

FY 2006 Final Phase Input Opportunity Report



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MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with member agency organizations, ADOT, Valley Metro/RPTA and METRO (Valley Metro Rail) in an effort to ensure a cooperative public involvement process. The public involvement process is designed to offer Valley residents with a variety of opportunities to provide input prior to the approval of plans and programs.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Introduction	1
Input Opportunities	1
Locations	2
Summary of Input	3

I. PUBLIC INVOLVEMENT PROCESS

Introduction	5
Enhanced Public Outreach Process	6
Table 1: Development Process of ADOT Five Year Program, MAG Transportation Improvement Program (TIP), and ADOT Life Cycle Program	7
Table 2: Casa Grande Resolves	8
Publicity	8
Continuous Involvement	9

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

11

III. PUBLIC HEARING TRANSCRIPT

17

IV. APPENDIX A: PUBLICITY MATERIAL

23

V. APPENDIX B: CORRESPONDENCE RECEIVED DURING THE CONTINUOUS INVOLVEMENT AND FINAL PHASE INPUT OPPORTUNITY

31

EXECUTIVE SUMMARY

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

The Final Phase Input Opportunity for the FY 2007-2011 Transportation Improvement Program (TIP) was conducted from May through June, 2006. The Final Phase generally provides for final opportunity for input on the Draft TIP, any updates to the Regional Transportation Plan (RTP) and the Air Quality Conformity Analysis. Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Final Phase Input Opportunity Report, which is presented to the MAG Management Committee, Transportation Policy Committee and Regional Council for review and consideration.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2006 Final Phase Input Opportunity. Public input was taken at all committee meetings during the phase, as well as through telephone and online correspondence. In addition, on Wednesday, June 7, 2006, MAG staffed a booth at the Santan freeway opening. Staff was available to answer questions, respond to comments and received suggestions for the Valley's transportation system. On Friday, June 15, 2006, MAG held a Final Phase Transportation Open House and Public Hearing. Staff from MAG, the Arizona Department of Transportation (ADOT), Valley Metro, and METRO were available during the open house to speak with Valley residents, answer questions, respond to comments and receive suggestions for the Valley's transportation system. A court reporter was in attendance to record public comment. A transcript of the hearing is included in this report. Written responses to comments made during the phase are included in Section II of this report.

LOCATIONS

The Final Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Final Phase committee meetings were held on weekdays, in the afternoon and evening. The freeway opening was held on a Wednesday evening and the open house and public hearing was held on Friday at 5:00 p.m.

Santan Freeway Opening

Gilbert/Mesa

Wednesday, June 7, 2006

6:00 p.m. to 9:00 p.m.

Final Phase Transportation Open House and Public Hearing

Phoenix

Thursday, June 15, 2006

Open House – 4:30 p.m. to 5:00 p.m.

Public Hearing – 5:00 p.m.

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

SUMMARY OF INPUT

Input gathered during the Final Phase Input Opportunity is included in the Final Phase Input Opportunity Report. A summary of the input received is listed below.

SPECIAL NOTE: Also included in Appendix B of this report is correspondence received on the proposed South Mountain Freeway. Since its last input phase, the Maricopa Association of Governments has received numerous comments on proposed alignments for the South Mountain Freeway. We have forwarded all comments received to the South Mountain Study Team for consideration and response. The Arizona Department of Transportation, in coordination with the Federal Highway Administration and the Corps of Engineers, is in the process of evaluating all technical data and public input regarding the alternatives, including not building a freeway. The technical data regarding these alternatives will be provided for public review in the Draft Environmental Impact Statement toward the end of 2006. Included in that document will be an evaluation of public input. Additional information is posted on the ADOT Web site at southmountainfreeway.com.

- < Attendance at all MAG meetings during the Final Phase should be included in the Final Phase Input Opportunity Report.
- < Bus stops should have shelters before covering cars at the park-and-ride lots.
- < Bike and pedestrian facilities are just as important as freeways and roads and should get the same exposure at any open houses that MAG does.
- < We need an elevated rapid transit system.
- < They underbuilt the Proposition 300 plan because of funding and now we're paying for it.
- < The way ADOT is constructing these interchanges is all wrong.
- < The ramps going onto the freeways are at too sharp of an angle.
- < We need buses on the upgraded arterials.
- < The Scottsdale Road bus route needs to go to Cave Creek and Carefree.
- < The Glendale Avenue route needs to continue all the way to Scottsdale Road and become a true bus grid.
- < The Scottsdale bus route needs to go past the 101 at least once an hour.
- < When will we get more service on the parkway and preserve?
- < Vehicle miles traveled has outpaced our population. We need rapid transit.
- < I-17 needed to be double-decked years ago and not just from Dunlap to the I-10 stack, but from Happy Valley Road.
- < People at Douglas Ranch need to be consulted when planners are talking about a freeway running through their land.
- < We need a Regional Transit Authority for this region.
- < We need to take Buckeye Road and make it just like Grand Avenue.
- < We should not be reducing the amount of funds that go to Dial-a-Ride.

- < I think Dial-a-Ride services and Reserve-a-Ride services need to be funded properly for the people who can't drive – especially when light rail comes along.
- < We need to help the people who have lived here for years get around the Valley.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agencies, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs.

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region, which is in accord with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

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

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the Early Phase input opportunity was conducted from August through October, 2005. The results of these meetings are included in the *FY 2006 Early Phase Input Opportunity Report* (October 2005).

The Mid-Phase process provides for input on initial plan analysis for the TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity are included in this document, the *FY 2006 Mid-Phase Input Opportunity Report* (April 2006). The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2006 Final Phase Input Opportunity Report* (July 2006). In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

ENHANCED PUBLIC OUTREACH PROCESS

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

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

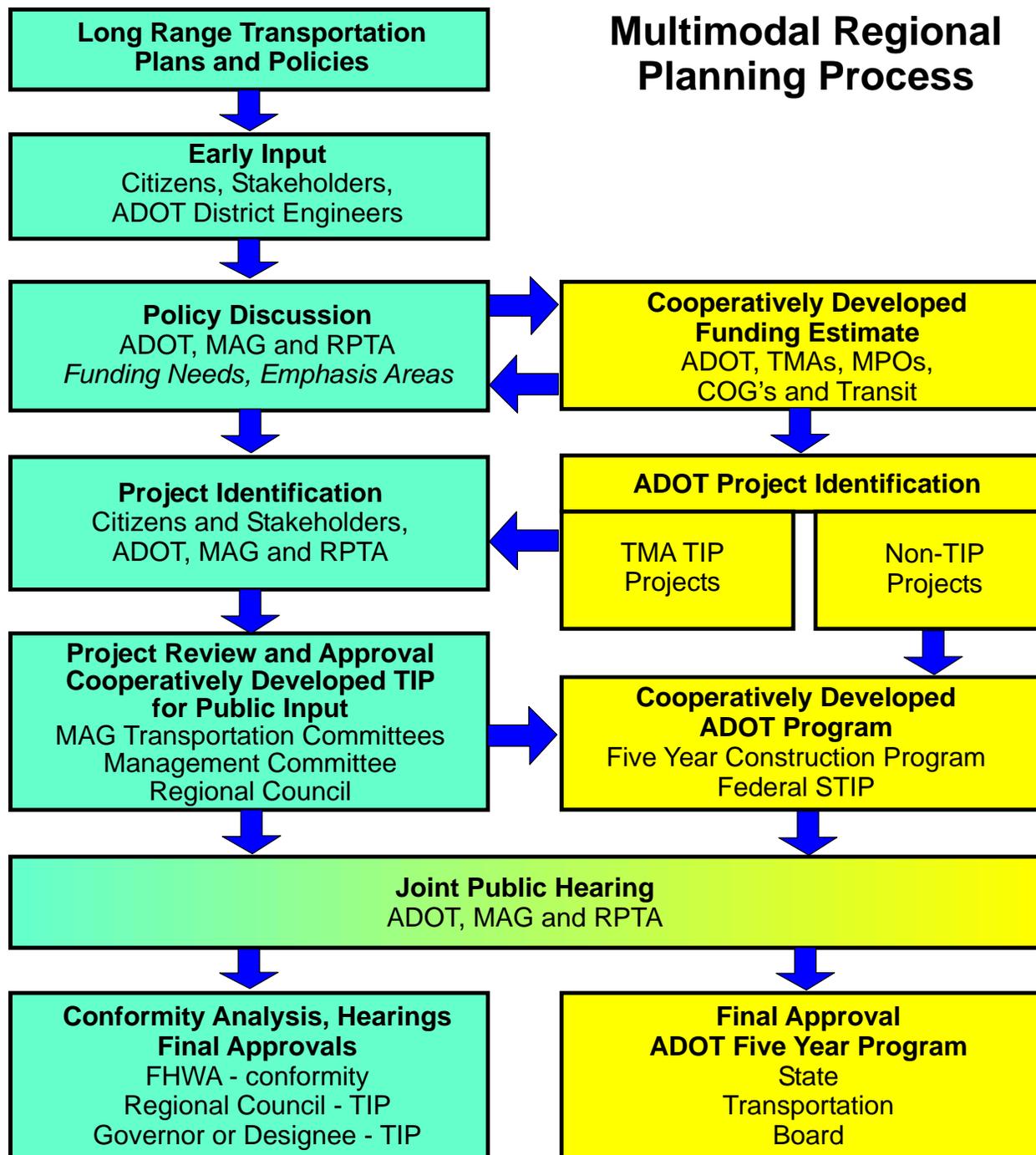


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

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

One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.

Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.

The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.

The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.

Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.

Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.

There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of Final Phase public involvement events through a variety of methods. The Santan freeway event was covered by most major news networks and announced by a press release. The Final Phase Transportation Open House and Public Hearing was announced with a targeted mailing to the MAG public involvement mailing list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*. A postcard notice of the Transportation Fair and Joint Transportation Open House and Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the Mid-Phase Input Opportunity. Activities included:

- , Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.
- , MAG membership and involvement with several civic organizations in the region including the Phoenix Chamber of Commerce, Valley Forward, Hispanic Chamber of Commerce, Hispanic Community Forum, Latino Institute and the League of United Latin American Citizens (LULAC).
- , Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- , Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- , Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- , Partnership in numerous joint special events including MAG, ADOT, Valley Metro, and METRO.
- , Monthly e-mail updates from the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.mag.maricopa.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to mag@mag.maricopa.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with ADOT, Valley Metro, METRO and CTOC have also led to enhancements to the public involvement process.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during Final Phase public input opportunities. Comments received at the open house and public hearing are included in transcript form under Section III of this report, while other comments taken by staff representatives are listed below. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING REGIONAL COUNCIL MEETING ON MAY 24, 2006.

Comments from Dianne Barker, Valley Resident

Comment: CMAQ funding is being based on cost effectiveness, not congestion management. MAG should table approval of this item – 5309 funds paid for alternatives analysis, which is not supposed to be done. Projects that receive CMAQ funds should have CMS scores.

Response: Under the most recent CMAQ guidance from the Federal Highway Administration, cost effectiveness criteria for emission reductions are strongly encouraged to be considered prior to the actual selection of projects for programming with CMAQ funds. Congestion Management criteria are still considered when selecting CMAQ funded projects, but the main criteria are emission reductions and the cost effectiveness criteria that have been developed to estimate them.

Comments from Larry Landry, Salt River Pima-Maricopa Indian Reservation Representative

Comment: The Salt River Pima-Maricopa Indian Community had several meetings with the City of Mesa and Maricopa County regarding the three Salt River crossing bridges (McKellips, Dobson and Gilbert) and improvements to McKellips Road, which are in the MAG Arterial Life Cycle Program. The agencies came to an agreement that was not communicated to MAG. I noticed the ALCP included the proposed construction date for the three Salt River Pima-Maricopa Indian Community bridge projects had been moved from 2011 to 2015 and sent a letter that accurately reflected the agreement between the City of Mesa, the Salt River Pima-Maricopa Indian Community and the County. The Salt River Pima-Maricopa Indian Community is willing to work this issue through the MAG TRC and TPC process. The Salt River Pima-Maricopa Indian Community would never have agreed to move the projects from 2011 to 2015. If approval tonight is binding, I request a delay until the parties could meet and then bring back the item. This problem is a result of a miscommunication by the lead agency and was inconsistent with the agreement.

Response: The Arterial Life Cycle Program (ALCP) contains three bridge projects located on the Salt River Pima-Maricopa Indian Community. The Lead Agency for these three projects is Maricopa County. The ALCP has established a process for Lead Agencies of a project to update the project information. During the last update process, Maricopa County made requests to move the bridge project's construction to 2015. The ALCP Manager made the requested changes, which are finalized in the FY 2007 ALCP. The FY 2007 ALCP has incorporated the project information into the current TIP and the Air Quality Conformity Analysis. MAG advised Maricopa County to wait until the next ALCP Project information update period to make requests to adjust the bridge project's schedules. This update period will start in November 2006; the Fiscal Year 2006-2007 ALCP Schedule will be released in July 2006.

THERE WAS NO PUBLIC COMMENT RECEIVED DURING THE FINAL PHASE MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, JUNE 14, 2006.

COMMENTS RECEIVED DURING THE FINAL PHASE TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON THURSDAY, JUNE 15, 2006.

Comments by Alford Smith, Valley Resident

Comment: I wish to speak about the projected road – Whispering Ranch – running north and joining on Grand Avenue. What people don't know is Whispering Ranch is located just east of the Toyota test area and runs west. And the CANAMEX Highway will be only one mile from Whispering Ranch. What I want to address is the people at Whispering Ranch have approximately 30 sections of land, and it's a real growing area out there. It's like a stepchild of Maricopa County because all the addresses show either Wittman or Wickenburg. And this projected freeway running from the city of Buckeye north, which goes to Whispering Ranch – no one out there has ever been contacted in any way, form, or fashion about what goes through there.

In Douglas Ranch, it's quite a few years before the projected building, but the draft plan shows the freeway running – leaving what they call the Douglas Ranch area – running through Whispering Ranch north. The 30 sections of land are approximately 99 percent five-acre parcels, and people want to keep it that way. And we don't want a freeway pass to go through. We want to be consulted. Like I say, we're almost like a stepchild. Nobody knows about us. We just want to be heard. We've had problems like this before. And it's as if all the area planners and everything, all the knowledge stops at the northern edge of Buckeye. At a minimum, there are over 500 families that live out there and probably quite a few more living out there right now. But Douglas Ranch is not even projected to be built for another 10, 20 years. This is an area where people are already living. And they're not being consulted at all about a freeway going through their lands, and we want to keep it as R-190.

Response: In conducting studies on the CANAMEX Highway in 2000 and 2004, ADOT included a public involvement process to obtain input from West Valley residents potentially affected by the facility. In addition, MAG is conducting a subarea transportation study covering I-10/West and the Hassayampa Valley Area. The study process will include extensive opportunities for public input and comment. We will add your name to the public involvement mail list for this study and you will be contacted regarding opportunities for public input on transportation issues and solutions for the study area.

Comments by Marvin Rochelle, Valley Resident

Comment: I have suggested way, way back when to ADOT and others that we need to double deck I-17. They laughed at me in '97 and 2001 or 2002. They said: By God, he was right. They're projecting it to run to Dunlap. That would be a disaster. It needs to run out to Happy Valley Road; otherwise, the congestion will be even worse than without it.

Response: A project has been identified to widen I-17 from Dunlap Avenue to Loop 101 to four general purpose lanes in each direction (it already has HOV lanes), and from Loop 101 to Carefree Highway to three general purpose lanes in each direction plus HOV lanes. Funding is identified in the Regional Transportation Plan for capacity improvements between McDowell Road and Dunlap Avenue, with double-decking mentioned as a possible option. Detailed engineering and design studies will be required to identify the most workable approach to increasing capacity along this segment of I-17, taking into account the level of resources available for improvements.

Comment: I'm trying to find out if the 101 on the west side is supposed to go through the mountains and not go down to 51st Avenue and lower places like that.

Response: Loop 101 (Agua Fria Freeway) in the West Valley terminates at I-10 in the area of 99th Ave. The location of a new Loop 202 (South Mountain Freeway) is underway. This freeway would extend from I-10 on the west side and loop around South Mountain to connect with the Santan Freeway (Loop 202) at I-10. A decision on the point of connection was made by ADOT on July 29, 2006, in favor of the 55th Avenue alignment.

Comment: The third is we need to take Buckeye Road and make it just like Grand Avenue so that we can have an even flow from Buckeye with 310,000 new homes scheduled and allow the flow to stay off of I-10 as much as possible.

Response: Maricopa County is studying a range of potential improvements along Buckeye Road. In addition, the Regional Transportation Plan includes a new freeway that would generally parallel Buckeye Road and extend from the South Mountain Freeway (Loop 101) to State Route 85. This facility was originally labeled as the "I-10 Reliever" and subsequently has been designated as State Route 801. It is currently targeted for completion in 2026.

Comments by Marc Schmidt, Valley Resident

Comment: The issue that I'm concerned about is I'm hearing the funding level is increasing, and that's fortunate that we are in a situation that can be done. But what's highly unfortunate is that the decision was made in spite of that to reduce the amount of funding that transit is getting. This compounded with – I'm hearing no talk that any of the funds for transit is going to Dial-a-Ride when there are an increasing number of people in this valley who are disabled because of the large influx of elderly and for other reasons, but the demographics prove it. There are an increasing number of people who cannot use the fixed route bus system and need to rely on Dial-a-Ride. The demand upon it is growing far faster than the transit 2000 funds can grant it. And under Proposition 400, the trip facts sheet that the voters were able to receive said that Dial-a-Ride service would triple under Proposition 400. Why the decision was made not to do that, I do not understand. Why the decision is being made to cut – to reduce – the funding on transit when that really is a far more efficient means of reducing pollution than widening a freeway, I also don't understand.

Response: Regional funding for transit increased from two percent of half-cent sales tax revenues allocated under Proposition 300 to 33 percent of sales tax revenues allocated under proposition 400. Under Proposition 400, half-cent sales tax revenues allocated to transit grew from \$7 million a year to over \$100 million a year. This is in addition to other funding sources dedicated to transit, including local sales taxes in Phoenix, Tempe and Chandler. Until recently, Dial-a-Ride services were locally funded. This has changed with the passage of Proposition 400, which provides regional funding for ADA trips on Dial-a-Ride. Non ADA trips remain a local funding responsibility. RPTA, in partnership with its member communities, will soon undertake a regional Dial-a-Ride study that will look at ways to more efficiently and effectively provide demand response transit services. RPTA will also be working to expand fixed route bus and express bus service in the region to provide residents with transportation options.

Comments by Victress Jenkins, Valley Resident

Comment: My concern is for a lot of the people who cannot use the buses or possibly when the light rail comes in not knowing how fast one has to move into that vehicle. I think that the Dial-a-Ride services and Reserve-a-Ride services should be funded properly for those persons who cannot get around. I know many people who take advantage of those. And quite truthfully, you know, who knows? Someday I may have to do it or one of my other neighbors. But I think it's very important that when you sign up to do something that you keep up that end of the deal.

Response: Light Rail Transit (LRT) vehicles and stations will be ADA accessible. Each rail car will include multiple locations for riders using wheelchairs. Rail cars will be low floor to aid boarding by mobility impaired riders. All Valley Metro buses are also ADA accessible and all new passenger facilities will consider the needs of physically challenged riders. RPTA, in partnership with its member

communities, will soon undertake a regional Dial-a-Ride study that will look at ways to more efficiently and effectively provide demand response transit services. Among issues to be looked at by this study are the challenges faced by riders making Dial-a-Ride trips across multiple jurisdictions.

William “Blue” Crowley, Valley resident, contacted MAG staff via telephone and asked that the following comments be made part of the record. The remainder of his comments can be found in Appendix B:

Comments from William “Blue” Crowley, Valley Resident

Comment: You need to straighten the route and continue Glendale Avenue to Scottsdale and make it a true grid.

Response: The member agency (Paradise Valley) did not support a route extension on Lincoln Drive.

Comment: Why isn't the Scottsdale bus route going to go all the way and extend into Cave Creek and Carefree so that would be a part of it?

Response: A transit service extension to Cave Creek and Carefree was not included in the final proposed transit plan due to low development densities which could not be effectively served by fixed route public transit.

Comment: We need buses on the upgraded arterials.

Response: The Regional Transportation Plan includes a 20-year program of transit improvements that will give Valley residents more travel options for making trips. These investments include a series of fixed route bus improvements known as “Supergrid.” Supergrid will feature consistent levels of service across all served jurisdictions. This will address a weakness of the current system where service frequencies and hours of operation vary from community to community based on availability of local funding. These and other service improvements are being phased in over time to allow for the procurement of bus fleet, and the construction of associated support infrastructure including passenger facilities, maintenance facilities, arterial street improvements, regional park-and-ride lots, and freeway HOV lanes.

Comments received via online from Dianne Barker, Valley Resident, not related to the South Mountain Freeway.

Comment: As a regular public participant at MAG now for approximately 20 years who has expended great time and energy for a better transportation plan, obviously I believe in citizen participation. Therefore, all testimony, including citizens attendance at all MAG meetings, should be included in MAG “phase” reports for consideration by reviewing all interests.

Response: Citizen attendance at MAG public meetings is greatly appreciated and encouraged. Citizens who provide comment at MAG meetings during the any input phase are made part of the formal record through inclusion in the input opportunity report for that phase.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

TRANSCRIPT STARTS HERE

**IV. APPENDIX A.
PUBLICITY MATERIAL**

February 23, 2006

FIELD(1)

FIELD(2)

The Maricopa Association of Governments (MAG) is distributing these postcards to publicize our upcoming transportation meetings. With regional transportation planning among its responsibilities, MAG has developed a new Regional Transportation Plan to guide development of the transportation system throughout the region. MAG also prepares a program of transportation projects to carry out the Plan over the next five years. The public involvement process provides opportunities for continuing public input into this transportation planning process. Your continued assistance in publicizing the public participation process is appreciated.

I have enclosed the postcards for distribution to your library users. If additional postcards are needed, or if you have suggestions about transmitting this type of material in the future, please let me know. In addition, if you require further information, please call me at (602) 452-5004, or send e-mail to jstephens@mag.maricopa.gov.

Sincerely,

Jason Stephens
MAG Public Involvement Planner

Enclosures

POSTCARD NOTICES OF THE TRANSPORTATION FAIR, AND OPEN HOUSE AND PUBLIC HEARING WERE MAILED TO APPROXIMATELY 25 REGIONAL LIBRARIES THROUGHOUT THE VALLEY. EACH LIBRARY RECEIVED 25 POSTCARDS.

Postcard

Public Notice

Display AD

Display AD

Display AD

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