you for what you do to promote alternate bypasses
21 around Tucson and Phoenix and bring that up. I think
22 that's critical to our future. You can see an enormous
23 amount of truck traffic that funnels through downtown
24 Phoenix that could be bypassed where we could save that
25 traffic.

1 But I'm here tonight to speak about three things
2 in particular. On the comprehensive plan that's on the
3 ADOT site, website, one is Item Number 33, which is
4 referred to as the Yuma Expressway, which is an
5 at-grade-surface controlled-access loop around the south
6 and west side of the City of Yuma.

7 Yuma is, because of the presence of the Yuma
8 Proving Grounds for the Army and Gold Water Ranch, we are
9 very constrained on possible transportation corridors. In
10 fact, we only have three possible east-west transportation
11 corridors in the main part of the county that has been
12 developed. Project Number 33 would allow the preservation
13 of right of way for that and eventually developing that
14 into a four-lane controlled-access roadway.

15 Our number one priority would be to have -- we
16 have on the area service highway that comes up from the
17 Mexican border and stops at Interstate 8, there is no car
18 connection to U.S. 95. There is a single two-lane Road
19 that extends forth about two miles through existing
20 neighborhoods, two elementary schools, a new high school,
21 a new middle school, new community center, about 3,000 new
22 houses. The ADOT district engineer lists it as his number
23 one priority. We are in the process of doing a design
24 concept report on it.

25 One of the alternates would allow you to build

1 the connection between SR 195 and US 95 across vacant,
2 undeveloped desert that's owned by the State and Federal
3 Government. It wouldn't disturb any private property or
4 any privately owned structure. I'd ask that you consider
5 including that in these projects.

6 The second item is Number 33, to initiate the
7 Yuma Expressway, a surface controlled access road. What
8 we basically need to do right now is have a design concept
9 report that is NEPA compliant so we can define the
10 alignment and the right of way so we can get the right of
11 way, set it aside before people build on it. We are in
12 the process of widening one mile of city street on one of
13 our arterials. It has taken us seven years to get the
14 right of way. It's cost us twice as much to get the right
15 of way as it will to build the street.

16 This is an opportunity to preserve one of these
17 corridors and to provide for the future growth of the
18 whole area. And it will put the Town of Summerton and the
19 Cocopah Indian Reservation back on the State highway
20 system.

21 And finally, your Project Number 29 is the
22 widening of US 95, or Avenue 9E. That's about Mile Post
23 32 to Aberdeen Road, which is about Mile Post 48; done the
24 design concept report on that. That is the road that
25 connects to the Yuma Proving Grounds where the GM test

1 site has moved to.

2 The Yuma Proving Grounds has increased by about
3 50 percent and the number of employees there. It is kind
4 of a unique military installation because we've only got
5 about 500 military and civil service employees there. The
6 rest of them are high paid contract employees that work
7 there permanently and low-level contractors that come in
8 on a temporary basis to test equipment.

9 Well, the portion of Project 29 between about
10 Mile Post 32 and Mile Post 48 is really critical to
11 serving that critical national defense aspect. The other
12 part of it that goes from Aberdeen Road north to the
13 county line, somewhere around Mile Post 76, I would like
14 to see you finish it tomorrow because I've got four grand
15 kids in Las Vegas and the traffic count on it is only
16 about 3,000 cars a day. I would suggest that you might
17 want to split the project to 29 A, components A & B, and
18 put these further down the line of your priority list and
19 possibly move up Project Number 33.

20 And I really appreciate your coming down and
21 taking the time to listen to us, and all the efforts that
22 you put into the outreach on this. Thank you.

23 MR. S.L. SCHORR: Thank you. And thank you very
24 much for coming.

25 Mr. Randall Overmyer.

1 MR. RANDALL OVERMYER: Good evening, Chairman
2 Schorr, Members of the Board, Mr. Mendez. For the record,
3 my name is Randall Overmyer. I'm the senior
4 transportation planner for the City of Surprise, Arizona.
5 The address is 12425 West Bell Road in Surprise.

6 I would like to take a few moments tonight to
7 speak on the Hassyampa Framework Study, a retail framework
8 study recently completed by the Maricopa Association of
9 Governments and how this study impacts the roadway
10 corridor that is in our municipal planning area. And I
11 brought a couple graphics along tonight. The larger first
12 one here I wanted to share with you is the actual map of
13 the Hassyampa Framework Study as completed by MAG.

14 As you are all aware, part of the genesis of that
15 study was the concern on the part of the Federal Highway
16 Administration that growth in northwestern Maricopa
17 County, especially west of the White Tank Mountains, would
18 eventually impact the ability of the I-10 corridor to
19 handle regional through-traffic as part of what many have
20 referred to as part of the River Trade Corridor connecting
21 the ports of Los Angeles and Long Beach with the rest of
22 the United States.

23 From this study, there were several controlled
24 access corridors recommended. One of them, the Hassyampa
25 Freeway, the north-south corridor, is included in this

1 plan. A couple notable east-west corridors, the White
2 Tank Freeway north of the White Tank Mountains from the
3 Hassyampa Freeway east to US 60 and the State Route 303
4 was omitted, as was an extension of State Route 74 west of
5 US 60 to Grand Avenue.

6 The City of Surprise is concerned about the
7 initiative of the White Tank Freeway as our highest
8 priority. The State Route 74 extension is primarily on
9 public lands so we may have an easier challenge obtaining
10 the right of way there. The gentleman from Yuma spoke
11 eloquently about the need for a NEPA compliant design
12 concept report to obtain rights of way and dedications of
13 rights of way. I think we are suggesting today that
14 further consideration be given to this White Tank
15 Corridor.

16 We have another graphic that comes into a little
17 bit more detail that shows the Hassyampa Freeway was
18 included in the initiative, the proposed White Tank
19 Freeway coming east to US 60 and down to the 303 and the
20 extension of SR 74.

21 I shared these concerns the other day with
22 Director Mendez and he asked me a very difficult question
23 which is, which project we would suggest we deleted from
24 the program to add to this additional corridor. It was a
25 tough question and I spent a lot of time this weekend

1 thinking about that. And I came to the conclusion that
2 we're not suggesting that any project be dropped, but we
3 are suggesting that the new corridors that were identified
4 in the Hassyampa Framework Study, the White Tank Freeway,
5 the SR 74 extension and the Hassyampa Freeway, the
6 portions of it that are included in this program are
7 included in the category for private-public partnerships
8 and that the 588 million and change that was programmed
9 for the Hassyampa Freeway Corridor could simply be
10 positioned in support of corridors in the Hassyampa
11 Framework Study area, including the White Tank Freeway.
12 And we think that the amount of seed money that is near
13 \$588 million may be enough to, along with our private
14 partnerships, leverage those corridors forward into
15 reality within the life of this fund.

16 We are bringing in our own resources to bear as
17 well. We have adopted a half-cent sales tax on
18 construction materials in our community, and a residential
19 development impact fee that is going to be generating over
20 \$500 million for needed facilities in our community,
21 including interchanges over portions of the State Highway
22 System.

23 Your consultant, Mr. McNamara, was the principal
24 in charge of the Hassyampa Framework Study and can
25 certainly speak to it more eloquently than I. But we

1 would suggest that those funds might be adequate to
2 leverage several of those corridors.

3 We thank you very much for your courtesy and for
4 giving us the opportunity to speak to you.

5 MR. S.L. SCHORR: Thank you.

6 The next speaker is William S. Gaither.

7 MR. WILLIAM GAITHER: My name is William Gather.

8 I live at 7719 East Galileo Lane in Tucson, Arizona. I
9 really want to concentrate on public transportation today.

10 You will find the material I gave you, offhand
11 pieces I've written that were published in The Republic in
12 January and The Star in February.

13 I think we have something now that is completely
14 different than this country has ever confronted. We had a
15 petroleum crisis in 1972; we lined up at the gas pump.
16 This is quite different because rural reserves have
17 peaked. And India and China are going to be demanding
18 more and more fuel for their automobiles. So what I'd
19 like to talk about is the fact that we have a complete
20 change in circumstance that's not going to reverse ever.

21 I rode the bullet train in Japan in 1966, and I
22 rode the first de ge Vain (phonetic), also. Magnificent
23 trains, and when we talk about high speed rail, we are
24 talking about 185 to 200 miles an hour. Light rail is a
25 40 to 50 mile an hour local, dedicated right-of-way

1 system.

2 We are just completely behind in this country,
3 and I think we need to make a major redirection in our
4 thinking, particularly as it affects Phoenix and Tucson.
5 Because if we put in high speed rail and have intermediate
6 stations, and then we begin to develop communities that
7 are based on public transportation, not urban sprawl, we
8 can continue to attract people to Arizona, who we will not
9 attract if we have them spread out all over the
10 countryside. So I believe that is the key issue we need
11 to address, and I think it needs to be done quite
12 promptly.

13 Now, I've got two questions. Number one, will it
14 pass the 1998 high speed rail study that was being updated
15 at issue? Is that complete? I don't know. I have tried
16 to reach Mr. Dickey and I am not sure whether it is or
17 not, but it was due out this spring. But it was going to
18 address high speed rail between Tucson and Phoenix.

19 Second, will Arizona consider negotiating with
20 sovereign level funds in other parts of the world that
21 have collected our money as we pay them for oil? In that
22 material I handed out, I mentioned one firm, a huge
23 development firm in Dubai called Emaar. And it is the
24 kind of organization that might be very much attracted to
25 rail and development efforts of the scale that we would

1 have between Tucson and Phoenix.

2 I think the sales tax is going to be necessary.

3 I think that we also ought to think of tolls on I-10
4 between Phoenix and Tucson to add further revenue to this.

5 So those are the points I simply wanted to make
6 this evening, but I do think that we need to make a very

7 conscious effort on public transportation and its

8 potential between Tucson Phoenix. Thank you.

9 MR. S.L. SCHORR: Thank you very much.

10 Our next speak is presumably our last one because
11 it is the only paper I have showing for an additional
12 speaker. If there any other folks that want to talk, now
13 is the time to please give me your slips. I see Mayor
14 Honea. Mayor, would you like to speak now?

15 MR. ED HONEA: Thank you, Mr. Chairman. I would
16 like to welcome all of you to Marana. If you need to use
17 our facility again, please feel free to call on us. We
18 are happy to facilitate the need.

19 One of the things I wanted to talk about is
20 protecting HURF funding that we get from the State and
21 also State revenue sharing, and I want to put it in some
22 kind of perspective. If we pass a 1 percent sales tax, it
23 will take the State's revenue from 5.6 to 6.60 percent;
24 you add the 2 percent local tax and half percent for the
25 RTA funding, we're at 9.1 percent. We are getting up to

1 that 10 percent level that most people don't want to go.

2 And what I am concerned about is if we pass the
3 tax, local cities and towns are going to get about ten
4 cents on the dollar back because most of it is going to go
5 into major highways or rail or things of that nature. And
6 if there's not a way to protect those revenues, if the
7 State decides because of this new tax and we are getting
8 the other money, that's really important to the general
9 fund of most of the cities and towns in this state. And I
10 am really concerned that we'll pass the 1 cent tax, which,
11 I am in favor of. I think we need overall transportation
12 infrastructure improvements. It pushes all of us in Pima
13 County up to 9.1. We're kind of at our limit. It kind of
14 limits us to have the capacity locally to add any more
15 sales tax to generate revenues. If we lose State Revenue
16 Sharing or State HURF Fund Sharing, it's going to put a
17 lot of cities and towns behind the eight ball.

18 I don't know how to protect that. I have asked
19 Kristin. I see she is here. And nobody seems to be able
20 to give me any answers as to how to put any protections on
21 this if we do that. And that is the one thing that does
22 concern me, that we could find ourselves in serious
23 trouble financially somewhere down the road if that
24 revenue stream to our community is not protected. Thank
25 you. And again, welcome to Marana.

1 MR. S.L. SCHORR: Thank you, Mayor. And I'm sure
2 the Director will be responding to your concerns in the
3 form of a memo addressing those valid questions.

4 Mr. Scott Altherr.

5 MR. SCOTT ALTHERR: Good evening, Mr. Chairman,
6 Members of the Board. I come to represent Santa Cruz
7 County. I am the public works director and county
8 engineer. I'm not an elected official. I am an appointed
9 official so I don't have information on county votes or
10 support for this initiative. So I don't speak for the
11 constituents when I say Santa Cruz County is thankful for
12 this funding opportunity to address its critical needs.
13 Staff at Santa Cruz County is certainly thankful for the
14 opportunity.

15 Santa Cruz County is at a significant
16 disadvantage when it comes to funding. We are the
17 smallest county in Arizona. We currently don't have
18 impact fees. We don't have improvement districts. We get
19 about \$4 million in HURF money a year to address about 800
20 miles of roads. The thought of HURF being potentially cut
21 would just devastate us, and I know that's on the table
22 for this coming fiscal year. So from that standpoint,
23 Santa Cruz County certainly welcomes this opportunity for
24 funding from the State.

25 I think a sales tax may be easier to sell to

1 Santa Cruz County as it's based on consumption rather than
2 assessed on property value. The other mechanism I talked
3 about previously, the improvement district, we've got
4 feelings from the public that they won't go for that. A
5 sales tax, that might go over a little better.

6 Two months ago, we identified critical needs and
7 we issued those to our COG. And our needs are in deep,
8 critical in Santa Cruz County. One in particular, and I
9 imagine that a lot of you board members will hear about
10 this if you haven't, and that is the Palo Parado Road
11 connection. Pal Parado Road has become a very huge issue.
12 We have about 13,000 residents in Rio Rico that access
13 I-19 and cross the river by only one access point.
14 There's another access point further south called Ruby
15 Road, which is also in the State system. But generally
16 speaking, most of the Rio Rico residents access the Rio
17 Rico Drive.

18 Palo Parado is a wet crossing. It is wet all
19 year long. That particular project being on our critical
20 needs list is at the top of our priorities and we would
21 really like for the Board to support that particular
22 project.

23 And I'm sorry I missed the presentation, but I
24 think I did hear that the tax would begin to be collected
25 in 2010. All I can say is that we really stress that we

1 really need assistance with that crossing, and whether it
2 is this initiative that can provide the funding or some
3 other mechanism, we would appreciate that.

4 We additionally want to thank your staff for
5 their support in recently helping us keep that crossing
6 open. As you know, the railroad is trying to close that
7 crossing. Currently 1,400 people a day cross it. So I
8 want to thank you for that, and I thank you for coming
9 down here.

10 MR. S.L. SCHORR: Thank you for coming up here.

11 Mr. Rich Gaar.

12 MR. RICH GAAR: Mr. Chairman, Members of the
13 Board, Director Mendez and staff, good evening. I am Rich
14 Gaar, executive director of SEAGO. Like Scott, though, I
15 don't really have an opinion from my elected officials
16 yet. I expect most of them will be at the Tucson meeting
17 next week. But you guys were a target of opportunity; I
18 was on my way back from Phoenix. And most of my folks
19 have seen Director Mendez' briefing already, so I think
20 they are still making up their minds.

21 I just wanted to congratulate you for coming out
22 here talking with the public, but also mention that we
23 still have a lot of questions. And I don't want to
24 confuse the ballot initiative with your investment
25 strategy. I know they are two different animals.

1 But for instance, today I was at an RTAC meeting
2 in Phoenix, that is, the Rural Transportation Advise-
3 ment Committee, and we had questions on population. As you may
4 be aware, we are changing the way we do population
5 projections. This is taken from the Department of
6 Commerce. We don't even know what methodology we are
7 going to use. We are currently rewriting the executive
8 order, or helping the Governor rewrite the order for the
9 population projection. So I would ask you and encourage
10 you to keep the COGs involved.

11 As we get this information, I will disseminate it
12 to my folks because they have a lot of questions. I think
13 overall most would agree we need to do something. There
14 is no alternative.

15 But there are some questions about how this money
16 is going to be spent. Personally, the enhancement monies,
17 I don't know if a little of bit money going to a town like
18 Duncan will do them that much good. I prefer to see it at
19 the COG level, but that's not the popular opinion in some
20 of our cities and towns. But we will continue to work
21 with you on that. Please keep us in the loop. Thank you.
22 That's all I have. Thank you.

23 MR. S.L. SCHORR: Our last speaker absent more
24 slips appearing, Peter Else.

25 MR. PETER ELSE: Thank you for the opportunity to

1 speak.

2 I would like to reinforce Mr. Gaither's comments
3 on mass transit as part of the State Transportation Plan.
4 I really feel that it's important now for the Board to be
5 as visionary as possible given the circumstances that
6 Mr. Gaither mentioned; not only the price of fuel and the
7 fact that we're reaching a peak oil point, but also
8 because of the global climate change situation.

9 Another aspect of this that I want to bring up is
10 that members of the communities where I live, near the
11 Aravaipa Canyon, Winkelman, Mammoth, Central Pinal County,
12 are very concerned about the fact that congestion problems
13 in the Phoenix and Tucson areas have now gotten to the
14 point that we are considering a bypass that would fragment
15 the wilderness areas of Aravaipa, Santa Clarista, and the
16 mountains of the Aravaipa Valley. These are very
17 sensitive areas that have a very limited water supply.
18 And this is another aspect where we really want -- however
19 the term you used -- megapolis, of Phoenix and Tucson to
20 really look toward 21st century solutions to mass transit.

21 The way I feel is that when we get to the point
22 where people in bedroom communities such as Mammoth, such
23 as Marana and others along the I-10 corridor can get to
24 their work and can get between Phoenix and Tucson faster
25 by mass transit than by the methods of individualized

1 personalized vehicles, then it's going to dramatically
2 change transportation in Arizona, and the Board will be
3 remembered as a very visionary board. Thank you.

4 MR. S.L. SCHORR: Thank you. That concludes our
5 presentations from the public. I will ask the board
6 members if they have any questions or comments they would
7 like to make. Ms. Lundstrom?

8 MS. BOBBIE LUNDSTROM: No.

9 MR. S.L. SCHORR: Bill?

10 MR. BILL FELDMEIERS: No.

11 MR. S.L. SCHORR: Victor?

12 MR. VICTOR MENDEZ: Yes, Mr. Chairman, a couple
13 observations and maybe closing comments, at least from my
14 standpoint, to maybe wrap up some of what was discussed.

15 Once again, I just wanted to maybe remind all of
16 you that this has been a rather interesting process, a lot
17 of local collaboration, like I said earlier, with a lot of
18 the experts out there, a lot of the local elected
19 officials, and many, many people at different levels, and
20 also a lot of compromise. As I mentioned earlier, the
21 critical needs that we identified were 160 billion. And
22 trying to get to the first bite of the apple has been
23 actually very interesting.

24 Some people asked me or said, well, you must be
25 in a really tough job, and I guess it is, but I really

1 have enjoyed the process. We talked to a lot of people.
2 I have been able to touch base with a lot of people I
3 haven't talked to in quite a while.

4 I think it's an issue that we as a community in
5 Arizona have to address. It's not a matter of just the
6 Board or ADOT or the Town of Marana, it's all of us
7 collectively looking at the future and looking for a
8 brighter future for all of Arizona.

9 It is a comprehensive strategy that we have
10 provided for all of you to consider. You know, I haven't
11 used the word multimodal in a long time. As I said, we
12 need to bring diverse solutions to the table, and we do
13 bring diverse solutions. And I'm sure others have
14 different opinions, but we've done the best we can taking
15 that first bite. So I think it's important for us to keep
16 that in mind.

17 As I mentioned earlier, clearly, we, as the
18 Department, again, in concert with a lot of the folks out
19 there that developed this. When you look at the TIME
20 Initiative, it is clearly a citizens initiative. And I
21 just feel like saying here publicly that I am appreciative
22 of the TIME Coalition, a group of business members
23 actually taking the lead and saying, let's put this on the
24 ballot. So they are working very hard at doing that. You
25 know, like I said earlier, doing nothing, in my opinion,

1 is not an option.

2 A couple of concerns were expressed today about,
3 you know, the HURF issue, the diversion of the HURF and
4 even State shared revenues. Within the initiative, there
5 are firewalls built in to assure that, assuming it becomes
6 a reality, that the full 42 billion is used only for
7 transportation, cannot be used for any other issue. And
8 there's also a warning within the initiative about
9 supplanting language. So I know that the Mayor and
10 several others expressed concerns.

11 Outside of the initiative, I would like people to
12 think about there is a budget issue outside of the
13 transportation arena, and how that gets resolved is out of
14 my control. But you know, it is just something that the
15 Legislature and the Governor are going to have to address.
16 And what that final answer is, I don't know.

17 Mr. Gaither, you brought good memories of my trip
18 to France last year. I rode the de Cheve (phonetic).
19 It's an incredible experience and an incredible system.

20 And I think if you look at the strategy that we
21 propose here, it's much different than anything you would
22 have seen even maybe four years ago on a statewide basis.
23 We are looking very hard at public transportation. Is it
24 perfect? Probably not, but it's a much better, deeper
25 thought process we have placed on public transportation.

1 And you know, we have been doing this, even before this
2 crisis, the fuel crisis and such. It's just that
3 evolution, I think maybe in Arizona, maybe through the
4 entire country, I don't know.

5 And so with that, I guess I'll just wrap it by
6 saying this is an issue that will affect all of us as a
7 community. It's not a matter of whether it's just a
8 business coalition or the Department of Transportation or
9 the State Transportation Board. It's all of us
10 collectively putting a solution on the table that is
11 diverse, does address diverse needs out there. So I just
12 want to thank you all for being here and providing
13 comments.

14 MR. S.L. SCHORR: Thank you. There's one exhibit
15 which we didn't get into much, and I believe it may be out
16 on the table. Is the exhibit here which details the
17 projects from within Pima County? It is on the table
18 outside?

19 MR. VICTOR MENDEZ: Yes. They are nodding yes.

20 MR. S.L. SCHORR: They are nodding yes, but let
21 me briefly touch upon it because it begins to bring home
22 at the local level what we're talking about.

23 As Victor Mendez has said, we are not here on
24 behalf of the TIME Initiative. We are here to simply get
25 public input on the Statewide Transportation Strategy

1 which the Department has evolved over the past year at the
2 request of the Governor.

3 And just to take one county and only one county,
4 Pima County since we're here, and to focus more upon the
5 north part of Pima County because that's where we're
6 sitting this evening. Let's talk a little bit about how
7 I-10 and I-19 are dealt with to the tune of half a million
8 and 1.5 -- excuse me half a billion. One little decimal
9 point here and there these days.

10 And then we have statewide improvements, and
11 there have been discussions, ongoing discussions, with the
12 local officials and with the local councils of governments
13 to see what modifications might be applied to those
14 improvements. And hopefully before our conclusion, those
15 will be wrapped into what we are talking about.

16 Also, to get to Victor's point, though we didn't
17 spend a great deal of time talking about it, the public
18 transit projects. It is inconceivable to me when I first
19 came on the board five or six years ago that we would be
20 focusing to this extent on public transit projects and
21 programs, also the high speed intercity rail, commuter
22 rail and light rail. That is on the books here for about
23 1.5 billion. The light rail in Tucson and Northern Pima
24 County, and the modern street car is also in there, about
25 400 million.

1 So you can see the emphasis upon this
2 transportation strategy is truly multimodal. As was when
3 Paul Loomis and I and others worked on the Regional
4 Transportation Authority, that was a multimodal project as
5 well, in which we spent roughly 25 percent on multimodal
6 aspects of transportation.

7 So I encourage you all to take a look at these
8 exhibits, and look at what pertains to your particular
9 community, what pertains to your particular county, and
10 that would, I think, give you a better handle on what the
11 investment strategy is.

12 Let me again reiterate our thanks to all of you
13 for coming here this evening and giving us the benefit of
14 your questions and comments. Thank you very much. Good
15 evening.

16 (6:41 p.m.)

17

18

19

20

21

22

23

24

25

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

3

4

5

6 I HEREBY CERTIFY that the foregoing was
7 taken before me, TANIS EASTRIDGE; that all proceedings had
8 upon the taking of said hearing were recorded and taken
9 down by me on a steno machine as backup and thereafter
10 reduced to writing by me; and that the foregoing 66 pages
11 contain a full, true, and correct transcript of said
12 record, all done to the best of my skill and ability.

13

14 WITNESS my hand this 24th day
15 of June, 2008.

16

17

18

19 _____
TANIS EASTRIDGE
20 COURT REPORTER

21

22

23

24

25

VICTOR MENDEZ, DIRECTOR)
ADOT) S.L. SCHORR, DIRECTOR
) STATE TRANSPORTATION BOARD