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BEFORE THE ARIZONA STATE TRANSPORTATION BOARD  
REPORTER'S TRANSCRIPT OF PROCEEDINGS

Phoenix Convention Center West  
Phoenix, Arizona  
June 11, 2008  
5:00 p.m.

PREPARED FOR:  
K.D.A.  
(Original)  
  
PREPARED BY:  
MS. TANIS EASTRIDGE  
Court Reporter

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10 Further Testimony Submitted by

11 Mr. Joseph Ryan

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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, Phoenix, Arizona,  
4 Commencing at 5:00 p.m. on the 11th 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. BOB MONTOYA  
MR. RICHARD TRAVIS

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

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1 Phoenix, Arizona  
2 June 11, 2008  
3 5:00 p.m.

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

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6 MR. S.L. SCHORR: Good evening and welcome to a  
7 special State Transportation Board Public Hearing. The  
8 purpose of this hearing is to receive public comment on a  
9 proposed Statewide Transportation Investment Strategy.  
10 This grew out of the framework studies which this board  
11 initiated and funded about a year ago. Let me explain to  
12 you what I believe the Board's role in this matter is. We  
13 have been inviting public comment on the Statewide  
14 Transportation Investment Strategy. Should a funding  
15 source for this program reach the ballot and be approved  
16 by the voters, the Board will take final action on that  
17 strategy.

18 The Board's ability to meet transportation  
19 demands in the future have been seriously impaired by the  
20 lack of adequate funding, both now and in the future. We  
21 are facing years in which there will be no funds available  
22 for new projects. The only funding that we will have will  
23 be present for the maintenance of the system. And a lot  
24 of expectations for the qualitative growth of the state  
25 will be seriously impeded.

Tonight's hearing is the third of four meetings.

1 We've had hearings in the Town of Marana, in the City of  
2 Flagstaff and the final hearing will be in Tucson next  
3 week.

4 My name is Si Schorr, I'm the chairman of the  
5 State Transportation Board. With me this evening are our  
6 vice chairman, Delbert Householder from Safford; State  
7 Board representative Bobbie Lundstrom from Nogales; Bill  
8 Feldmeier from Prescott; Felipe Zubia from the West Valley  
9 and Maricopa County; Victor Flores from Phoenix; and Bob  
10 Montoya from Flagstaff.

11 Before proceeding any further, I will ask Victor  
12 Flores to lead us in the Pledge of Allegiance.

13 (The Pledge of Allegiance.)

14 MR. S.L. SCHORR: The agenda for this evening  
15 will commence with a presentation by the director, Victor  
16 Mendez, and then a call to the audience for comment.  
17 Since there is a limited amount of time and everyone wants  
18 to be heard, we would respectfully request that  
19 representatives of groups and councils of government  
20 please limit themselves to no more than seven minutes for  
21 their presentations. We ask that individual speakers  
22 limit themselves to comments of no more than  
23 three minutes.

24 Thank you for coming. Thank you for  
25 participating. I will now ask Victor Mendez to provide us

1 with a summary of where we are. Victor.

2 MR. VICTOR MENDEZ: I'm over here. Thank you,  
3 Mr. Chairman, and good afternoon, good evening everyone.  
4 Thank you, all of you, for being here.

5 We're addressing some pretty critical issues in  
6 transportation as we move into the future. As the  
7 chairman mentioned, we actually are in a situation right  
8 now where our current funding approach simply cannot keep  
9 pace with the growing needs of our state of Arizona. We  
10 have a lot of needs throughout the entire state. We  
11 actually have what I would like to term as a diverse set  
12 of needs. It's no longer a matter of just adding highways  
13 and freeways; as you look at the development patterns  
14 throughout the entire state, you look at the changing  
15 demographics and you look at the economy, you begin to see  
16 and pretty quickly realize that there are really a lot of  
17 needs and different needs, if you will, that need be met.

18 As the chairman mentioned, we are fast  
19 approaching a point in time where the board virtually will  
20 have very little funding to address major, meaningful  
21 improvements to the existing system. As an example, for  
22 those of you in the audience that aren't totally familiar  
23 with our programming process, our board works on a  
24 five-year programming process. So every year, they have a  
25 new 5th year. This year, in fact, this Friday, you will

1 be -- actually next Friday, you will be approving a new  
2 program which takes you through the year 2013. In the  
3 year 2013, you have \$82 million available outside of  
4 Maricopa and Pima Counties for major, meaningful  
5 improvements to the State highway system.

6 I like to remind people that in my personal bank  
7 account, \$82 million is actually a lot of money. But, in  
8 our line of work, \$82 million really doesn't go very far.  
9 So my assessment is that \$82 million may be able to get  
10 three, maybe four major projects to address improvements  
11 on the State highway system. In about two to three  
12 programming cycles, when we are addressing the year 2015  
13 and 2016, the amount of money will diminish virtually to  
14 zero. And that means unless there's any infusion of  
15 revenue into our funding stream in whatever manner that  
16 might be, basically as the chairman said, we will be in  
17 maintenance mode primarily.

18 So we will be able to maintain and protect our  
19 pavement. We'll be able to maintain and protect our  
20 bridges, and we intend to do so. Safety is very important  
21 and actually the highest priority for us, but beyond that,  
22 you will see very little major improvement outside of Pima  
23 and Maricopa County areas. Simply because in these  
24 counties we have a major local revenue source that is  
25 helping in that regard. So I think it's important to keep

1 that in mind. We will be in a maintenance mode very  
2 quickly if things do not change.

3           Now, I think all of us recognize that it's  
4 important for all of us to invest in our communities in  
5 order to be able to preserve the quality of life. And in  
6 my opinion, we need to act soon. I know there is a lot of  
7 concern out there about when do we move forward with any  
8 kind of an actual initiative. So speaking as the Director  
9 of Transportation, the sooner we do that, the better off  
10 we are. Because the economy will recover. We all know  
11 that. We hear about that. Once that economy recovers, we  
12 will continue to grow. And if we are not prepared for the  
13 growth, we will fall further and further behind.

14           With regard to the economy itself, I think all of  
15 us understand clearly that transportation infrastructure  
16 really is essential for our economy. We want to maintain  
17 a robust economy. We want to continue to attract jobs to  
18 Arizona. If we want to move people and goods efficiently  
19 throughout Arizona, it's going to be important for all of  
20 us to actually come up with a solution.

21           Throughout the MAG region, we have challenges,  
22 unique challenges within our region. I'm sure all of you  
23 experience congestion every day, morning and afternoon.  
24 Within the region itself, there's also the issue of  
25 circulation, getting from point A to point B for various

1 reasons. And then of course, we have connectivity. We,  
2 as a region, in Maricopa County don't exist by ourselves.  
3 I know a lot of you are here from Pinal County. Because  
4 we have a connectivity issue with other counties. And the  
5 whole state is really connected. It's not just Maricopa  
6 and the rest of the state.

7           Then, as I mentioned, the issue of diversity in  
8 our development patterns. And what I mean by that is  
9 quite simply, I'll give you an example, I like to use  
10 Tempe as an example. They are land locked. And I'm not  
11 speaking on behalf of Tempe. These are just my  
12 professional assessments. So quite frankly, I recognize  
13 that transportation solutions in Tempe are very different  
14 than the solutions in, let's say, the City or the Town of  
15 Buckeye. I can guarantee you we will not build any  
16 freeway in Tempe. I would not survive that, for one, and  
17 second of all, it just wouldn't make sense from a  
18 professional standpoint. They have been looking, I  
19 believe, in improving their public transportation system,  
20 rail solutions and other solutions. A freeway, a new  
21 freeway in Tempe simply wouldn't make sense.

22           You look at the Town of Buckeye and you look at  
23 the I-10, with the proposed 801, those are solutions in  
24 the future. You know, widening I-10 would make sense  
25 there. As I mentioned, we are connected to the rest of

1 the world. And solutions in Buckeye probably are very  
2 different than solutions, let's say, in Prescott, Prescott  
3 Valley. So I think we need to keep that in mind.

4           What our strategy is, in fact, we are proposing a  
5 statewide strategy and the proposal for our diverse  
6 solutions for our needs out there. The investment  
7 strategy is, in fact, based upon many decades of study, a  
8 lot of dialogue at the professional level, and with just  
9 the regular everyday user. You know, I'm a citizen. I'm  
10 a regular, everyday user, every day.

11           And then, of course, a lot of program delivery  
12 experience. Again, professionals throughout the entire  
13 state. We had a lot of dialogue. As an example of the  
14 decades of study, I would point to our efforts about  
15 five years ago. As mandated by State law through the  
16 Legislature, we did provide the long-range 20-year plan  
17 called Move Arizona, based on performance criteria that  
18 was stipulated in law. And so that's just one example of  
19 the many efforts over the decades of trying to identify  
20 solutions and address the transportation needs of our  
21 state.

22           The investment strategy, as I mentioned, is a  
23 statewide approach. It is very comprehensive, and it  
24 includes input from councils of governments, metropolitan  
25 planning organizations, tribes -- tribes have their own

1 unique needs in many cases -- our ADOT district engineers,  
2 and many other stakeholders throughout the entire state.

3           As I mentioned, as we continue to grow into the  
4 future, and if you just sort of sit back and look at what  
5 the future may look like, we know, of course, that we're  
6 growing differently in various regions of the state. You  
7 look at the demographics, the demographics are changing.  
8 You start thinking possibly about the impact of high fuel  
9 prices and what they mean in terms of how we develop, how  
10 we actually utilize transportation. So what we know  
11 today, we'll actually, if we don't plan for the future  
12 properly and start looking at those, we will really be  
13 behind the eight ball.

14           Our investment strategy also offers opportunity  
15 to offer some of the existing projects earlier than  
16 currently planned. With regard to the initiative -- and  
17 let me caveat this that I'm not speaking on behalf of the  
18 TIME Coalition. The TIME Coalition is a coalition of  
19 private sectoring. So I'm not going to endorse the TIME  
20 Coalition, the agency is not. But I'm here to discuss the  
21 strategy that was developed by ADOT in concert with all  
22 the players that I mentioned.

23           But I think it's important for me, for you, the  
24 Board, and people in the audience to just kind of, in case  
25 you are not aware of the needs, to know a little bit about

1 the initiative. And the initiative was, in fact, filed by  
2 the TIME Coalition. It's a one-penny increase in the  
3 State sales tax for 30 years, and it generates  
4 approximately \$42.6 billion for transportation. It has an  
5 effective implement date, implementation date, of January  
6 of the year 2010. So even though we potentially would  
7 vote on it in November of this year, the tax itself would  
8 not become effective until January of 2010.

9           Again, those are facts from the transportation  
10 initiative. They are points of fact. So I think those  
11 are important points for us to be aware of.

12           So let me jump into my presentation here really  
13 quickly. Okay. Thank you.

14           On a higher level, kind of pulling up and looking  
15 at Arizona within the context of the United States, I  
16 would say for the last two to three years, especially for  
17 those of us that are in the industry and deal with  
18 transportation every day and planning and things like  
19 that, we have been talking for about two to three years  
20 now about megapolitan areas in the U.S. and how that is  
21 evolving throughout the entire state. Many studies, the  
22 map that you have here basically identifies 20 megapolitan  
23 areas in the U.S.

24           It's projected that in the year 2050, 75 percent  
25 of the population in the U.S. will reside in these

1 megapolitan areas. So obviously we have our own  
2 megapolitan area here in Arizona. It's the Sun Corridor  
3 and it's the area that actually begins in the Phoenix  
4 area, runs into Tucson and down into the Nogales and  
5 Sierra Vista area. So that's one of the major growth  
6 areas in the U.S. that's projected to really explode in  
7 the next three to four decades.

8           Within Arizona, our funding stream really comes  
9 from a few sources. We have the Federal and State fuel  
10 taxes. We have the Arizona vehicle license tax, the  
11 Arizona vehicle registration fees, and then some other  
12 various transportation user fees. Now, truly the bottom  
13 line or the baseline of our funding stream for  
14 transportation, as I mentioned earlier, we are facing a  
15 dilemma in trying to keep up with the growth and demand as  
16 we look toward the future.

17           Our funding resources are actually beginning to  
18 slow down. For many years, I think a lot of you that are  
19 in any kind of a construction industry are very well aware  
20 of the rising construction cost, material cost. We're  
21 operating -- or we're actually competing on a global basis  
22 with growth in China and India. So all of that global  
23 competition actually creates some competition for labor  
24 and materials. Operating costs as well are rising. And  
25 of course, we do have some debt service and we do have to

1 pay that on an annual basis.

2           The State and Federal fuel taxes were last  
3 adjusted in the early 1990s. And quite frankly, our  
4 purchasing power due to inflation has eroded considerably.  
5 It's been about 18 years, in some cases, close to  
6 18 years. And so I like to remind people, if your salary  
7 was frozen in the 1990s and you were trying to buy a home  
8 today at today's prices, you probably would not be able to  
9 afford that. And it would be difficult. And that's kind  
10 of what we're facing.

11           In Arizona, construction costs have risen  
12 60 percent in the past five years due to global demand.  
13 And costs for a lot of commodities like diesel, asphalt,  
14 steel and concrete. They do fluctuate over the years, but  
15 if you look at the overall trend, it is upward. So that's  
16 something we have to keep in mind.

17           So as we continue to address that dilemma and  
18 struggle with the growth, it is pretty obvious to a lot of  
19 us. We now spend more time in traffic, more time away  
20 from family, more time away from communities, and you  
21 know, it's beginning to be a burden for a lot of us. So  
22 we need to find a solution there.

23           Within Arizona, the state's population is  
24 projected to nearly triple over the next 40 years. And as  
25 I mentioned earlier, a few years from now, we will only be

1 able to maintain our system if our funding stream does not  
2 change. My opinion, you have heard me say this, and I'll  
3 continue to say it, doing nothing is not a good option.  
4 It's important for us to look to the future, plan for the  
5 future, and then implement a strategy to address what we  
6 see in the future.

7           A lot of the questions that have risen about our  
8 current funding stream, if you look, as I mentioned, fuel  
9 taxes are a major source of funding for transportation.  
10 My opinion, fuel taxes are not sustainable for the future  
11 in terms of being able to deliver on our transportation  
12 needs for the future. There are reasons why fuel taxes  
13 are not very, in my opinion, sustainable. And you look at  
14 fuel prices and if you look at more recent statistics, you  
15 begin to see that more and more people are moving toward  
16 buses and telecommuting and other options, consolidating  
17 trips. So that means less revenue coming into  
18 transportation.

19           If you look at issues such as climate change and  
20 policies implemented to address that, which probably means  
21 less travel, which, once again translates into less  
22 revenue, you look at some really laudable national  
23 security bills, which means energy independence. So we  
24 ought to be using less oil in the Middle East. Again,  
25 that would translate into less revenue. So if you look

1 toward the future, gasoline fuel taxes aren't going to be  
2 very sustainable in terms of what we face in the future.

3           A couple of maps here. These were developed with  
4 our partners at MAGNA, the Maricopa Association of  
5 Governments. Really good graphics on the left-hand side.  
6 You have a map that shows where we were in 2005 in terms  
7 of growth population of about five million people in  
8 Arizona.

9           The interesting thing that I like to point out  
10 here is that we tend to look at the big red blob, and  
11 obviously -- and there's two of them, there's Phoenix and  
12 Tucson. But if you look at those little red blobs that  
13 are turning out there, that tells us that really the  
14 entire state is really growing. You look at Yuma, Sierra  
15 Vista, Kingman, Nogales. There's other blobs there that  
16 will grow as we move into the future. So if you look at  
17 the year 2050, we're projecting potentially 14 million  
18 people. And you can see those red blobs are growing  
19 tremendously.

20           And so I think this red dot map really tells a  
21 very good visual picture of what we may be facing in terms  
22 of growth. And I think the question is, are we prepared  
23 to deal with that?

24           Late last year, as we were working on some  
25 transportation framework studies on the statewide basis in

1 concert with the MPOs and the COGs, the Governor did, in  
2 fact, ask us to identify for her the critical needs in  
3 transportation as soon as possible. One of the issues  
4 that we were facing, of course, is we had an effort under  
5 way to do long range planning in transportation, but the  
6 Governor needed information that would help crystallize  
7 for all of us what we face here in the near future, so we  
8 started looking at critical needs to identify what some of  
9 those issues are.

10           As I did mention, we did use a lot of expertise  
11 that currently exists, the knowledge through studies and  
12 things like that. And so we did, in fact, identify  
13 critical needs on a statewide basis. It was very  
14 important for us to look at many of the issues the best  
15 that we could given that knowledge. Of course, we have a  
16 lot of data. It's not just adding information or  
17 knowledge, we have been in planning and studies for years,  
18 both at the local levels all the way up to the state  
19 level. So we took advantage of all that wealth of  
20 information and data to create a lot of this information.

21           When we consolidated all that critical need  
22 information from around the state, we pieced it all  
23 together, both at the local level and public  
24 transportation on roadway projects, major projects or  
25 major roadways, including highways and freeways at the

1 state level.

2           The total sum that we came up with was 165  
3 billion. And that's a very staggering number when you  
4 think about it. How do you deal with 165 billion? Almost  
5 impossible. It's clear to us there is no silver bullet to  
6 address 165 billion. So we have to find the blend of  
7 solutions to address as much as we can. It's important  
8 for all of us in the audience and the Board to understand  
9 the needs really are pretty tremendous out there.

10           What we finally developed was what we call a  
11 Statewide Investment Strategy. And as the Governor so  
12 aptly asked us when we said we have \$165 billion worth of  
13 needs, her question was, or direction, guidance, you know,  
14 tell us what that first bite of the apple might look like.  
15 So we developed this investment strategy. We created four  
16 different components of the strategy, which actually  
17 turned out to be the \$42.6 billion, which eventually  
18 became the basis for a citizen's initiative called the  
19 Time Act from the TIME Coalition.

20           So let me take you through some of the details on  
21 this investment strategy. The various components we  
22 identified, in the strategic highways project arena, we  
23 identified 58 percent going to that arena, about 24.7  
24 billion. Of that, 3 percent would go to a conservation  
25 and environmental fund. And I will talk about that in

1 just a few minutes.

2           The 55 percent that would go to highway projects  
3 would be distributed in the following manner: The MAG  
4 region would receive 49 percent, or 11.5 billion. The  
5 PAG region would receive 12 percent, or 2.8 billion. And  
6 the other 13 counties would receive 39 percent, or 9.1  
7 billion for a total of 23.4 billion.

8           A second component of the strategy is rail and  
9 transit projects and programs; 18 percent or 7.7 billion  
10 allocated to that. And there's three subcomponents to  
11 that. First of all, 1.2 billion to public transit  
12 projects and programs throughout the entire state. And  
13 that basically would allow us to add or enhance existing  
14 bus systems throughout the entire state. There's a lot of  
15 elderly and disabled programs out there. We would be able  
16 to enhance and expand on a lot of those. And there are  
17 other programs for public transportation.

18           Again, as you look at the demographics, they are  
19 changing, and we will need to address a lot of those  
20 issues.

21           Another component is 5.5 billion that would be  
22 distributed to implement commuter rail in the Phoenix and  
23 Tucson areas, and then also implement inner city rail  
24 between Phoenix and Tucson. There's also conceptually the  
25 opportunity to implement some form of inner city rail into

1 Northern Arizona. And so that's the concept that we have  
2 there. And I know a lot of you for many -- probably for  
3 over a decade, the question has been, I know at least  
4 directed to ADOT: How come we don't have passenger rail  
5 between Phoenix and Tucson? So this approach would allow  
6 us to actually deploy that and make that a reality.

7           And then finally, there's \$1 billion, of which  
8 600 million would be allocated to light rail expansion in  
9 the Phoenix area, and 400 million going to the modern  
10 streetcar or potentially a bus rapid transit in the Tucson  
11 area.

12           Now, the third component is what we call local  
13 mobility projects and programs. As we went around the  
14 state gathering information and input from a lot of  
15 people, it was pretty clear to us that local  
16 municipalities have really as much needs as the state does  
17 on their transportation. We heard a lot about their needs  
18 in terms of streets, needs for public transportation, and  
19 many other things. And so what we would do in this  
20 category is allocate 8.5 billion, or 20 percent, directly  
21 to local municipalities.

22           The breakdown is as follows: 60 percent will go  
23 to the MAG region for distribution to cities, towns,  
24 tribes and the county on a population basis. 38 percent  
25 to the remaining 14 counties, to be distributed to cities

1 towns, counties using the HURF formula. Then 2 percent  
2 would be distributed to tribes outside of the MAG region  
3 on a population basis.

4           And I think it's important for me to note that  
5 the tribes are part of the process. We had a lot of  
6 dialogue with them, a lot of input from them, and they, in  
7 fact, have some fairly unique needs that need to be met on  
8 a tribal basis.

9           And then the final component is what we call  
10 transportation enhancement. And we would allocate 1.7  
11 billion, or 4 percent, to that effort. And again, that's  
12 an allocation that will be distributed to cities, towns,  
13 tribes and counties on a population basis. And the  
14 description behind this is that it would allow communities  
15 at the local level to implement a lot of, what I call,  
16 livability components for your community.

17           We actually have a federal program, it's a small  
18 program in existence right now whereby communities -- it's  
19 a grant program -- communities compete for the funding.  
20 But basically it allows communities to implement things  
21 like pedestrian paths, bike ways, things that make your  
22 community a little more livable, things that we  
23 normally -- I guess I would frame it as things that go  
24 above and beyond just the traditional adding asphalt,  
25 concrete and bridges. So it's an attempt to once again

1 address some of the local needs we have heard about  
2 throughout the many years.

3           So that's kind of the rundown of our strategy in  
4 terms of deploying or distributing that \$42.6 billion.

5           With regard to the roadway investments, this is  
6 what the map looks like. A lot of investment through the  
7 entire state. As I've gone throughout the state and folks  
8 have asked me to come and explain what we are doing, they  
9 become aware that this is not Maricopa County-centric.  
10 This is an issue that addresses statewide needs based,  
11 again, from a lot of folks throughout the entire state.  
12 If this was deployed, we would be able to improve  
13 360 miles of interstate highways, over 400 miles of state  
14 highways and freeways, and approximately 100 miles of new  
15 highways.

16           The other thing that I think is very unique, as I  
17 mentioned earlier, there is no silver bullet here for our  
18 needs for the future. And for the last, I would say three  
19 or four years on a national basis, more recently here in  
20 Arizona, there's been a lot of discussion about  
21 public-private partnership and how the private sector  
22 might be willing to actually invest in transportation  
23 infrastructure.

24           The Legislature this session spent many months  
25 debating the issue of public-private partnerships. So

1 what we have done with them with the strategy is  
2 recommended some level of funding to actually stimulate  
3 this constant public-private partnership. And if  
4 everything were to come to fruition, we're talking of  
5 approximately 250 miles of new freeways that would require  
6 and hopefully would incentivize the public-private  
7 partnership to actually step up to the plate and make this  
8 a reality.

9           The next slide, we basically are overlaying the  
10 highway improvements on the State land map. And  
11 basically, what we are attempting to show here is, there  
12 is a lot of opportunity for us to work closely with State  
13 land on some of the future developmental areas, see what  
14 kind of partnerships might be able to develop. And also,  
15 we would be able to deploy transportation and also, at the  
16 same time, enhance the value of the State trust lands.

17           This next map overlaying the highways, the  
18 strategic highway improvements on the tribal communities.  
19 And again, trying to depict for you how we see the  
20 solutions within the tribal communities.

21           Then finally, another overlay of highway  
22 improvements showing where the natural infrastructure, a  
23 lot of interest from the conservation and environmental  
24 communities about the impact that transportation has on  
25 the natural environment. And we worked closely with

1 several organizations, Nature Conservancy and the Sonoran  
2 Institute to address those areas and try and address those  
3 impacts of our strategy upon that. So this is just  
4 another map where we have taken a look at different  
5 issues, different components to ensure that we minimize  
6 impact.

7           As I mentioned earlier, there is a rail component  
8 to this. And what we are trying to depict here is the  
9 commuter rail components in the Phoenix and Tucson areas  
10 that would eventually be connected collectively with  
11 passenger rail. And like I had mentioned earlier, we then  
12 would have a passenger rail between Phoenix and Tucson,  
13 eventually being able to expand that into Northern  
14 Arizona. So there is a lot of opportunity there to do  
15 something like that.

16           I mentioned earlier the rural public  
17 transportation program. Once again, as we look throughout  
18 the entire state, a lot of opportunity there to enhance  
19 and expand programs. In many of the rural communities,  
20 there is a program called the Connector Program that  
21 connects rural communities to the more urban communities.  
22 Within this strategy, we think we would deploy 15 new  
23 routes. And some of the routes, as an example, between  
24 Phoenix and Payson. I do know right now, we do have a  
25 Gila Bend to Phoenix connection, and in that case, we

1 hopefully could increase service.

2 Phoenix to Maricopa, that just was deployed here  
3 recently, and we congratulate the City of Maricopa. And  
4 there you are. Again, you know, people looking to the  
5 future and looking for those diverse solutions, and on and  
6 on. And I will hold this example, I won't go through all  
7 of them, but again, people looking at the future and  
8 different ways to move people.

9 I mentioned earlier, elderly and disabled  
10 programs. I won't go through my whole list, but we  
11 believe that we could probably expand operation of more  
12 than 100 service vehicles statewide for the elderly and  
13 disabled. We have various Dial-A-Ride systems. We have  
14 Valley Metro Dial-A-Ride, and on and on. But again, this  
15 provides us with an opportunity to enhance and expand  
16 those services.

17 I had mentioned earlier a conservation  
18 environmental mitigation fund. And these are some of the  
19 issues that we believe are very important as you look  
20 toward the future. The best example I can give you is  
21 something that ADOT had been working on, wildlife movement  
22 and connectivity. We have been working with Game and  
23 Fish, various other environmental agencies. And we've  
24 created a wildlife linkages program.

25 And we actually have a pilot program on State

1 Route 260 where we are having a lot of accidents between  
2 elk and vehicles. And from my standpoint, as Director of  
3 Transportation, my number one priority is safety for the  
4 motorists. The other agencies seem to have a higher  
5 priority on the animal factor, but when you piece it  
6 together, you actually see we have a mutual interest here.  
7 We want a safe road. So they're not exclusive. We just  
8 may see the world a little differently, though we can  
9 accomplish the same goals, safety for everybody, and  
10 maintain connectivity for the wildlife.

11           So these are the kinds of programs that we hope  
12 to deploy. And I think this would give us a good  
13 opportunity to do something like that.

14           Then finally, a couple slides. I mentioned the  
15 local mobility projects and programs at the local level.  
16 This is intended to allow local communities to receive  
17 funding, 20 percent, coming directly to them to improve  
18 their local system, whether they want to maintain their  
19 streets, patch potholes, buy buses, etc. etc., as long as  
20 it's transportation, that's what the intent is.

21           And then I mentioned earlier, the issue of the  
22 transportation enhancement component. Once again, it's a  
23 matter of looking at where you are as a city in terms of  
24 your development and identifying ways to make your  
25 community more livable. I can tell you, we're here in an

1 urban area. Our board travels on a monthly basis. They  
2 hold a monthly board meeting and they travel to a locale  
3 somewhere in the state. Quite often we go to what we in  
4 Phoenix would say is a rural city, sometimes. As I said,  
5 you know, Kingman is no longer rural, I don't think. They  
6 are small urban.

7           But it's really amazing what a lot of these types  
8 of programs, what type of benefit they bring to these  
9 communities. A lot of them are really geared toward  
10 tourism. Tourism is a major component for them. And a  
11 lot of these programs play a vital role for them. So this  
12 would allow that to be developed at the local level, and I  
13 think be very, very important for that.

14           So with that, Mr. Chairman, I will end my  
15 presentation and turn it over back to you.

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

17           Our first speaker is Supervisor Mary Rose Wilcox.

18           MS. MARY ROSE WILCOX: Thank you very much,  
19 Mr. Chairman. Excellent presentation. I came today to  
20 talk on a specific part of the program, but I want to  
21 congratulate all of the work that's gone into this plan.  
22 We at the elected official level realize that the needs  
23 are there, growth is there, we can't stop it. We've tried  
24 to manage it, and this will go a long way to taking  
25 Arizona into the future in a good way. So

1 congratulations, Victor. Very good.

2 I come today before you to submit a letter, and I  
3 will read it into the record; it's concerning SR 347,  
4 Maricopa Road. And the reason I come before you is that  
5 my District 5 in Maricopa borders on Maricopa. And it  
6 also encompasses Mobile and some of the areas that are  
7 developing very, very fast. And I want to just again  
8 address SR 347. As you are aware, the route starts at the  
9 Queen Creek exit of I-10 and travels in a southwesterly  
10 direction to the Town of Maricopa. This area is one of  
11 the fastest growing areas in the state. Over the past  
12 several years, the travel on the subject route has  
13 increased at a rapid rate to the point that the volumes of  
14 traffic have become difficult to handle with the current  
15 configuration, two lanes each direction.

16 With the influx of homeowners to the Maricopa  
17 area and the amount of daily construction traffic coupled  
18 with the commuter traffic and approximately 1,000 trucks a  
19 day from the materials plant located just to the northeast  
20 of the Town of Maricopa, the situation has become  
21 critical. The congestion has reached a level that there  
22 is a slow-and-go condition every morning and every  
23 afternoon, during the week and on weekends as well.

24 I urge you to consider widening this route to  
25 three lanes each direction and to take steps to

1 rehabilitate it to acceptable lanes along Maricopa to its  
2 connection with I-10. Although ADOT has improved many  
3 routes in the Phoenix area, this route has been a little  
4 bit left behind and is becoming a safety issue.

5 Thank you for considering this route to improve  
6 the ADOT tip as soon as possible. And again, thank you  
7 very much for all the hard work you are doing. I think  
8 you are well preparing Arizona for the future and  
9 hopefully voters will support that.

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

11 Our next speaker is Supervisor David Snider.

12 MR. DAVID SNIDER: Chairman Schorr, Members of  
13 the ADOT Transportation Board, honored guests, members of  
14 the audience, you are going to hear again, I know, in a  
15 while, from the residents and the city council from the  
16 City of Maricopa. And they are going to speak very  
17 ardently and articulately on the State Route 347 issue.

18 I'm here first of all as Pinal County Supervisor for  
19 District 3, which is the western third of the county.

20 I'd like to thank Mr. Mendez, the Department, and  
21 the Governor's office for recognizing and addressing in  
22 this program the need for transportation facilities in  
23 Pinal County. As many of you know, a large and  
24 significant portion of the work force in both Phoenix and  
25 Tucson reside in Pinal County, and the needs to bring them

1 back and forth at this point are many and diverse. And  
2 that has been recognized and there is a willingness to  
3 invest in that infrastructure. Again, addressing it  
4 regionally and coming up with some regional solutions that  
5 are laudable. And like my colleague, Supervisor Wilcox, I  
6 applaud that effort. I support the larger venue and the  
7 larger issue.

8           One of the things that I would like to share with  
9 you is that at the same time that the City of Maricopa and  
10 its citizens have been addressing the issue directly with  
11 the Board and with representatives of the Arizona  
12 Department of Transportation, Pinal County has been  
13 working in an equal fashion in a slightly different venue.

14           I am here to advocate for a third lane for 347,  
15 but there are other things that we have been working with  
16 from the County's perspective with some of our regional  
17 organizations, such as the Pinal County Governmental  
18 Alliance, the Central Arizona Association of Governments,  
19 and the Pinal County Government itself.

20           We recognize that this project, this initiative,  
21 the strategic investment in transportation is somewhat  
22 like a balloon. There is only so much money to go around,  
23 and if you push in the balloon on one side to fix the  
24 problem, you inevitably will create a problem on the other  
25 side of the balloon.

1           So with that in mind, Pinal County has been  
2 working to make some concrete suggestions, which I will  
3 tell you about in a minute, which keep and stay inside  
4 that money box, and we are cognizant of that. We are  
5 working with and want to work with ADOT to see that our  
6 solution is balanced and in fix with the new criteria that  
7 have been used to establish this.

8           One of the most important features of what we  
9 will be proposing does include a third lane on 347, and in  
10 fact, in light of and keeping with the comments from  
11 Director Mendez, we're proposing that that be considered  
12 as a hot lane, which is a public-private partnership that  
13 the third lane is available for transit as well as for  
14 those vehicles, those drivers, who wish to avoid  
15 congestion. They pay an extra fee, a toll, if you will,  
16 modified toll, that would go back into the construction of  
17 that third lane.

18           There are some other things that we are  
19 proposing, and I can tell you that within a week of  
20 tonight, it will have been on the agendas of all three  
21 organizations for adoption; and that is the Pinal County  
22 Governmental Alliance, the Central Arizona Association of  
23 Governments and the Pinal County Board of Supervisors.

24           Again, I thank you for working with Pinal County,  
25 recognizing the needs that are regional in nature, and as

1 Supervisor Wilcox has so graciously demonstrated and so  
2 articulately put, the challenge to 347 is, in fact,  
3 regional. And the solutions that we applaud you for  
4 taking and recognizing those regional challenges and the  
5 regional solutions. Thank you very much.

6 MR. S.L. SCHORR: Thank you, Supervisor.

7 Our next speaker is Mayor Tony Smith.

8 MR. TONY SMITH: Mr. Chairman, Board Members,  
9 Director Mendez, I'd just like to pause for a moment just  
10 to recognize the citizens from Maricopa that took the  
11 time -- please, if you are from Maricopa, just stand a  
12 moment. Thank you. You may be seated.

13 I just wanted to just thank you for having the  
14 vision for having to work on statewide solutions. This is  
15 a landmark opportunity for you and you've gone -- you've  
16 taken and you've embraced this, and the City of Maricopa  
17 supports statewide and regional solutions. And you've  
18 done so much for improving 347 to benefit the City of  
19 Maricopa, and we applaud you for doing that.

20 Some of the improvements you have done for  
21 Highway 347, you've resurfaced it from I-10 to Maricopa,  
22 improvements in the Queen Creek and the Maricopa Road  
23 intersection. This is a very dangerous and hazardous  
24 situation, and you've stepped up and not only improved and  
25 made it much safer, but now the increased traffic flow is

1 much better. The City of Maricopa fully supports the  
2 regional and statewide developments.

3 I realize even after one week of being mayor that  
4 economic development will not happen in the Maricopa area  
5 if we do not look beyond Maricopa and into the region and  
6 support statewide. On behalf of the City of Maricopa, I  
7 pledge that we will be moving and continue to work on  
8 regional and statewide initiatives as far as we possibly  
9 can.

10 Some of the additional improvements, though, that  
11 are desperately needed on Highway 347 are based on the  
12 traffic counts. We have 50,000 vehicles per day on  
13 Highway 347 -- and this for a four-lane highway --

14 Is at a level service E, and a critical  
15 standpoint that -- you know, often times highways like  
16 this service more like six lanes.

17 We even have gone to the point of our new  
18 transportation, our transit system that is being highly  
19 successful that we've just launched that Director Mendez  
20 has mentioned, may in the future, if the congestion  
21 continues, may hamper the expansion and the progress that  
22 that transit system may make.

23 Also, additionally, the Union Pacific Railroad  
24 grade crossing, the vehicle traffic is one of the highest  
25 in the state. And now presently, we have the double

1 tracking going through Maricopa. So we have a very, very  
2 high travel crossing with 33,000 vehicles per day,  
3 compounded with a double tracking with the prospect of 100  
4 trains a day coming through there. So that is, as you can  
5 imagine, a huge concern from the citizens of Maricopa.

6 I believe that Maricopa's situation is somewhat  
7 different than many of the other projects and the areas  
8 that are being presented to you. We are an as-is  
9 situation. We are not a community that is looking, as  
10 some of the other cities, at a future situation. Our  
11 as-is has an existing population that is continuing to  
12 grow at a very rapid rate, and we think the solutions are  
13 needed now.

14 Then finally, Maricopa simply asks for its fair  
15 share of transportation funding. We thank you again. We  
16 applaud your vision, and the City of Maricopa will  
17 continue to work with you on regional and statewide  
18 solutions. Thank you very much.

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

20 Our next speaker is Mr. David Schwartz. I would  
21 remind the speakers to please state their name and address  
22 for the record.

23 Mr. Schwartz.

24 MR. DAVID SCHWARTZ: Good evening, Mr. Chairman,  
25 Members of the Board, Director Mendez. My name is David

1 Schwartz. I am executive director for Friends of Transit.  
2 Our mailing address is 355 West Clarendon, Suite 245,  
3 that's 85013 in Phoenix.

4 I thank you for the opportunity to come before  
5 you tonight. I appreciate you guys taking time to go  
6 across the state to talk to people like this about the  
7 transportation needs in the state. I had the good fortune  
8 in the course of my career to be working on transit issues  
9 for almost two decades. As I was coming down here, I was  
10 just thinking, if you had asked me a few years ago if I  
11 was going to be coming before a meeting at the State Board  
12 of Transportation to be talking about transit, I'd say I  
13 think I'm in a parallel universe. And to look at the  
14 strategy and the plan you have before you with a  
15 significant amount of money for transit, I applaud you for  
16 that.

17 Friends of Transit's mission, since dating back  
18 to 2001, has always been to educate the community about  
19 the benefits of mass transit as part of a regional  
20 transportation plan. As a 501(3)(c) corporation, our job  
21 is to educate as many people as we can about  
22 transportation issues. And our board is currently  
23 learning more about this, and we appreciate the  
24 opportunity to learn more about it by way of this venue.

25 What we appreciate about the plan that has been

1 laid before us is that you have a significant amount of  
2 money that is put in for rail, and you have money for  
3 buses and Dial-A-Ride and bicycles and pedestrians, and we  
4 applaud you in that. We've always thought that a balanced  
5 plan is important.

6           And I am probably one of the biggest advocates  
7 you will ever meet for rail transit. I applaud you that  
8 you have that in there. But the one thing I implore you  
9 to keep in mind is that you can have a great rail system,  
10 but it -- I mean, you can have a good rail system, but  
11 unless you have a good bus system that feeds it, it won't  
12 live up to its potential. So as you are thinking through  
13 all of this, I encourage you and implore you to make sure  
14 that whatever plan you have, which should include rail,  
15 make sure there is a good bus system to feed it.

16           I thank you for your time.

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

18           Our next speaker is Marcus Schmidt.

19           MR. MARCUS SCHMIDT: Thank you for those  
20 comments. Great lead-in. The point that I wanted to make  
21 and that I'm very concerned about, of the 46 billion  
22 you've got allocated there, only 1.2 is specifically  
23 donated -- designated, excuse me, for bus systems.

24           My name is Marcus Schmidt, Phoenix. I'm at 3202  
25 West Muriel Drive, for the record.

1           I'm very concerned that we've got a big pot for  
2 municipalities, this 20 percent that really seems to be  
3 very loosey-goosey and could easily become a black hole  
4 for local communities to meet their budget shortfalls with  
5 whatever they want, including improving streets rather  
6 than working in the direction that the State is trying to  
7 move people towards, and that's increasing public  
8 transportation to deal with our environmental problems,  
9 congestion problems and the increased cost to the consumer  
10 of riding their cars.

11           People are moving to buses by increasing numbers.  
12 They are standing room only on many of the rapid buses,  
13 and we're hearing news that there's not funds to improve  
14 the bus system to add new buses. 1.2 billion of 46 is  
15 only 3 percent, is nothing considering that you've got  
16 4 percent allocated for the livability. I would encourage  
17 you to increase the amount of buses and to make the  
18 20 percent as allocated for the community level, make that  
19 contingent upon at least half of that is spent for public  
20 transportation. Thank you.

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

22           Marvin Rochelle.

23           MR. MARVIN ROCHELLE: My name is Marvin Rochelle.  
24 I live at 10250 West Aragon Avenue, Glendale, Arizona,  
25 even though I'm in Phoenix. I been fighting that battle

1 for 50 years here.

2 I'm only here a short time. 64 years I came out  
3 here from New York when I was 20 years old. I've been  
4 involved in transportation since I got out of the Navy  
5 after 21 years, here in the City of Phoenix. I am talking  
6 as a private individual not as a city commissioner. By  
7 law, I cannot talk as a commissioner, nor will I.

8 We need more transportation, light rail, heavy  
9 rail and buses. The City or the metroplex area of the  
10 City of Phoenix will go from 3 1/2 million to 6 1/2  
11 million by 2030. This will choke us unless we have the  
12 transportation to handle it. I applaud the Governor for  
13 thinking hard, for the link from Phoenix to Tucson.  
14 Fortunately the Union Pacific helps.

15 We need another heavy rail system from Phoenix to  
16 Buckeye to Wickenburg. Buckeye is going to become the  
17 third largest city in the state within the next 7 to  
18 10 years. They are building 315,000 new homes.  
19 Unfortunately, the Northern doesn't cooperate as well the  
20 Union Pacific. We really need to work on that, otherwise  
21 I-10, which is already a disaster, will become a  
22 tremendous disaster. We need road and infrastructure to  
23 bypass the Phoenix metroplex city, over 30, 40 miles  
24 before Phoenix and come out the other side of Phoenix.  
25 Otherwise, our air quality problem isn't going to go away.

1           And unfortunately, the EPA doesn't realize we're  
2 in a desert. We can't help the particular things because  
3 of our monsoons and things like that. They say if you  
4 don't fix it, we'll take it.

5           Thank you and God bless you for the work that you  
6 have all done to this point.

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

8           Jack Lunsford; and our next speaker after Jack,  
9 so you can wind your way toward the mic is Tim Kenny.

10          Jack.

11          MR. JACK LUNSFORD: Thank you, Mr. Chairman and  
12 Members of the Board, Director Mendez, special guests. My  
13 name is Jack Lunsford, and I currently serve as the  
14 treasurer of the TIME Coalition, and also I'm president  
15 CEO of Westmarc.

16          Most of my comments would be directed tonight on  
17 behalf of the TIME Coalition. Westmarc is going through  
18 it's processes right now, and although they have  
19 authorized me to be a part of this process, they haven't  
20 formally endorsed this process as yet -- excuse me, the  
21 initiative, they endorse the process we have done.

22          Mr. Chairman and Members, I don't know, and I  
23 haven't done transportation as long as this gentleman, but  
24 my first experience in transportation was in 1969 when I  
25 found out I was working on a campaign for someone I was

1 interning for, and I didn't even realize it. I've been  
2 doing transportation issues in the Maricopa region since  
3 then, Proposition 355, Proposition 455, Val-Trans, etc.,  
4 and now being a part of this. So it's almost like I've  
5 been living transportation. I give you that background  
6 because I think what we in the TIME Coalition have been  
7 doing is representative of all of the time and experience  
8 that many of our members have had in this particular  
9 issue.

10 I want to commend you and your leadership, your  
11 staff, the COGs and the MPOs because where we have gotten  
12 in a very short period of time is nothing short of  
13 monumental. In terms of the TIME Coalition, I think it  
14 would be helpful for some folks to know that really some  
15 of this started with a conversation that my colleague,  
16 Rock Barnett and I had about two, two and a half years  
17 ago. We began to look at what are the transportation  
18 needs, particularly in Maricopa County.

19 From that, we've been with MAG leadership and the  
20 Transportation Policy Committee and a variety of other  
21 people, Marty Schultz. Because of his leadership, that  
22 you all had with him under Governor Hull, and David  
23 Martin, we formed the TIME Coalition.

24 TIME Coalition became 30 different associations  
25 across the state to recognize the importance of

1 transportation infrastructure to our economy. In fact,  
2 the name time is no fluke. It's Transportation  
3 Infrastructure Moving Arizona's Economy. It was chosen  
4 specifically for that because we recognized the importance  
5 of having a transportation infrastructure in place. This  
6 moved rather quickly, because as TIME was working both  
7 with the Department on the frame work studies -- in fact,  
8 members may recall that we came to you and endorsed your  
9 support of the framework studies, but we were also doing  
10 surveys on our own to test the funding sources, the  
11 interest of the voters etc., etc.

12           What we learned more significantly than anything  
13 was that the number one person to lead an effort on a  
14 statewide basis by the voters, recognized by the voters,  
15 was the Governor. The Governor of the State of Arizona.  
16 And I think the Governor has clearly stepped forward in  
17 recognition of that and is providing her leadership.

18           So again, we looked at this from the aspect of  
19 the economy, the fact that we are as a state -- and  
20 studies show this, you've seen this in your other  
21 presentations, we're a pass-through for shipping from the  
22 east coast to the west coast. That's an important thing  
23 for us, but at the same time, it creates congestion around  
24 our communities. So as we move towards the TIME  
25 initiative, it's about connecting our state both

1 externally, as I mentioned, but also internally.

2           When I was studying in college, I learned about  
3 channels of distribution. And I'm a native of Arizona,  
4 and I kept looking around, and I've lived all over the  
5 state, and I thought: Where are our channels of  
6 distribution? We don't have those corridors like other  
7 states do. We have the opportunity to provide those  
8 corridors in this process. So we want to lay the  
9 foundation for the future, and we think we are doing that  
10 by building the infrastructure and improving and  
11 strengthening our economy, addressing congestion and air  
12 quality.

13           You know, when I was working on the Proposition  
14 400 campaign, several people said: Why didn't you plan  
15 for rail corridors along with freeway alignments? And I  
16 asked them if they were here in 1988, and if they were  
17 here, did they vote for Val-Trans, and if they voted for  
18 Val-Trans, it would've been more than half way completed  
19 and more than half way paid for. We had a vision and we  
20 had a plan, and there wasn't the acceptability at that  
21 time to do that. We have the opportunity to do that.

22           So in terms of the timing of the initiative,  
23 because that's part of what this whole process is to do,  
24 to recognize that the voters thought the Governor was the  
25 best person to lead, and she wants to lead. The next

1 window of opportunity for us, if you look at election  
2 timeframes, is 2016. We can't wait that long.

3           The studies have been done over and over and over  
4 again. And really what we have is a culmination of those  
5 studies. The COGs and MPOs have provided their input in  
6 terms of critical needs. The Legislature had been asked a  
7 couple of times and decided not to pay attention to this  
8 issue. So that's how we have gotten to this point.

9           Now what we have is a comprehensive, multimodal,  
10 statewide, integrated plan with a dedicated funding  
11 stream. Where we've come in the last two or three years  
12 to this point, again, as I said earlier, is monumental.

13           Victor Mendez said earlier that doing nothing is  
14 not an option. I agree with that, but I'm going to agree  
15 with it from an experiential perspective. I witnessed  
16 what happened when we voted on transportation  
17 infrastructure in 1969 and 1974 in the MAG region, and we  
18 did nothing.

19           And doing nothing took us to where everybody is  
20 now, especially the new folks coming into the state go,  
21 gosh, you guys are way behind. Well, we are at least  
22 20 years behind because we didn't do anything when we had  
23 the opportunity.

24           So this is good for the MAG region, it's good for  
25 the state. And it addresses transportation infrastructure

1 for our economy and so on.

2           Mr. Chairman and Members, again, I'd like to  
3 thank you, leadership, the ADOT team and managers, the  
4 COGs and MPOs, for all the work they've done in Maricopa  
5 County and all the cities that have been participating and  
6 also Pinal County. And I appreciate the opportunity and  
7 chance to visit with you this evening. Thank you very  
8 much.

9           MR. S.L. SCHORR: Thank you. Our next speaker is  
10 Jim Kenny, after that Gene Holmerud. I hope I didn't  
11 mistreat that name too badly.

12           MR. JIM KENNY: Good afternoon, Mr. Chairman, my  
13 name is Jim Kenny. That's okay, I've had sisters and  
14 brothers call me much worse. For the record, my name is  
15 Jim Kenny. I'm at 6019 East Crocus Drive in Scottsdale  
16 85254. I'd like to thank all of the folks who spoke  
17 before me, too, because a lot of the things they said, you  
18 know, I think resonated with me certainly. But I'm not  
19 going to repeat any of that.

20           Instead, I'd just like to thank the Board and the  
21 Governor's office, and particularly Director Mendez and  
22 Mr. Zubia and Mr. Travis for their leadership on this.  
23 Let me just say this, right now, we're in a kind of crazy  
24 time, an uncertain time in the whole world and the U.S.  
25 and locally, economically. And yet despite all that,

1 Arizona is expected by all people who analyze this stuff  
2 to continue to be a growing state, a destination for  
3 people and capital and growth and jobs.

4           And I want to commend the Board and commend the  
5 Governor's office, Director Mendez, for having the courage  
6 to put this plan out there. It's a good plan. It's a  
7 comprehensive, global solution to get us to a place where  
8 Arizona, in spite of the economic difficulties that are  
9 around us, will continue to attract that capital that will  
10 result in the improvement of people, goods, commuters, as  
11 well as new, high-tech, high-paying jobs in manufacturing,  
12 in new nano technology, medical science. All those things  
13 are happening now, and this is a great opportunity for us  
14 and the citizens of Arizona to get behind it to show the  
15 state the courage the Board and the Governor's office have  
16 shown and vote for this proposal. Thank you very much.

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

18           The next speaker following Mr. Holmerud is Ruth  
19 Garcia.

20           MR. GENE HOLMERUD: Mr. Chairman Schorr, Members  
21 of the Board, and Director Mendez, I'm Gene Holmerud, 1549  
22 East Desert Drive here in Phoenix. I'm a board member and  
23 director of the Coalition of Arizona Bicyclists. We are  
24 an educational group, both decision makers as well as  
25 users of bicycles, and to promote, as well, our own

1 causes.

2           The Coalition itself can't take a position on the  
3 initiative, but several of us members do have opinions  
4 that are supporting it. In fact, I've got the petition  
5 with me.

6           We do have a dialogue, ongoing dialogue, with the  
7 Department of Transportation. We do have members who are  
8 employees of ADOT. We have a dialogue with the Governor's  
9 Office of Highway Safety. And so we do have issues now  
10 with what bicycle facilities need to be.

11           Because I've asked this -- and first I'm going to  
12 say that bicycling is now becoming recognized as a  
13 transportation, important means of transportation. A year  
14 ago, the 12 months ending just a year ago this month,  
15 there were 1.1 million bicycle loadings on Valley Metro  
16 buses. And that was when gasoline was like half the  
17 current price it is now; envisioning what it's going to  
18 become in 12 months. And we, as I mentioned education,  
19 hope that all those people who are dusting their bicycles  
20 off and pulling them down off their racks in their garages  
21 and are going to try to go to work, take a fresh look at  
22 the laws, take one of our classes, in particular.

23           I'm active in the light rail. I'm active in  
24 commuter rail, both the Voices of the Southwest (sic.[per  
25 Mr. Holmerud post-hearing, he misspoke and meant to say:

1 Southwest Rail Corridor Coalition.]) and the Maricopa  
2 Association of Governments. Our main issue with this  
3 initiative, there's a reference to bicycle paths in the  
4 preface. And in about the next to the last page, there's  
5 a list of what monies may be spent on, it mentions  
  
6 facilities for bicyclist and pedestrians. Okay. We  
7 really want to see something of substance in there as to  
8 what the facilities are. For example, the Guide for the  
9 Development of Bicycle Facilities produced by the American  
10 Association of State Highway and Transportation Officials.  
11 This has far more in it about what is really needed to  
12 promote and encourage our needs in transportation than I  
13 could do in my three minutes or seven minutes, or whatever  
14 is allotted here.

15 I had to lock my bicycle this evening to the  
16 directory of the map outside the building. There was no  
17 bicycle rack out front. And this is Maricopa County,  
18 which has been encouraging and leaning on employees to  
19 provide -- employers to provide bicycling facilities, to  
20 encourage their use in transportation. There was no rack  
21 out front here. That's all right. I've got a good lock  
22 and a good cable. I don't think anybody's going to take  
23 my bike. Where I used to work and where I retired, there  
24 was a place to take a shower, had a locker room there.  
25 That was great. Very neat.

1           The light rail, predecessor with the coalition,  
2 argued for twice the number of racks per vehicle on light  
3 rail. Federal requirement is only two. The light rail we  
4 will start using December 27th -- I've already used it, in  
5 fact -- there's four racks per vehicle. So each bicycle  
6 that displaces a car in transportation, that's one less  
7 congestion, the sky is a little bit bluer. I've lost  
8 25 pounds in the last six months, partially due to this.  
9 I have been riding longer than that, but that sure helped.

10           I'm saying, we're out there trying and we ingest  
11 more pollution than we produce, contrary to all those new  
12 vehicles out there on the road. We ask for your support  
13 in all this.

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

15           Ms. Ruth Garcia to be followed by Brent  
16 Billingsley.

17           MS. RUTH GARCIA: Good evening Chairman Schorr,  
18 Members of the State Transportation Board. My name is  
19 Ruth Garcia. I'm the Director of Intergovernmental  
20 Affairs for the Town of Buckeye. My address is 1101 East  
21 Ash Avenue in Buckeye, Arizona. Thank you for the  
22 opportunity to express our comments relating to the  
23 statewide transportation initiative. The Town certainly  
24 appreciates the vision and leadership of Governor  
25 Napolitano on this matter. We appreciate the multimodal

1 nature and the far-reaching nature of the plan that  
2 stretches across this state, realizing that we have to  
3 serve state and regional solutions.

4           There is one issue that we have with the critical  
5 needs list, and that is the State Route 801. State Route  
6 801 is listed as a public-private partnership in the  
7 critical needs list. We support public-private  
8 partnerships, however, if this means a toll road for the  
9 801, this would be very detrimental to our economic  
10 development. We believe that Hacienda North-South  
11 Freeway, which would go from the 10 north and from the 10  
12 south makes logical sense related to having a  
13 public-private partnership, if that's a toll.

14           However, on the 801, we have economic development  
15 planned. We have Buckeye Town Lake. We have Destination  
16 Buckeye now in development. We are planning two  
17 commercial centers. In addition, the Town of Buckeye was  
18 very supportive of ADOT and FHWA in the Hacienda Framework  
19 Studies in which we have two-mile spacings on our  
20 interchanges. This impacts our economic development;  
21 however, we supported that fully because we understood the  
22 importance of keeping the freeway moving. In exchange, we  
23 believed that we would have the 801 with one-mile spacings  
24 for the interchanges where we can really develop, that  
25 economic factor that we wouldn't have coming on to the 10.

1           So again, we applaud the effort; however, if the  
2 801 public-private partnership means toll, then we would  
3 prefer that that not be on the list and we can leverage  
4 funds in a different manner. Thank you.

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

6           Brent Billingsley to be followed by David Moody.

7           MR. BRENT BILLINGSLEY: Mr. Chairman, Members of  
8 the Distinguished Board; Brent Billingsley, Director of  
9 Services for the City of Maricopa. I want to take a  
10 couple minutes and speak about three items; history,  
11 present and future of transportation in Arizona, and more  
12 specifically, western Pinal County.

13           To start off, I have to talk about the history.  
14 The City of Maricopa has had a fantastic relationship with  
15 this board, with the ADOT staff. Through this process,  
16 which, from the outside -- and I am certainly glad I'm not  
17 involved in the inside of this process -- I'm sure it has  
18 been very strenuous, very stressful and has demanded a lot  
19 of time. I'm sure you have been fielding a lot of phone  
20 calls. The folks that I've spoke with, including  
21 Mr. Mendez, Mr. Travis, as well as individual members of  
22 the board, ultimately have handled the situation with a  
23 great deal of class and professionalism. And it's  
24 something that I aspire to as well in my career. And you  
25 guys exemplify that.

1           You've helped us with a number of projects in  
2 history and we appreciate that. You've helped us  
3 resurface 347. You've helped us with numerous safety  
4 projects, signalization projects, as well as a real key  
5 project for us, which was feasibility study for a grade  
6 separation for one of the busiest at-grade intersections  
7 in Arizona if not the busiest at-grade intersection in  
8 Arizona. Thank you for that.

9           That leads me to the present. Presently, with  
10 this plan, there are tremendous opportunities for success  
11 for ADOT and the City of Maricopa. The Governor, as part  
12 of this process, has talked about expanding rural transit  
13 services as a priority. I take a great deal of pride in  
14 the fact that our mayor, our members of our city council,  
15 in cooperation with ADOT have allowed the City of Maricopa  
16 to open the first interregional transit between Pinal  
17 County and the Phoenix metroplex. Our hope is, with this  
18 initiative, and with the passage of this initiative,  
19 Maricopa and our partners, Phoenix, Tempe and Valley  
20 Metro, can expand upon that success and that our partners  
21 in Pinal County and the other cities in Pinal County can  
22 move forward with interregional connectivity and  
23 enhancement in the region and that our system might  
24 provide a stepping stone for others in our region.

25           The opportunity for public-private partnerships,

1 Maricopa prides itself as being a regional partner. Some  
2 of the studies that we are involved in at present not only  
3 stand to benefit Maricopa County and Pinal County but all  
4 of Arizona as a whole, as exemplified by the Hidden Valley  
5 Road Framework Studies that MAG is managing. Maricopa is  
6 the funding partner in that study and is an important  
7 partner in that study.

8 Maricopa Regional Transportation Plan, which is  
9 a true regional plan of all western Pinal County, in  
10 cooperation with Supervisor Snider's staff, and he is here  
11 tonight representing that staff.

12 The Pinal County Regionally Significant Route  
13 Study, which is a key study for all of Arizona, not just  
14 Pinal County. It is our version of the Wilbur Smith plan,  
15 and the Maricopa Transit Feasibility Study and  
16 Implementation Study. All very important.

17 Those allow us to leverage with this plan  
18 public-private partnerships for potential expansions of a  
19 future 303 Corridor, potential for a Hassayampa Corridor,  
20 for a freeway in the future. And we really appreciate and  
21 support the work that the Board is doing and the work that  
22 the Governor's office, including the TIME Coalition, has  
23 done.

24 I would be remiss if I didn't mention 347 as part  
25 of this process. Obviously you have heard myself and

1 others from Maricopa talk about it in the past. It's a  
2 crucial corridor for us. It's the corridor of our future.  
3 We have one way in and one way out of Maricopa, one direct  
4 connection. Our most recent traffic count was done in  
5 March. We had in excess of 52,000 a day. I believe it  
6 was 53,355 that we counted that particular day.

7           The project was voted by Central Arizona  
8 Association of Governments made up of 16 entities, Gila  
9 and Pinal Counties, and all of the cities and towns inside  
10 of that area as a number one priority in the CAG region  
11 when we did our statewide project rankings. That  
12 exemplifies the importance of the 347 Corridor.

13           We also have the grade separation that the  
14 Arizona Corporation Commission is part of, the  
15 double-track project for the Union Pacific Railroad, as  
16 identified as a primary concern for that double-track  
17 project.

18           Our most recent traffic counts show over 33,000  
19 vehicles a day cross at that crossing. Right now, we have  
20 between 40 and 60 trains a day that cross there, anywhere  
21 from 40 to 60 miles an hour. A key project for us is a  
22 key project for ADOT. In closing my discussion on 347,  
23 the City would like to continue to partner with ADOT in  
24 the future for improvements on these projects and would  
25 appreciate any consideration that we may have in the

1 future from the Board with regard to these projects on  
2 347.

3 In closing, and continuing, we have had a  
4 history, we have a future, we have a present that all  
5 revolves around a culture of partnership. And we hope the  
6 City of Maricopa can continue that partnership and the  
7 culture of partnership between the City of Maricopa, our  
8 regional partners and this Board. Thank you.

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

10 Mr. David Moody to be followed by Tom Jenney.

11 MR. DAVID MOODY: Mr. Chairman, Members of the  
12 Board, Mr. Zubia, Victor; David Moody, City Engineer, City  
13 of Peoria.

14 The reason I'm here this evening, sir, is, as  
15 I've been following the studies and been part of the  
16 framework studies to both Hassayampa and others, one of  
17 the issues that I was trying to follow through was trying  
18 to get confirmation on some of the specific projects.  
19 Recently, I verified that within the acceleration  
20 enhancements that have been identified with Maricopa  
21 County, the enhancements on 303, there were possibly three  
22 key interchanges on the 303 that are not part of the  
23 potential study. And those are interchanges that were  
24 identified as part of the Hassayampa Study. And they are  
25 on the 303 between Grand Avenue and El Mirage Road. And

1 so the City of Peoria would request as this study and  
2 everything finalizes that the interchanges themselves  
3 could be added to that as further study so that we could,  
4 as far as the Northwest Valley, could also participate in  
5 the success of this program. Thank you very much.

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

7 Tom Jenney to be followed by Richard Sullivan.

8 MR. TOM JENNEY: Thanks for having me here. I am  
9 Tom Jenney. I am the Arizona Director for Americans for  
10 Prosperity. Our office is at Central and Camelback.

11 Our main concern I want to talk about this  
12 evening is that ADOT and TIME Coalition are trying to use  
13 a significant amount of taxpayer money to build highly  
14 expensive and ineffective transit projects such as light  
15 rail, while avoiding real responsibility, accountability  
16 and performance measures, showing that such projects are  
17 wasteful compared to other modes of transport.

18 As such, we have five questions that we would  
19 like to enter into the public record. Number one, in  
20 2002, the Legislature enacted statutes, A.R.S. 28-503 and  
21 504 calling for ADOT to develop a series of performance  
22 measures, including a cost-per-person mile for various  
23 transportation systems. ADOT's new investment strategy  
24 document shows no sign of any performance measures.  
25 Further, there is no evidence that ADOT has ever prepared

1 any of the legally-required performance measures in the  
2 six years since those statutes were passed. If ADOT  
3 cannot be trusted to comply with a simple mandate for  
4 performance measures, why should ADOT be trusted to wisely  
5 spend an additional \$40 billion that would result from the  
6 imposition of a new sales tax?

7           In 2004, proponents of light rail funding in  
8 Maricopa County's Proposition 400 promised that a  
9 performance audit of the first 20-mile line would be  
10 conducted before any money was invested in expanding light  
11 rail. The first 20 miles are not even operating yet. No  
12 performance audit is even feasible before they are, yet  
13 the new investment strategy has \$600 million more  
14 designated for light rail. If the promises made in  
15 support of the 2004 tax increase are worthless, why should  
16 we have any confidence in the promises made for this new  
17 investment strategy?

18           Number three, rumor has it that the consultant  
19 hired to work on the long-range transportation plan was  
20 hired noncompetitively and will not be finished until long  
21 after the vote on the new transportation tax has been  
22 conducted. Is there any truth to that rumor?

23           Four, since the \$5 million statewide  
24 transportation report needed to justify the requested \$40  
25 billion tax increase will not be completed until next

1 year, wouldn't it make more sense to have the vote on any  
2 new tax take place after that report is completed?

3           Number five, since this investment strategy is  
4 multimodal, it would be very good to know what are the  
5 estimated comparative costs per-person mile for the  
6 different modes slated for funding. How much would it  
7 cost tax payers to move one person one mile if we are  
8 using highways, light rail, bus and commuter rail? That's  
9 information that the public ought to be able to have, and  
10 those are questions that ought to be answered. Thank you.

11           MR. S.L. SCHORR: Thank you. Joseph Ryan to be  
12 followed by Richard Sullivan.

13           (See post-hearing exhibit per Mr. Ryan.)

14           MR. JOSEPH RYAN: Mr. Chairman, Members of the  
15 Board, Director Mendez, my name is Joe Ryan. I am a  
16 resident of Sun City West at 13311 Paint Brush Drive, and  
17 I have been there for 16 years. Also, before that, I've  
18 been in transportation planning for a good portion of my  
19 life. I helped one of the poorest nations in this world,  
20 Ethiopia, develop an airline. And today, Ethiopian  
21 Airlines has a fantastic, rich structure, is flying  
22 American-made airplanes and American-made engines. And  
23 they are making a profit. They are doing that because  
24 they have standards.

25           And I would like to address your planning system.

1 And if I suggest a criticism, it is a constructive  
2 criticism with the hope that you'll change your plan  
3 system in a number of ways. I will give you some  
4 examples: There should be a standard when you make an  
5 interchange for 75-mile-an-hour highways that the  
6 interchange has 75-mile-an-hour ramps, and the ramps are  
7 adequate for the future.

8           Now, they built an interchange between I-17 and  
9 the 101. They built 35-mile-an-hour lanes and one-lane  
10 ramps at that. And two of the one-lane ramps, a week  
11 later because they were getting backup, as soon as it was  
12 built, they re-striped them to make them two-lane ramps.  
13 Now, we need standards, and that is just a good example, I  
14 think, of where we don't have standards. But you have  
15 bottle necks all over Maricopa County with traffic jams  
16 because of under building, for a couple reasons, and  
17 standards is one of them.

18           Now, they mentioned Val-Trans. Val-Trans was not  
19 a good infrastructure. What you want to do is get people  
20 out of their cars, out of the traffic jams, and you want  
21 to take care of the state of Arizona.

22           Now, unfortunately, the City of Phoenix has about  
23 four cash cows, and if you look at the plans that I've  
24 seen, if you take a rail, rapid rail, down to Phoenix,  
25 then you take the light rail out to 44th and Washington,

1 then you take a people mover to the terminals -- in  
2 Frankfurt, Germany, for years, you get off the airplane  
3 and you go downstairs and you can get a rapid transit  
4 train all over Germany. And what I'm suggesting, your  
5 plan, Director Mendez, should have the ability of people  
6 to go from all the major cities of Arizona to the  
7 terminals of Sky Harbor International Airport, which  
8 happens to be the gateway to the world for this state.  
9 That's very important and that should be high on your  
10 priorities.

11 Now, there are a number of other things. It was  
12 mentioned that we had no corridor. We do have a corridor  
13 called I-10. I-10 is overloaded.

14 Now, if you look at the first 20-year planning  
15 period, the half-cent sales tax was inadequate, didn't  
16 cover things, and they didn't build things like Loop 303  
17 that was in that plan. Now you have Proposition 300, that  
18 has a half-cent sales tax. And I'm going to talk about it  
19 a little later, but 30 percent of it is not going to  
20 highways, where the prior one was all going to highways.

21 MR. S.L. SCHORR: Mr. Ryan, could you start  
22 lining up to --

23 MR. JOSEPH RYAN: Sir, I am addressing federal  
24 funds, and if you will look at STA -- Federal law and the  
25 STA regulations and recommendations, I have adequate time

1 to address these very important things about planning, and  
2 I am trying to help the state of Arizona, if you don't  
3 mind, sir.

4 MR. S.L. SCHORR: I respectfully request, sir,  
5 that you begin to wind up.

6 MR. JOSEPH RYAN: I will begin to wind up. I  
7 have three things to talk about. One is the planning and  
8 the type of vehicles. You want to have standardization.  
9 You want have to have small vehicles. We saw a plan that  
10 an expert had for commuter rail from Surprise downtown on  
11 the Burlington Northern, three trains a day, hundreds of  
12 millions of dollars worth of equipment operating 52 miles  
13 a day. This is idiotic. If you look at the cost of doing  
14 this, it makes no sense, and it's going to kill Arizona's  
15 economy. So you want to use small vehicles.

16 Number two, you don't want to stop traffic as  
17 vehicles come zipping by, so you want to have an elevated  
18 system, a good elevated system.

19 Now, when you look at the Hassayampa Valley, the  
20 consultants are very proud of the fact that those 20  
21 roads, two miles apart from I-10 going north and south are  
22 adequate, according to builders, for three million people.  
23 This is crazy. When you have a plan, you want a complete  
24 plan. It's part of the framework but it's not complete.  
25 How are those three million people getting to Sky Harbor?

1 How are they getting to this convention hall? You see,  
2 it's completely inadequate and there's no provision for  
3 hospitals, universities, all the things that you need when  
4 you have three million people.

5 And may I suggest, you have to change some laws.  
6 You have two laws that the builders --

7 MR. S.L. SCHORR: I respectfully request that you  
8 wind up. You have gone well beyond your --

9 MR. JOSEPH RYAN: I appreciate that, sir, but  
10 this is very important. You have two laws, one law says  
11 that when you condemn land for a right of way, you have to  
12 pay the value of the land after the infrastructure is  
13 built, and no other place has that. Number two requires  
14 the State to build and within 24 months. Again, it  
15 precludes planning, long-term planning; for example, in  
16 the Hassayampa Valley.

17 And when you have three million people there,  
18 what are you going to do to I-10? Now I-10 is one of the  
19 causes -- our market basket in Arizona costs six bucks  
20 more than the national average market basket, and that's  
21 because of transportation.

22 (See post-hearing exhibit per Mr. Ryan.)

23 MR. S.L. SCHORR: Thank you, Mr. Ryan.

24 Our next speaker is Mr. Richard Sullivan to be  
25 followed by Dianne Barker.

1           MR. RICHARD SULLIVAN: Yes, I am Richard  
2 Sullivan. My address is 5125 North 40th Street, Apartment  
3 F221, Phoenix, Arizona.

4           I just have a few points to make, but they are  
5 important points. The first is, as some of you may know,  
6 the proposed one-cent increase in the sales tax is a  
7 regressive tax. Of course, sales tax is regressive in  
8 general, but the reason that sales tax is regressive is,  
9 as you also may know, is because relatively low-income  
10 people have to pay a high percentage of their income on  
11 everything they buy. And so to spend extra money on sales  
12 tax would just increase their burden even more.

13           So my basic proposal, that if this sales tax  
14 becomes law, there should be a rebate, tax rebate, given  
15 back to people out of certain taxable income level or  
16 below that taxable income level.

17           And by the way, when the Governor was on the  
18 Channel 8 TV program Horizon about three or four weeks  
19 ago, the interviewer, Ted Simons, asked the Governor about  
20 this very issue. And I think he asked the question, was  
21 there going to be a possible rebate, tax rebate, given to  
22 low-income people if this tax goes into effect, and she  
23 said, well, she didn't think that was necessary. And I  
24 think the reason she, if I remember correctly, it was  
25 something like, well, those low-income people are going to

1 benefit even more than the average person or average  
2 people in the state of Arizona from the increased  
3 transportation infrastructure that the tax would pay for.  
4 And I think she was referring to -- probably referring to  
5 bus transportation, commuter rail, and maybe commuter  
6 train transportation.

7           Anyway, the main point put simply is that  
8 low-income people should not have -- they shouldn't have  
9 to pay for this. This group of people shouldn't have to  
10 pay for something they can least afford to pay for. And  
11 you might ask: Well, what would you define as low income  
12 for people in the state of Arizona? I don't know exactly,  
13 maybe just off the top of my head, maybe for people with  
14 taxable income of \$15,000 or less. But that would  
15 probably include a large percentage of the population of  
16 the state of Arizona.

17           MR. S.L. SCHORR: Thank you very much, Mr.  
18 Sullivan.

19           Our next speaker is Dianne Barker to be followed  
20 by Larry Landry.

21           MS. DIANNE BARKER: Good evening, my name is  
22 Dianne Barker. Chairman and ADOT and Victor Mendez, it's  
23 nice to see you tonight. I am at 3219 East Camelback  
24 Road, and I am president of D Team Education Fund. We are  
25 an Arizona non-profit. We do inspire and educate people

1 in multimodal transportation. The Fund's taking no  
2 position on this particular initiative; however, I thought  
3 that I'd let you know I thought I was getting a little  
4 subtle hint here to buckle up for safety here. It was on  
5 over here, and I thought, well, I did do that ride sharing  
6 this evening, but earlier, I had no need using flexible  
7 transportation -- the bus.

8           Several of the people here, and I ditto it  
9 personally, that we need to have a more comprehensive  
10 system. And let's use what people are already doing,  
11 folks, and that's express buses. It's beaten cars many  
12 times. And the people -- we also have others from  
13 positive trips that we should take the express buses and  
14 use it in a pilot program to run them across the Valley in  
15 at least a minimum of an hourly basis on the  
16 infrastructure we have on a daily basis to get people  
17 rapidly around.

18           And also, if you want to say -- the old people  
19 don't do this, but it was said, don't drive one in five,  
20 right. It was don't. How about, do drive one in five.  
21 How about making it positive. You know, with a little  
22 behavior change it could be fun. You could see what this  
23 Valley could become. We wouldn't have a brown cloud. It  
24 all starts, everybody, right here, right here in the  
25 heart.

1           And what you do everyday as a consumer, if you  
2 decide to turn your ignition on of your car, or if you  
3 decide to get out and take the bicycle -- I was on that  
4 with the bicycle and bus today. So this is what I'm  
5 looking at here, is make use of what we have. I hear  
6 fixed systems, fixed rail, we got to get that up. I don't  
7 hear that much talk about the flexible bus system we have  
8 and those positive things. Thank you.

9           MR. S.L. SCHORR: Thank you. Larry Landry to be  
10 followed by Lilian Flores.

11           MR. LARRY LANDRY: Good evening. My name is  
12 Larry Landry. I reside at 2409 East Solana in Phoenix,  
13 Arizona. I don't have a real job. I'm a consultant.

14           I would like to say, first of all, thank all the  
15 volunteer board members for extraordinary time you spent  
16 in your duties, especially with something as important as  
17 this. These hearings are long, and you have been all over  
18 the state.

19           Second, I want to talk about that there's some  
20 wonderful things in the TIME Coalition, you know, the  
21 tribal set asides needed and inspired; the public private  
22 partnerships, there have been some examples where this has  
23 been done, but to actually create a framework and the  
24 ability to do further of those; there's never going to be  
25 enough money in transportation to do those. The blending

1 of the environment in the buckets of money to  
2 transportation system is just really well needed, and I  
3 applaud it.

4           But I want to speak to you now as probably the  
5 only person in the room who has been four and a half years  
6 as a statutory non-ADOT employee of the Priority Planning  
7 Committee in my past life, one of my past lives, and as a  
8 trained urbanologist or systems analyst. I want to  
9 distinguish between the TIME Coalition, which creates  
10 buckets of money and the Statewide Investment Strategy  
11 that necessarily isn't. And I want to commend you that  
12 it's never easy, that it is outstanding, your staff, the  
13 Board, other people involved that worked very hard on  
14 this.

15           But as a systems person, I want to point out some  
16 flaws in the system and talk about process. I have great  
17 concerns that if you adopt a 30-year plan and it's fixed  
18 and it's unchangeable that you are not being agile and  
19 flexible in serving the citizens of Arizona as things  
20 change, as needs change, and as populations change. The  
21 income is fixed theoretically, how much we're going to  
22 collect.

23           But plans need to be a living, breathing  
24 document. And I have concerns from a process standpoint  
25 that that isn't necessarily in the best interest of -- so

1 I would encourage you Board members to adopt it, go  
2 forward, but just like you do in the 5-year plan, set in  
3 times to systematically review it, and accountability, and  
4 to look at it. Good example tonight, 347, it was the  
5 first major public-private partnership; two indian tribes,  
6 two counties, Federal Government, ADOT, special  
7 legislation so the citizens of the area could tax  
8 themselves to pay for this road.

9           And for the record, since I was involved in it,  
10 they wanted three lanes in each direction. ADOT proposed  
11 one lane each direction, ended up two lanes in each  
12 direction. We have the right of way, but that's part of  
13 the current highway system. It's a State highway. And as  
14 you evolve the system and the new corridors, you have to  
15 look at what you have there.

16           Second, in the framework studies, framework  
17 studies are very important, and I applaud the State for  
18 doing it. But just one example, in the Hassayampa  
19 Framework Study, considerable and very good work was done  
20 by ADOT, the MAG and consultants of the Hassayampa Freeway  
21 of the east connection over to the U.S. 60. That's not in  
22 the system. That's not in your public-private  
23 partnership. It's not anywhere in your investment plan.  
24 That system is needed for the connectivity and the  
25 congestion relief.

1           So I would just ask you, as you adopt it, from a  
2 process standpoint, that you build in, as board members,  
3 the ability to go back and adjust this plan, not every  
4 day, but as things change. The current process with the  
5 5-year plan works, with the adjustments.

6           And thank you very much. I appreciate your time.

7           MR. S.L. SCHORR: Thank you. Our next speaker  
8 will be Lilian Flores to be followed by Randall Overmyer.  
9 And I would ask Mr. Householder to assume the chair for a  
10 moment.

11           MS. LILIAN FLORES: Hi, I'm Lilian Flores, 1937  
12 West Ray Lane in Apache Junction. I'm here and I want to  
13 state to all the members that I would like to have bus in  
14 Apache Junction because we need to have transportation.  
15 Like, my mom always take me everywhere, but I would like  
16 to be more independent and have transportation in Apache  
17 Junction. Thank you.

18           MR. DELBERT HOUSEHOLDER: Thank you. Randall  
19 Overmyer, and then Ernie Mennes.

20           MR. RANDALL OVERMYER: Good evening,  
21 Mr. Householder, Chairman of the Board, Members of the  
22 Board, and Mr. Mendez. I'll be brief. We spoke to some  
23 of you on Monday night in Marana.

24           For the record, I am the senior transportation  
25 planner for the City of Surprise, Arizona, and the address

1 is 12425 West Bell Road. And I'm here tonight to speak a  
2 little bit about the Hassayampa Framework Study that  
3 Mr. Landry spoke of a moment ago. We were a stakeholder  
4 in that project with ADOT and MAG. Part of the genesis of  
5 that study was the concern on ADOT's part, on FHWA's part,  
6 that growth west of the White Tank Mountains would  
  
7 overwhelm the capacity of the I-10 corridor to handle part  
8 of that river trade commerce coming through Arizona there  
9 from ports of Long Beach and Los Angeles.

10           While part of that framework study is addressed  
11 in this initiative, part of it was omitted. The  
12 Hassayampa Freeway was included. The east-west  
13 connections from that to the balance of the Phoenix-Metro  
14 area, the extension of SR 74 and the proposed White Tank  
15 Freeway were not. If we built only the north-south  
16 segment, what we're simply doing is providing a faster,  
17 better avenue to get that traffic down to I-10.

18           I shared this concern with Director Mendez last  
19 week and he asked me a very tough question, which was,  
20 which project did I recommend that we delete from this  
21 program so that we could have the White Tank Freeway. We  
22 have given that a lot of thought, and we read the  
23 document, and my answer is that I don't propose deleting  
24 any project. But the money that was in the initiative for  
25 the Hassayampa Freeway was seed money for a public-private

1 partnership, and we simply suggest that that seed money is  
2 adequate to do the initial work for moving forward 3P  
3 partnerships for the Hassayampa Freeway and the White Tank  
4 Freeway and possibly the extension of SR 74 as well.

5 I provided you all with a handout on Monday  
6 night, and I am going to share some more copies with you,  
7 including a graphic that shows those systems gaps.

8 And we certainly thank you for your time and your  
9 hard work of going all over the state and listening to us  
10 numerous times. Thank you.

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

12 Our next speaker is Ernie Menace followed by  
13 Katie Griffith.

14 MR. ERNIE MENNES: Good evening. My name is  
15 Ernie Mennes, and I'm a resident of Arizona, 10527 East  
16 Terra Drive, Scottsdale.

17 I'm an advocate for the initiative, but one of  
18 the things I didn't hear you speak about tonight was  
19 subsurface infrastructure and higher density development,  
20 and use current infrastructure more wisely. So I would  
21 like to pay a little bit more thought to that.

22 I think infrastructure, natural and the natural  
23 resources are the key to planning for our future. And I  
24 saw that Victor had made earmarks as it relates to street  
25 safety and so on and so forth, which leads me to believe

1 that there was some mindset for pedestrian environments.  
2 So I would like to know what the position of the Board is  
3 on inner-city development. I think it is vital in the  
4 arid west that we address those particular issues. Thank  
5 you.

6 MR. S.L. SCHORR: Thank you. The last slip I  
7 have for a speaker is Ms. Katie Griffith. Are there any  
8 other folks that have not spoken before who would like to  
9 speak? I will need one of these slips for you, otherwise,  
10 Ms. Griffith will be the last speaker.

11 MS. KATIE GRIFFITH: Chairman, Members of the  
12 Board, I thank you for taking the time to listen to us  
13 today. I'm actually representing the Self-Advocacy  
14 Coalition of Arizona, and we have members throughout the  
15 whole parts of Arizona, including Chinle and Tucson just  
16 to name a few. And what I ask is that you strongly think  
17 about expanding the transportation system in that area.  
18 There's a lot of the members that cannot get to the  
19 meetings that we have in the Phoenix area, and vice versa  
20 for us to get up there. To have meetings is very  
21 difficult because there are some people that don't have  
22 the support or don't have people that can drive them.

23 So having that type of transportation expanded,  
24 for instance, like the light rail, would be very helpful  
25 for us in the disability community. Thank you very much.

1           MR. S.L. SCHORR: Thank you. There's one more  
2 slip and that is from David French. Mr. French.

3           MR. DAVID FRENCH: Thank you Mr. Chairman,  
4 Members of the Board. I'll be brief. I know it's late.  
5 I'm David French, 1264 East Monte Cristo in Phoenix. I  
6 moved to the Valley 40 years ago. And I have been  
7 involved in the transportation planning and development of  
8 the statewide systems during those years so I think I know  
9 a little bit about transportation.

10           Larry Landry stole some of my thunder that I  
11 wanted to mention about the flexibility in the plan. He  
12 says he doesn't have a real job as a consultant. I think  
13 I have a real job as a consultant.

14           But nevertheless, I have looked at the plan. I  
15 think it's a great plan. I totally support it, it's  
16 multimodal, it's statewide, it has money in there for all  
17 the cities, the counties, the state, for environmental  
18 protection. So I think it's a marvelous step forward.

19           But, I am concerned about the ability to look 30  
20 years into the future as to what our needs might be 20  
21 years from now; 20 years from now, what our needs will  
22 actually look like. And having looked at the system for  
23 40 years, I can tell you we can't look forward that well.

24           So I hope that you will be able to build into it  
25 a mechanism to be able to change the plan working with the

1 MPOs and the State Transportation Board so that every five  
2 years or ten years that you can reassess those needs,  
3 because I think you will need to do that. Because we just  
4 can't look that well into the future. Thank you.

5 MR. S.L. SCHORR: Thank you. That winds up our  
6 comments.

7 MR. JOSEPH RYAN: Excuse me, Mr. Chairman, under  
8 federal law and state law, I wish to finish what I was  
9 going to say, under federal law and state law.

10 MR. S.L. SCHORR: You are out of order, sir. The  
11 public comment has ended. We will now take comment from  
12 the Board. Are there any comments from the Board?

13 Mr. Zubia?

14 MR. FELIPE ZUBIA: Calling me out, Si?

15 I want to thank everybody for coming out,  
16 particularly the representatives for Maricopa County.  
17 We've heard a lot of compliments for the Board. We  
18 appreciate your compliments, also for staff in the  
19 Governor's office. But I also want to thank the TIME  
20 Coalition for having the foresight early on, well over two  
21 years ago when they decided to start this process moving  
22 towards addressing our infrastructure needs.

23 I personally believe it's a wholistic plan that  
24 includes all facets of mobility here in this state. I  
25 hope that you support it. And some of my comments I

1 related in our Flagstaff meeting, everybody in this room  
2 is dependent on infrastructure mobility in one way or  
3 another. It is my hope that you become familiar with the  
4 plan, become an advocate of the plan, encourage your  
5 neighbors, your friends and coworkers to support the plan  
6 as well.

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

8 Any other comments from any of the Board?

9 Mr. Feldmeier.

10 MR. BILL FELDMEIERS: Mr. Chairman, I would echo  
11 what Mr. Zubia has said and emphasize again that I really  
12 appreciate the public comments and the number of people  
13 that came out here to share their opinions with us  
14 tonight. I am also especially impressed with the  
15 flexibility part of this plan as it relates to multimodal.  
16 And I'm particularly thankful for the number of people  
17 whom are interested enough to come out here tonight to  
18 talk about those aspects. Because I'm not only an  
19 advocate of that, I'm a user of that as well. And I want  
20 to thank you in particular for spending this evening with  
21 us. Thank you.

22 MR. S.L. SCHORR: Comments, Mr. Montoya?

23 Let me just wind up, then, by giving you my  
24 general reaction. We've heard a lot of valuable comments  
25 this evening, comments with respect to flexibility, the

1 comments with respect to the necessity for multimodality,  
2 with respect to keeping places for the disabled  
3 transportation and for transit. These are all good things  
4 and they hopefully will be addressed when the Board takes  
5 final action on this item. I would like to thank  
6 everybody in the audience who have come out here to speak  
7 and especially the speakers giving us your thoughts and  
8 your comments. Thank you very much. Good evening.

9           Is there a motion to be adjourned?

10           So adjourned.

11           (7:10 p.m).

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

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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 77 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 21st day  
15 of June, 2008.

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TANIS EASTRIDGE  
20 COURT REPORTER

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