



Providing for Arizona's Future Mobility

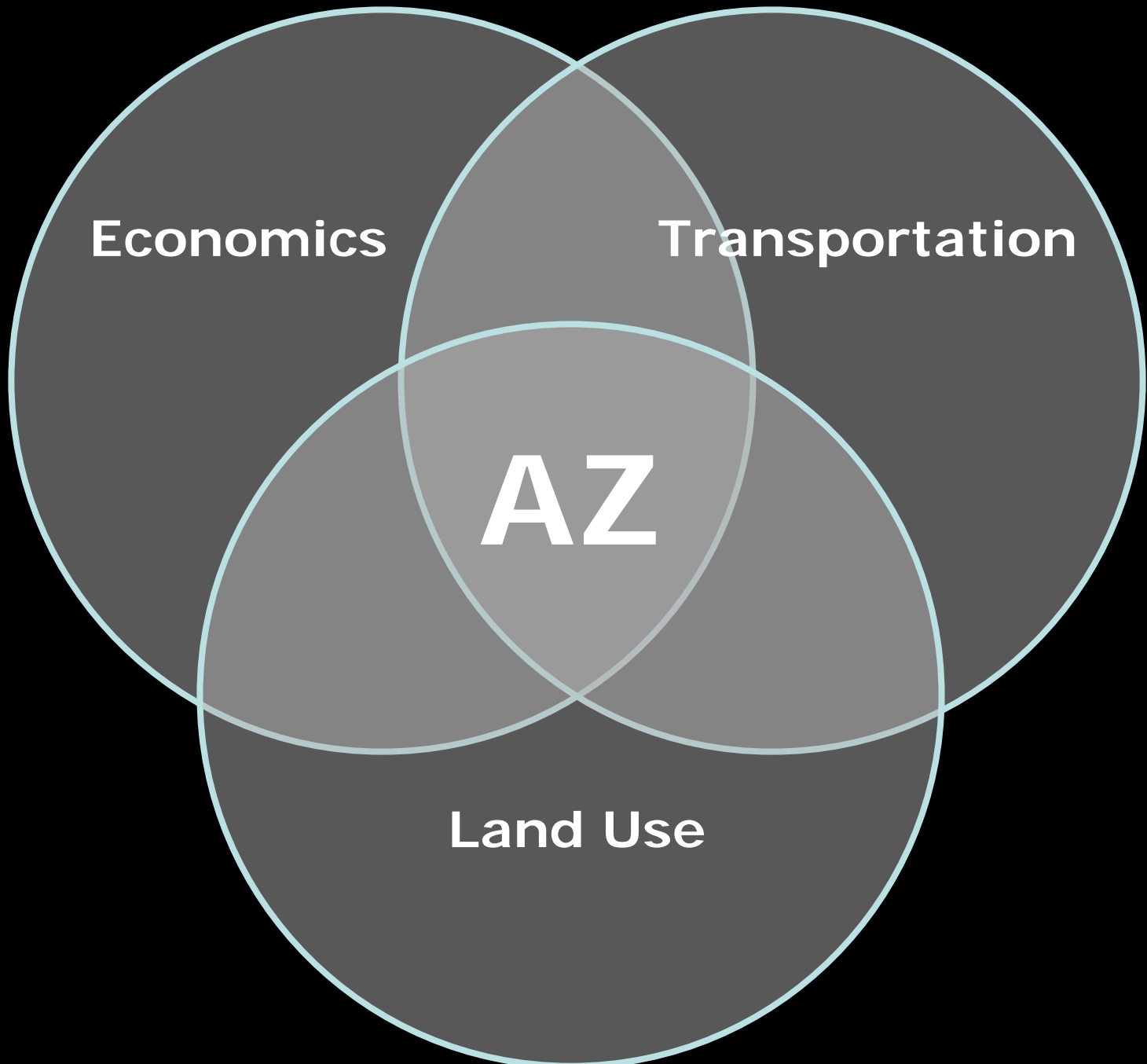
3 Challenges, 3 Opportunities



My Proposal to You



- States Compete for Economic Growth
[Some will thrive, others will suffer]
- But Economies are Local & Regional
[Cities = Economies]
- Arizona's Future is in Her Cities
- Small Differences Have Big Effects
[Outcomes are decided at the margin]

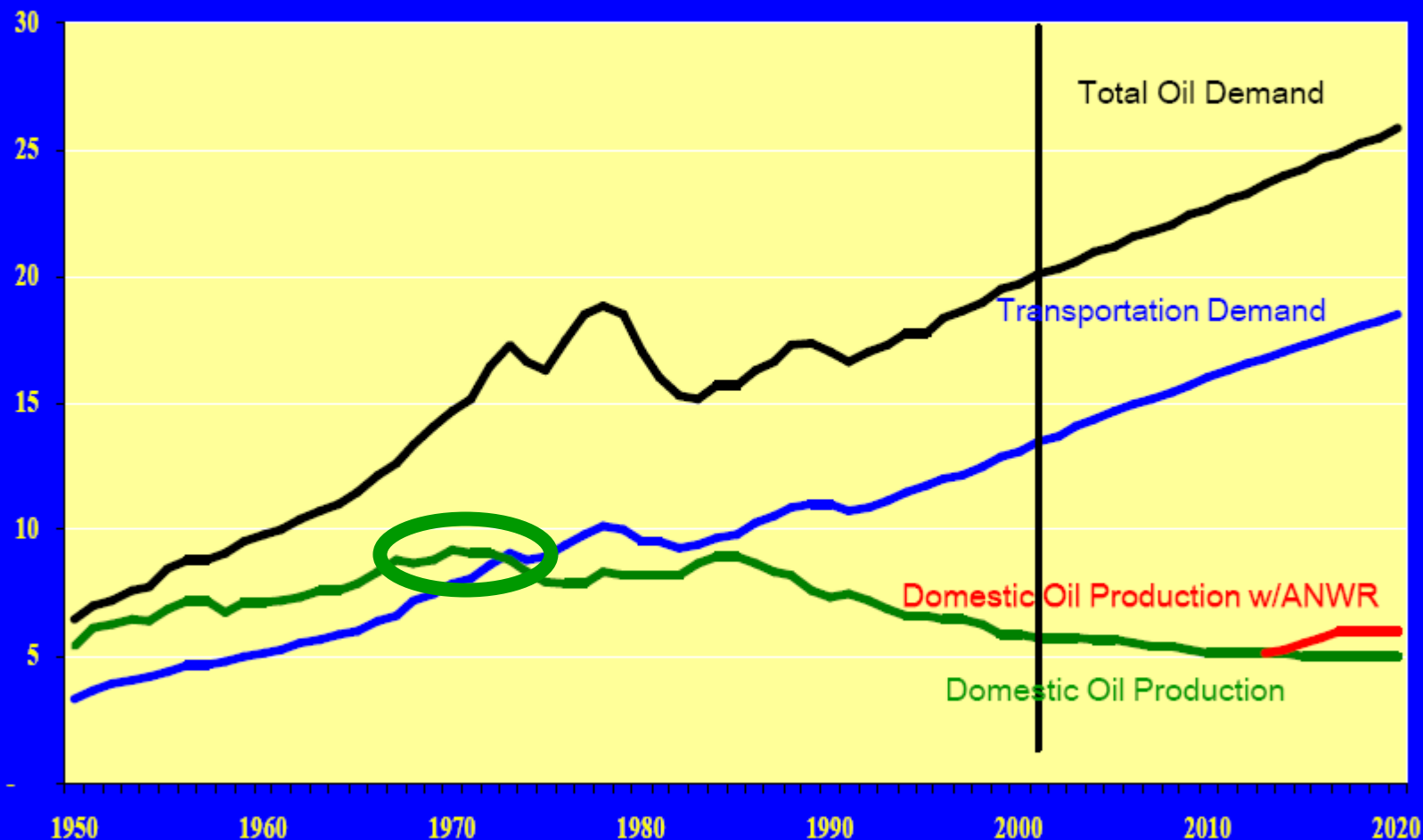


Three Challenges

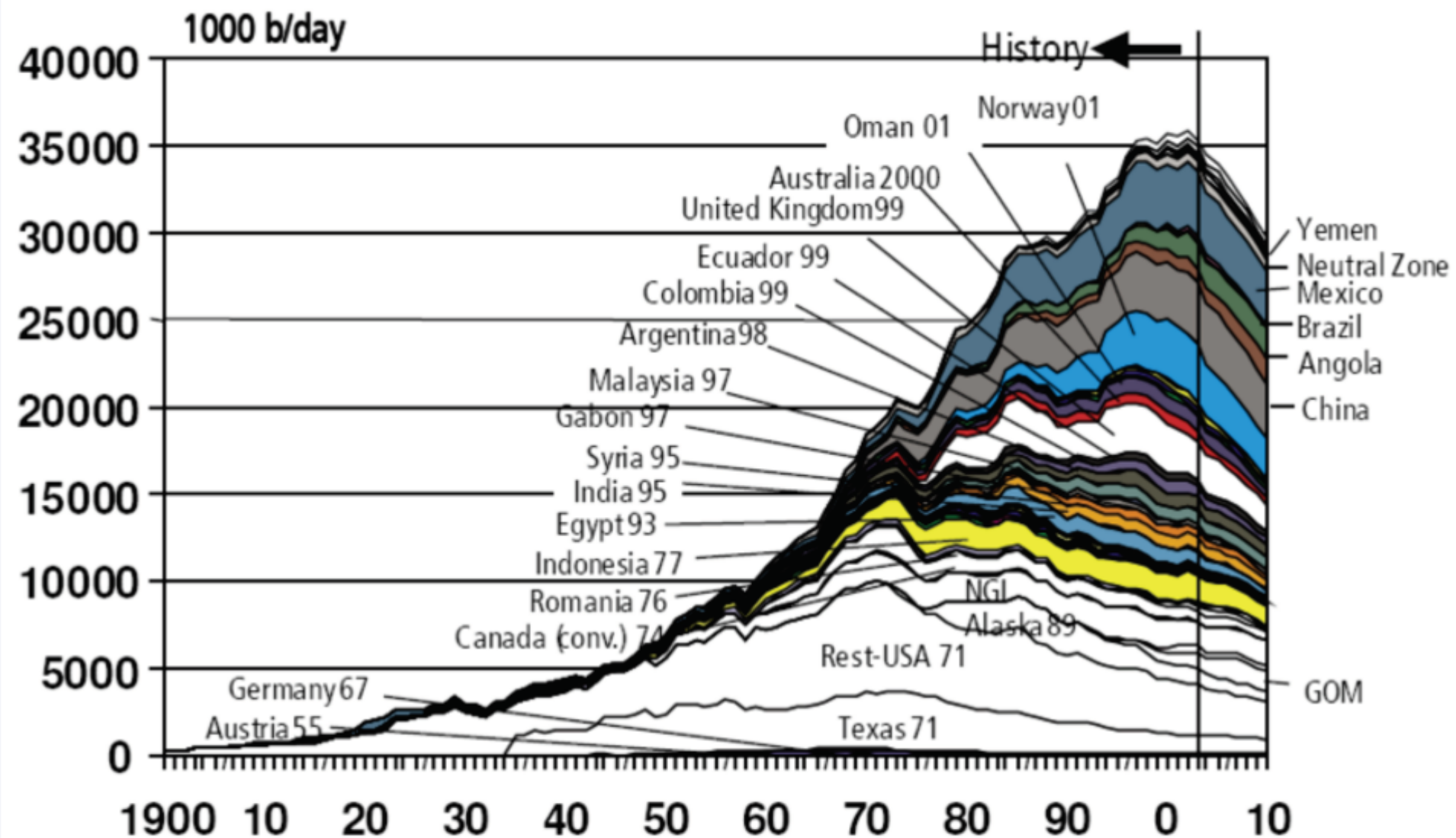


1. Petroleum Dependency
2. Climate Change
3. Location Efficiency

US Oil Consumption (million barrels per day)



EIA, Annual Energy Outlook 2001; "Potential Oil Production from the Coastal Plain of ANWR," - EIA Reserves & Production Division

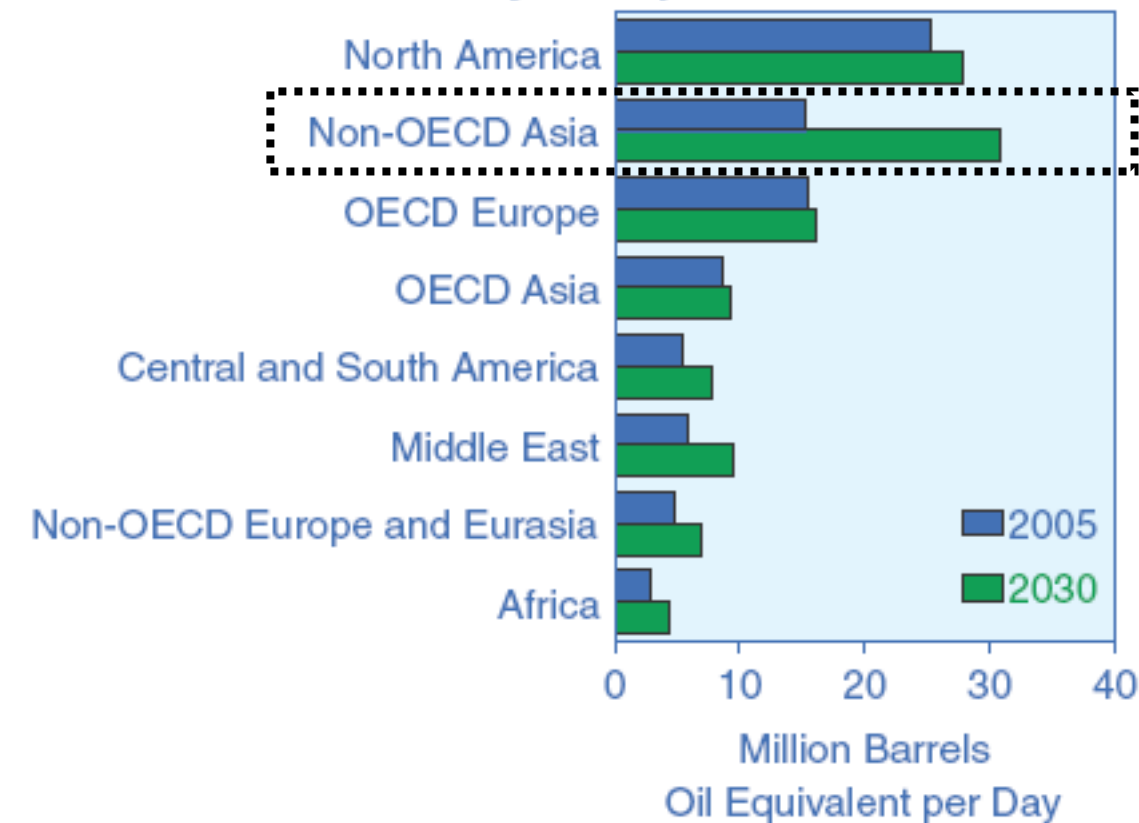


Source: Industry database, 2003 (IHS 2003)
OGJ, 9 Feb 2004 (Jan-Nov 2003)

Growth by World Region



Figure 29. World Liquids Consumption by Region and Country Group, 2005 and 2030

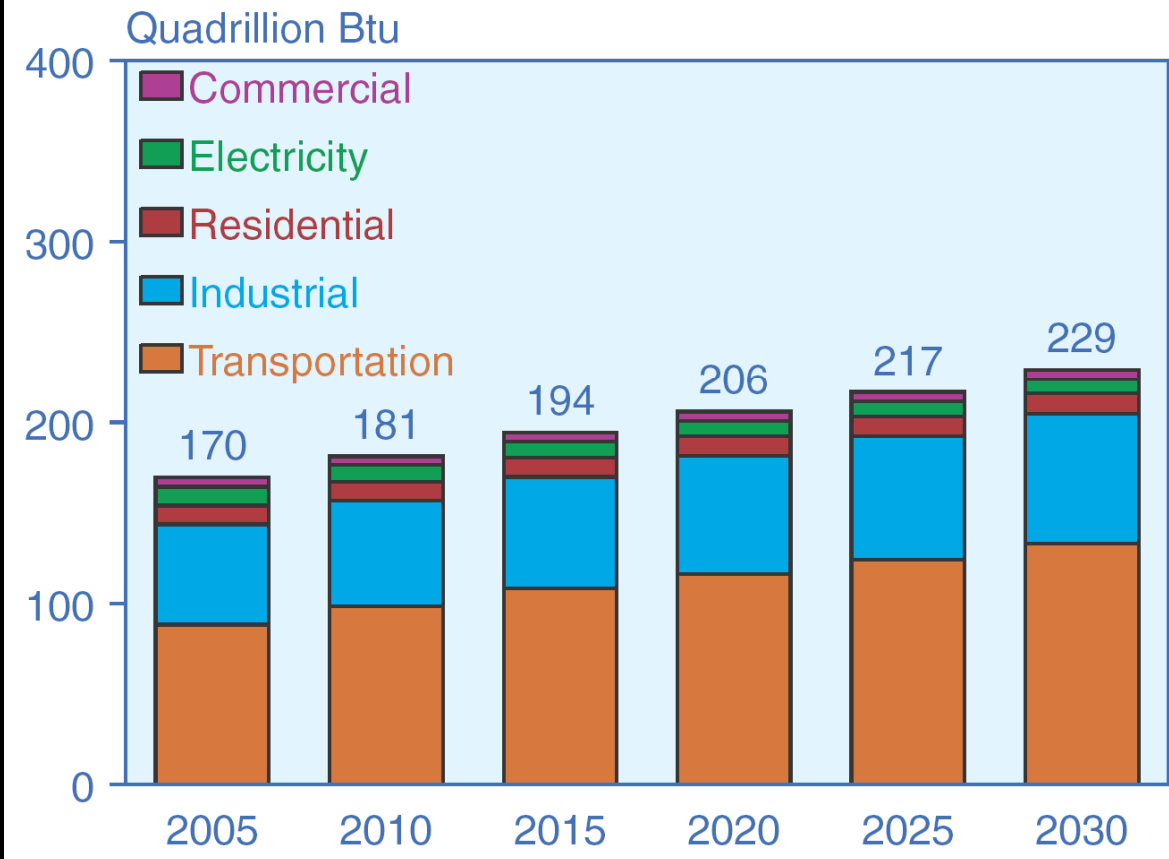


India and China
will double their
demand for
petroleum by
2030

Worldwide Growth in Demand



Figure 28. World Liquids Consumption by Sector, 2005-2030



Transportation =
74% of increase
in U.S. petroleum
consumption

We have not “run out of” oil



The stone age did not end...
...because we ran out of stones

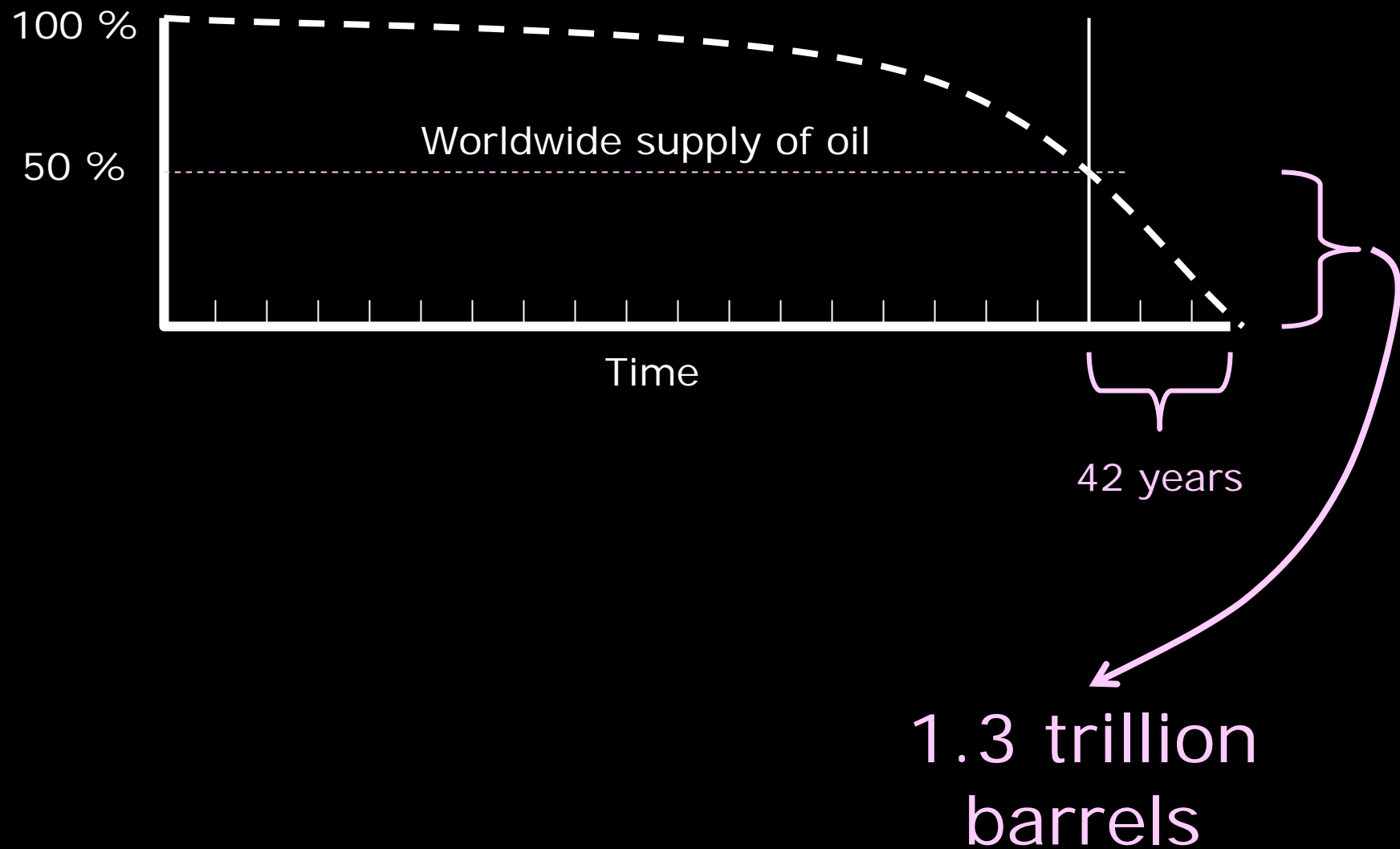


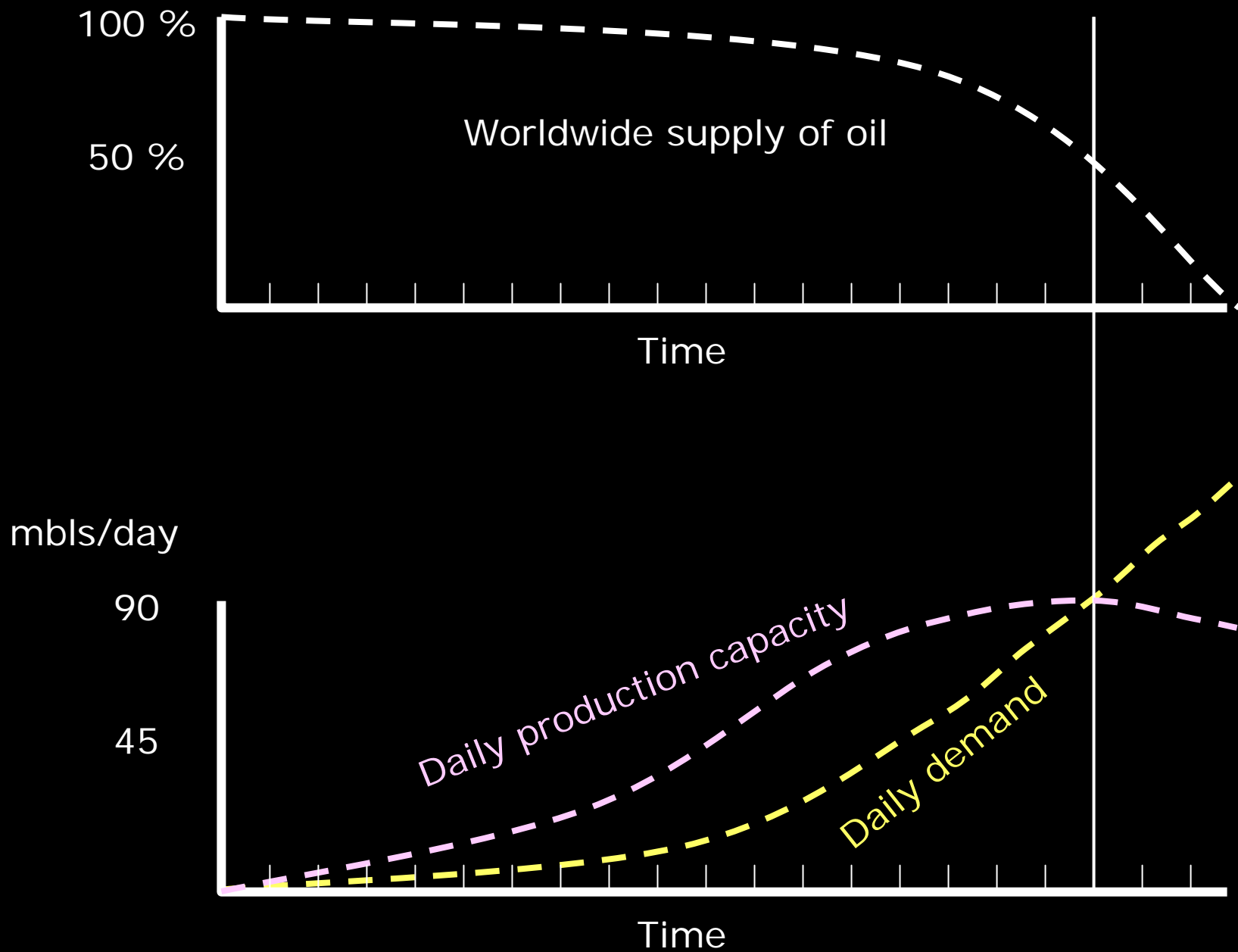
We are at the end of
the age of...

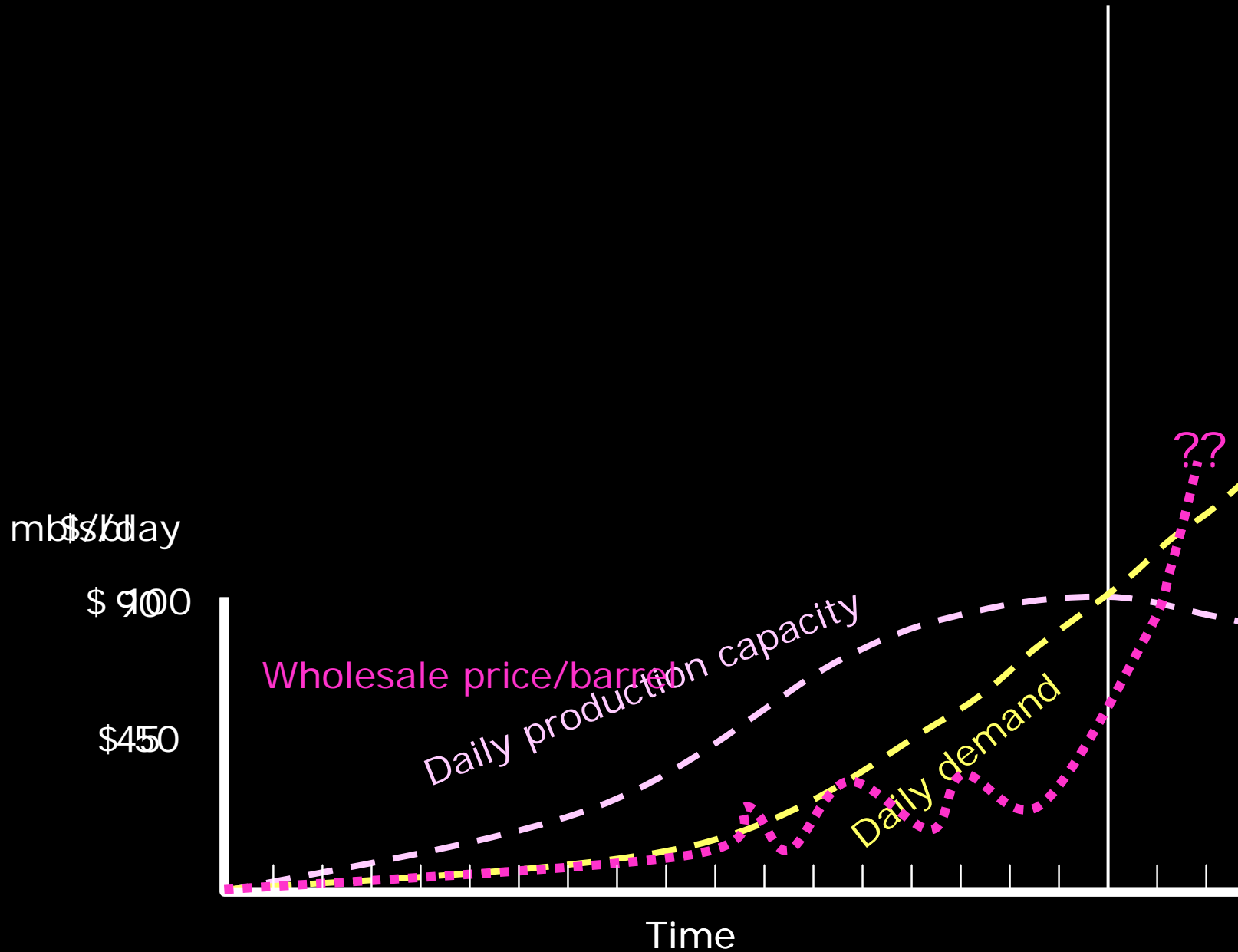


...cheap oil...

...and the beginning of
the Post-Petroleum era.







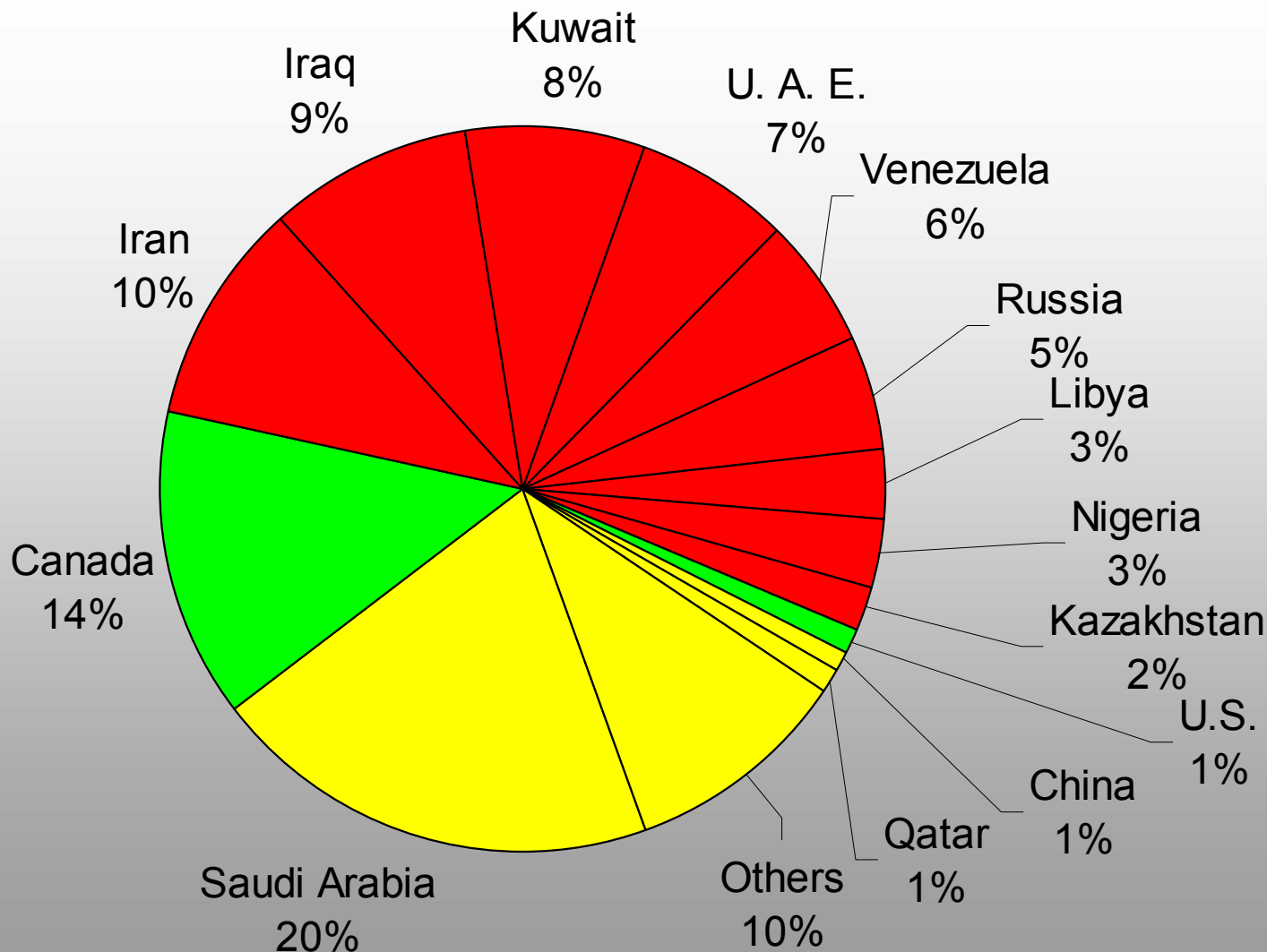
"Peak Oil"



- We are not "out of oil"
- But world-wide production capacity of petroleum-based fuels has peaked
- Demand will continue to rise
- Prices will rise and will be unstable



Remaining Oil Reserves by Country



STABILITY OF U.S. RELATIONS

HIGH

15%

MODERATE

32%

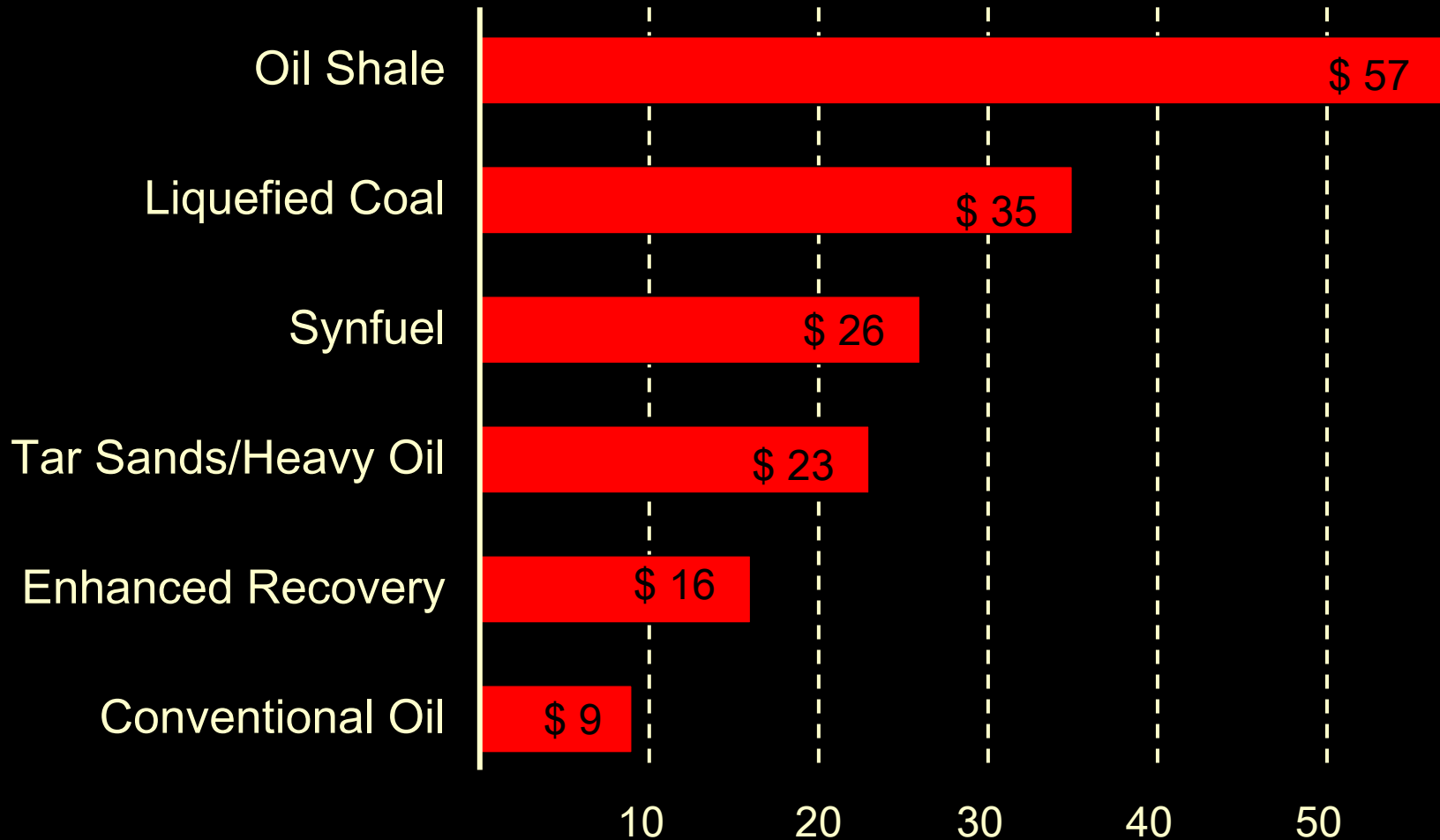
LOW

53%

Source: Oil &
Gas Journal

Production Cost – Sources of Oil

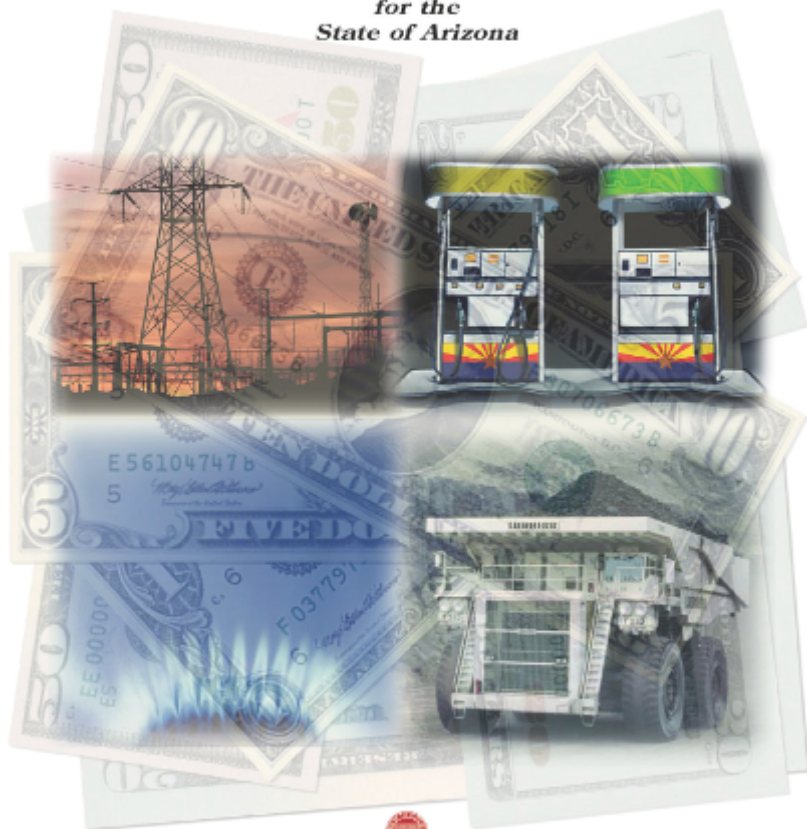
Production Cost Per Barrel of Oil - 2007



Az's Financial Drain - Energy

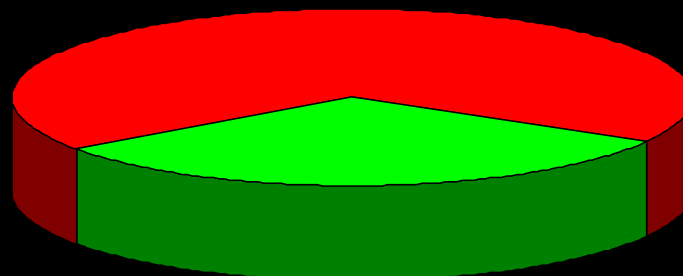


2006 ENERGY DOLLAR FLOW ANALYSIS *for the State of Arizona*




ARIZONA DEPARTMENT OF COMMERCE
ENERGY OFFICE
Energy Policy and Planning

Dollars
Exported
68%



Dollars
Retained
32%

\$9.9 Billion

Az's Financial Drain - Petroleum



2003

Dollars
Exported
79%

\$3.5 B

Dollars
Retained
21%

2006

Dollars
Exported
86%

\$5.9 B

Dollars
Retained
14%

+ 68%

Petroleum Dependency



➤ Bottom Line:

1. Carbon-based energy will be more expensive & prices will fluctuate
2. Carbon-dependent economies will be at a disadvantage
3. Arizona has a carbon-dependent economy

Three Challenges



1. Petroleum Dependency
2. Climate Change
3. Location Efficiency



Receding Glaciers



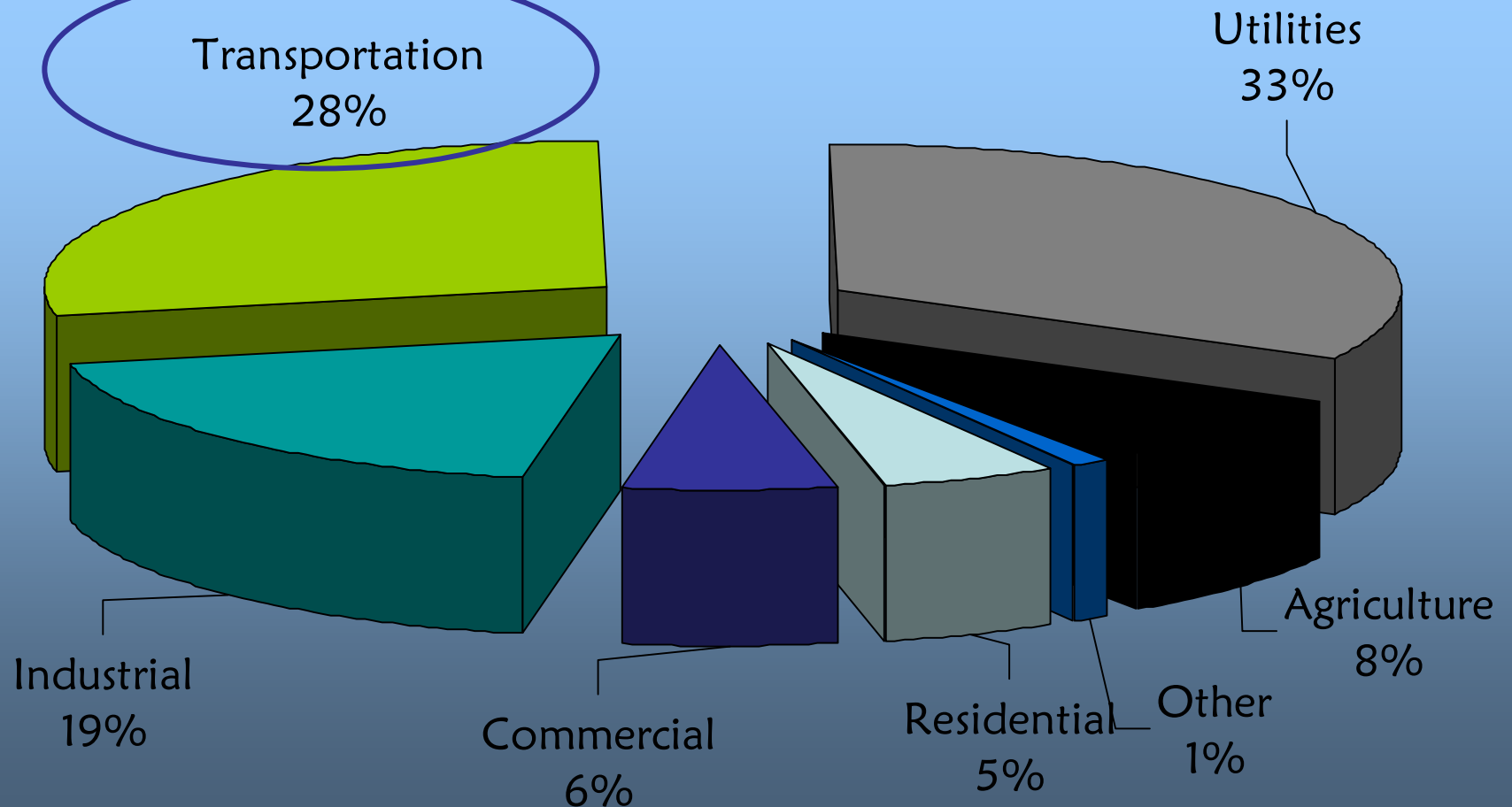
Stranded Polar Bears

Potential Responses to Climate Change

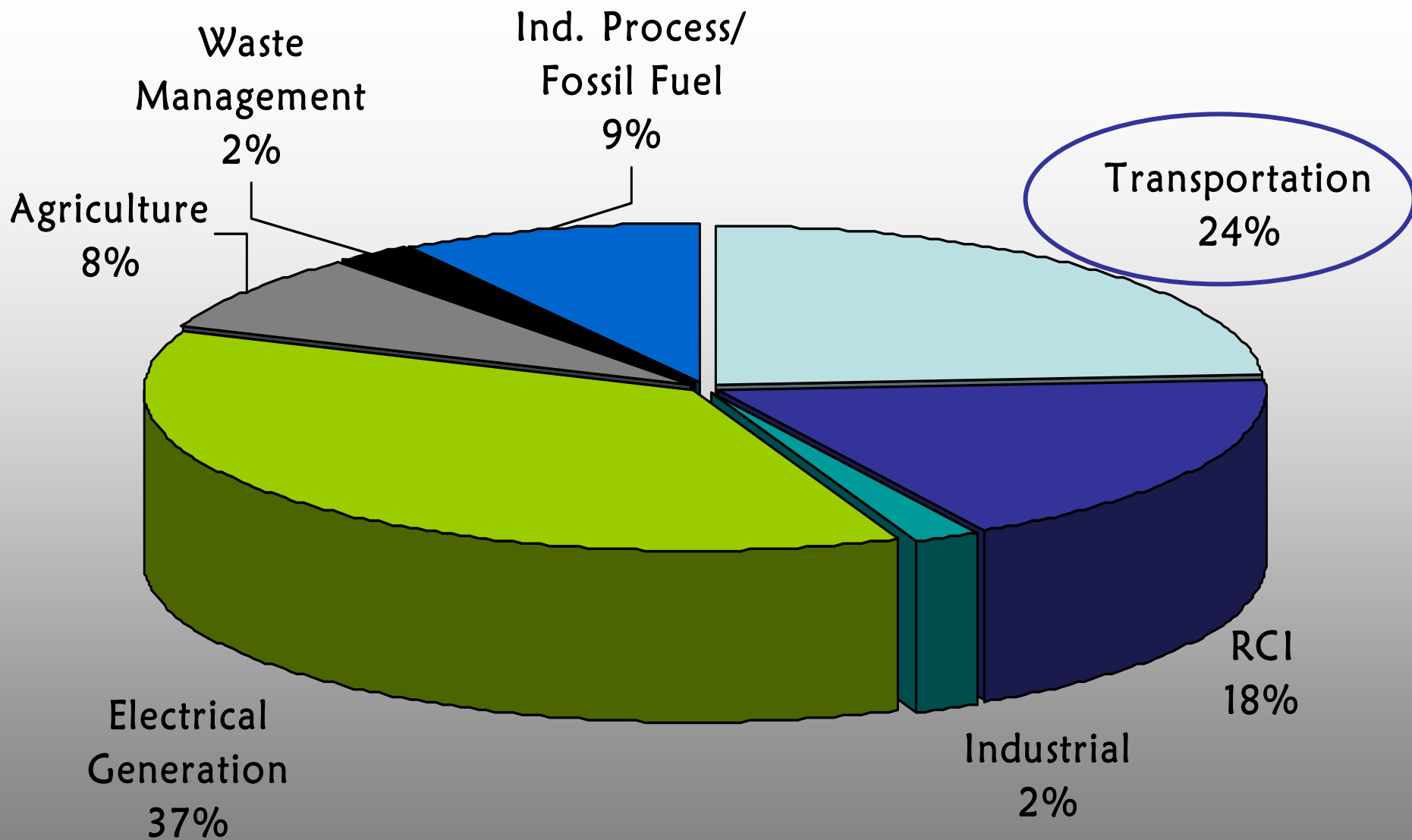


- Ignore
- Mitigate
- Adapt

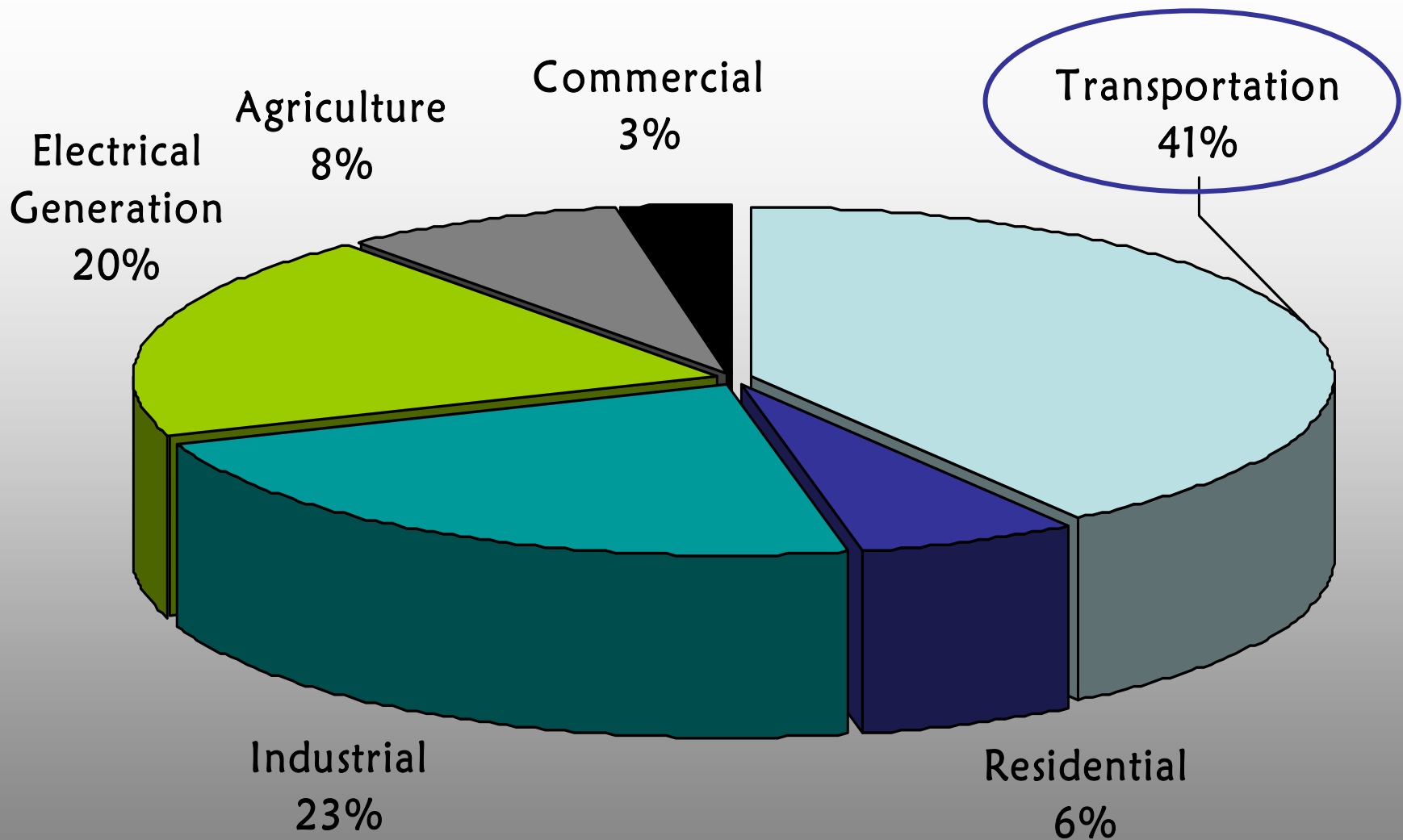
U.S. Greenhouse Gases



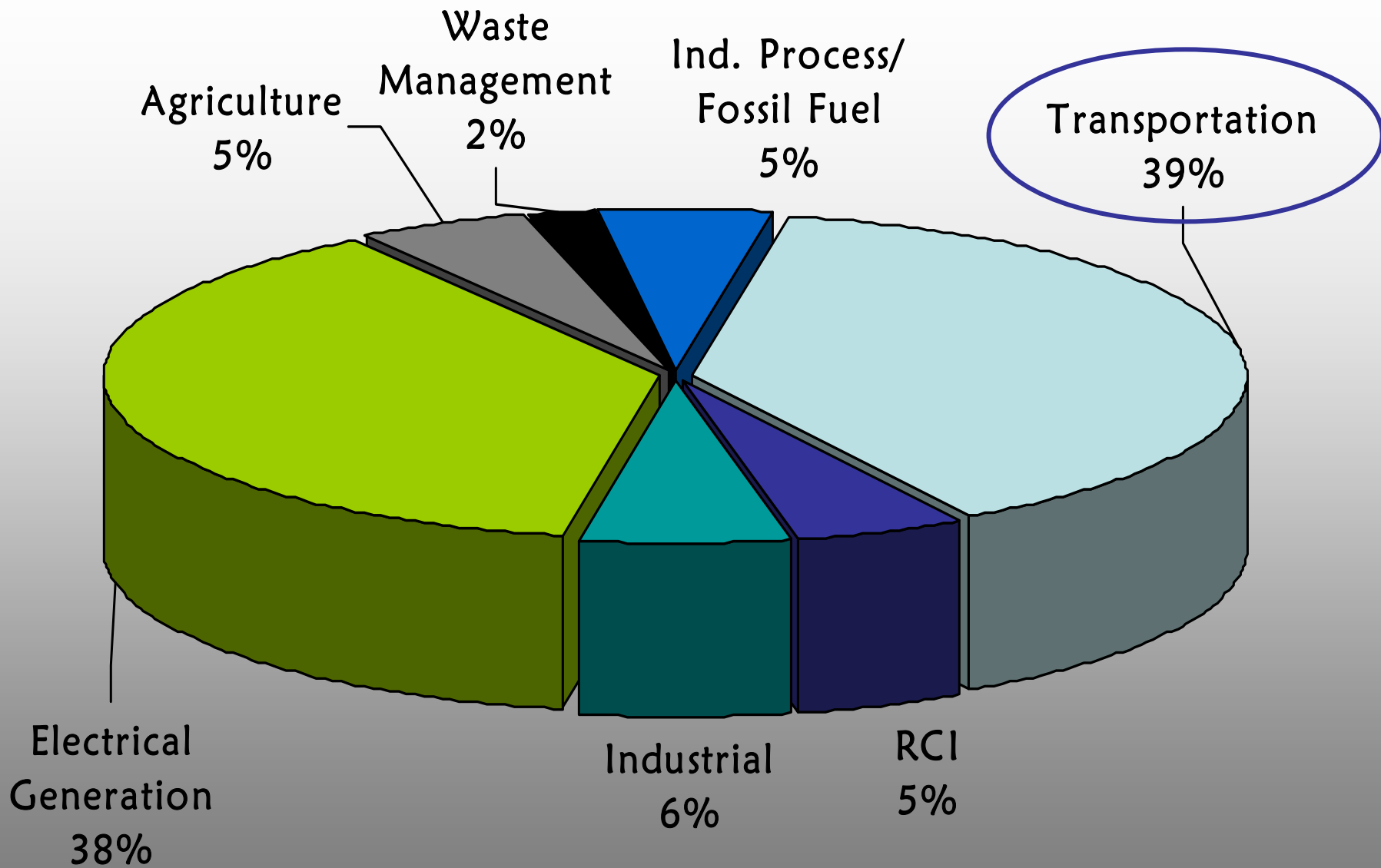




Colorado

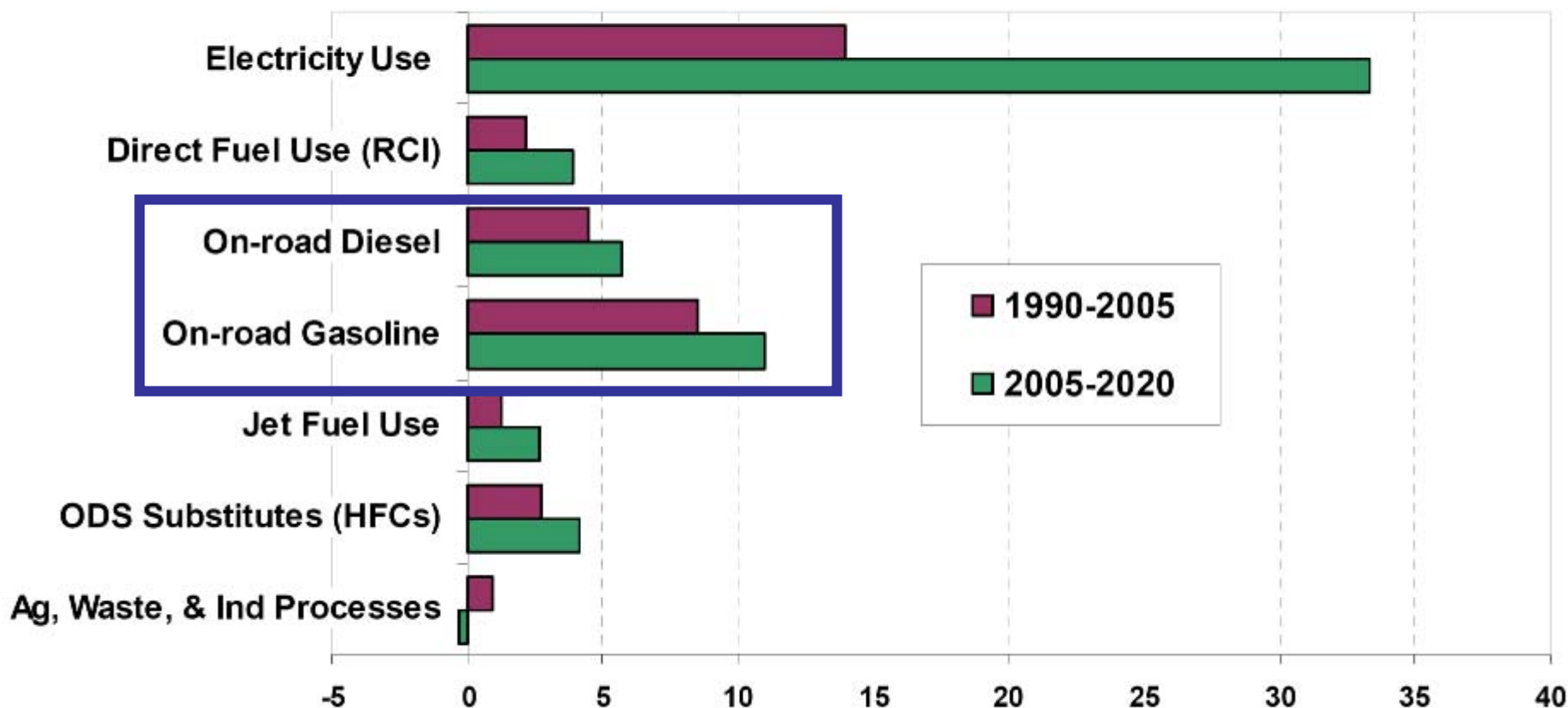


California



Arizona

Figure 4. Contributions to Emissions Growth, 1990-2020: Reference Case Projections (MMTCO₂e)

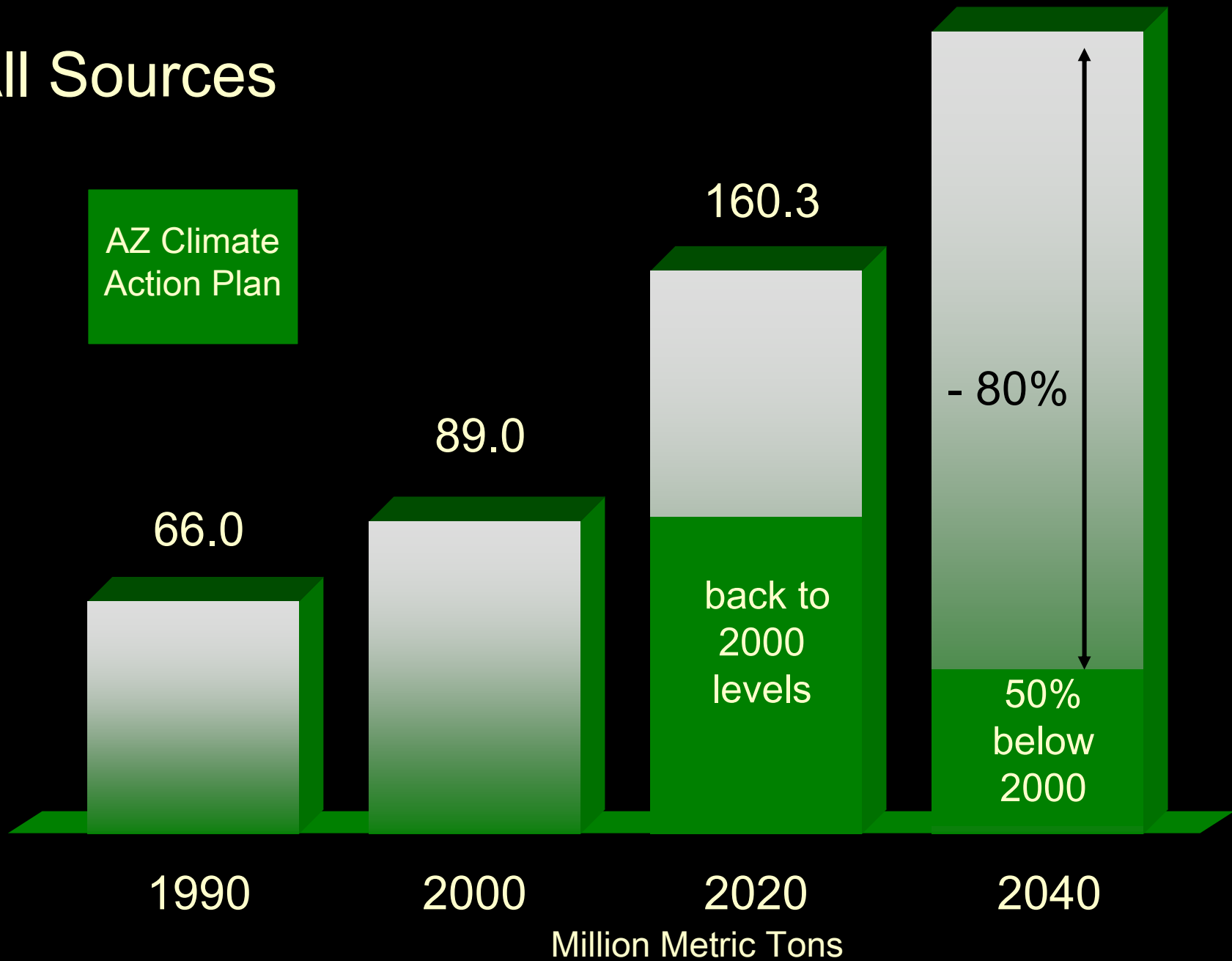


Arizona Climate Change Policy

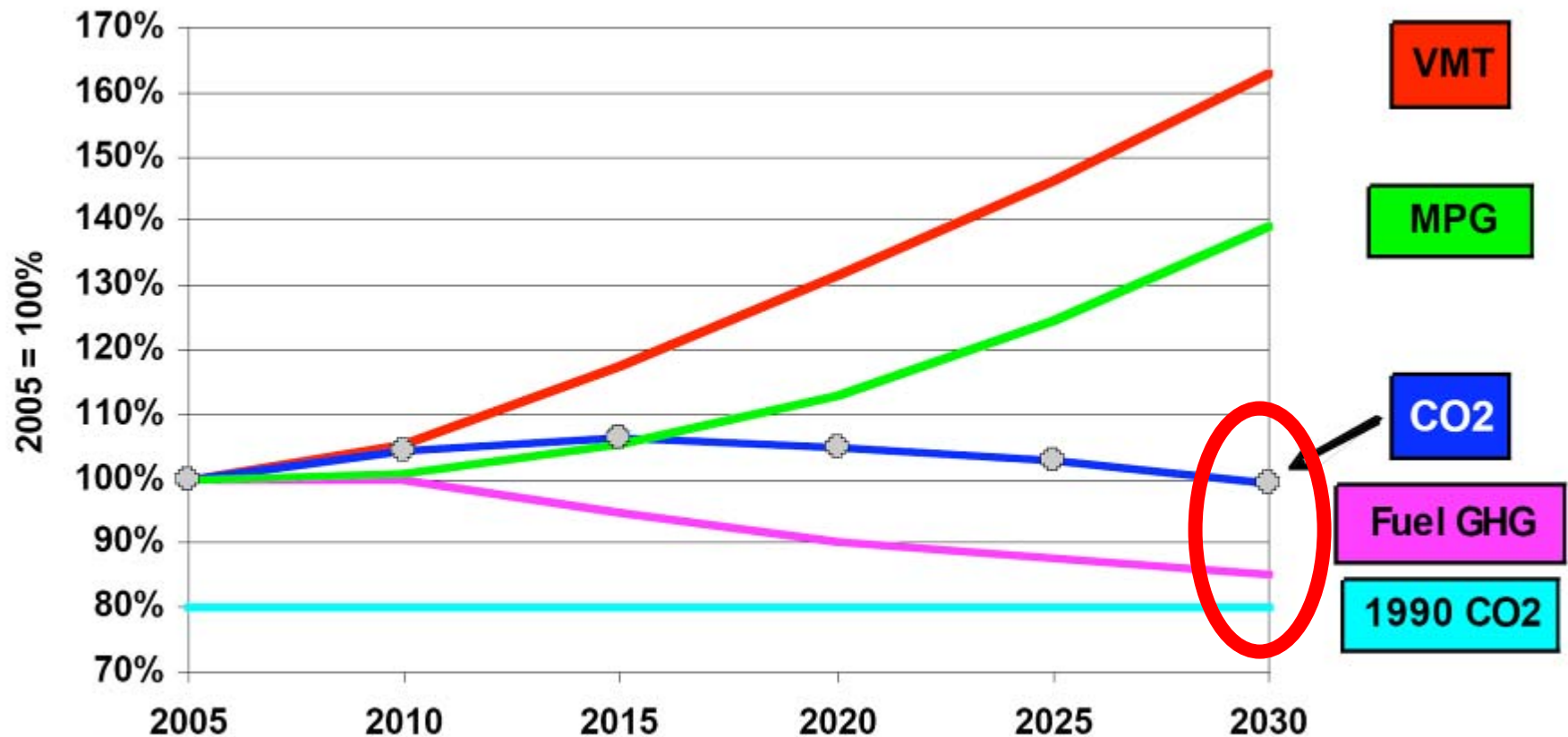


Arizona Gross Greenhouse Gas Emissions

All Sources



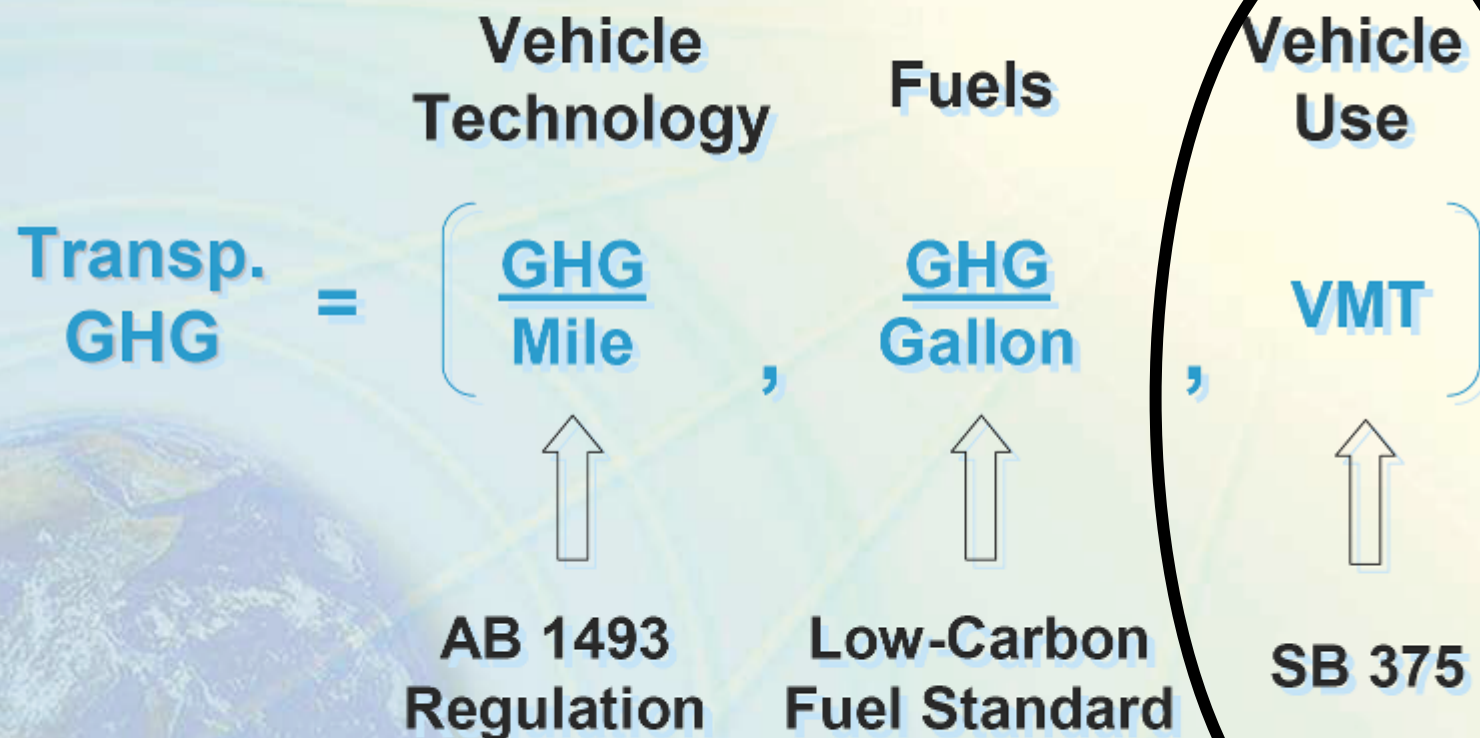
Reducing Emissions at the Tailpipe Will Not Be Enough



Sources: VMT: EIA with 10% rebound, MPG & Fuel: Trend Extrapolation

California's Approach to

Transportation GHG



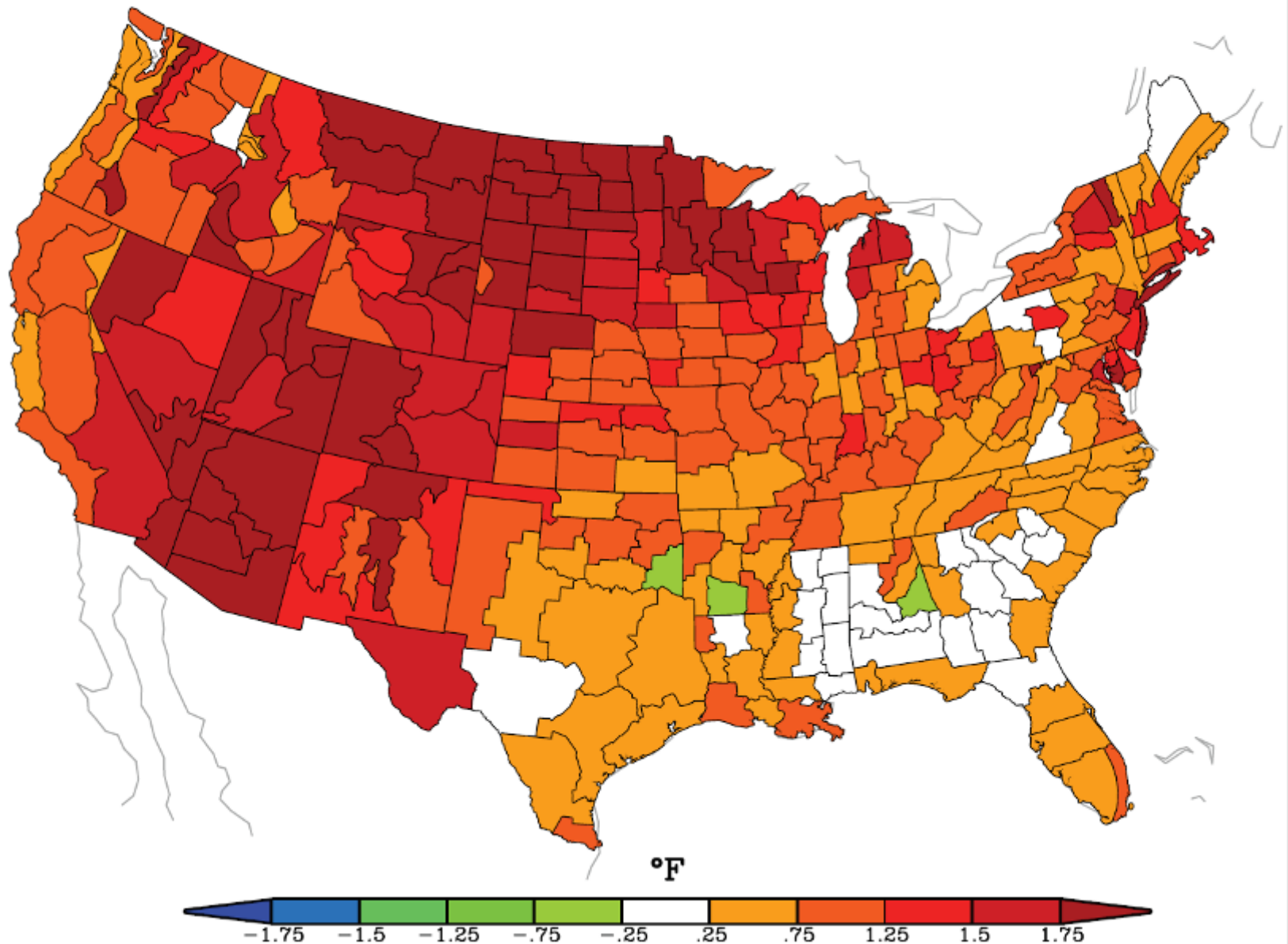
Potential Responses to Climate Change



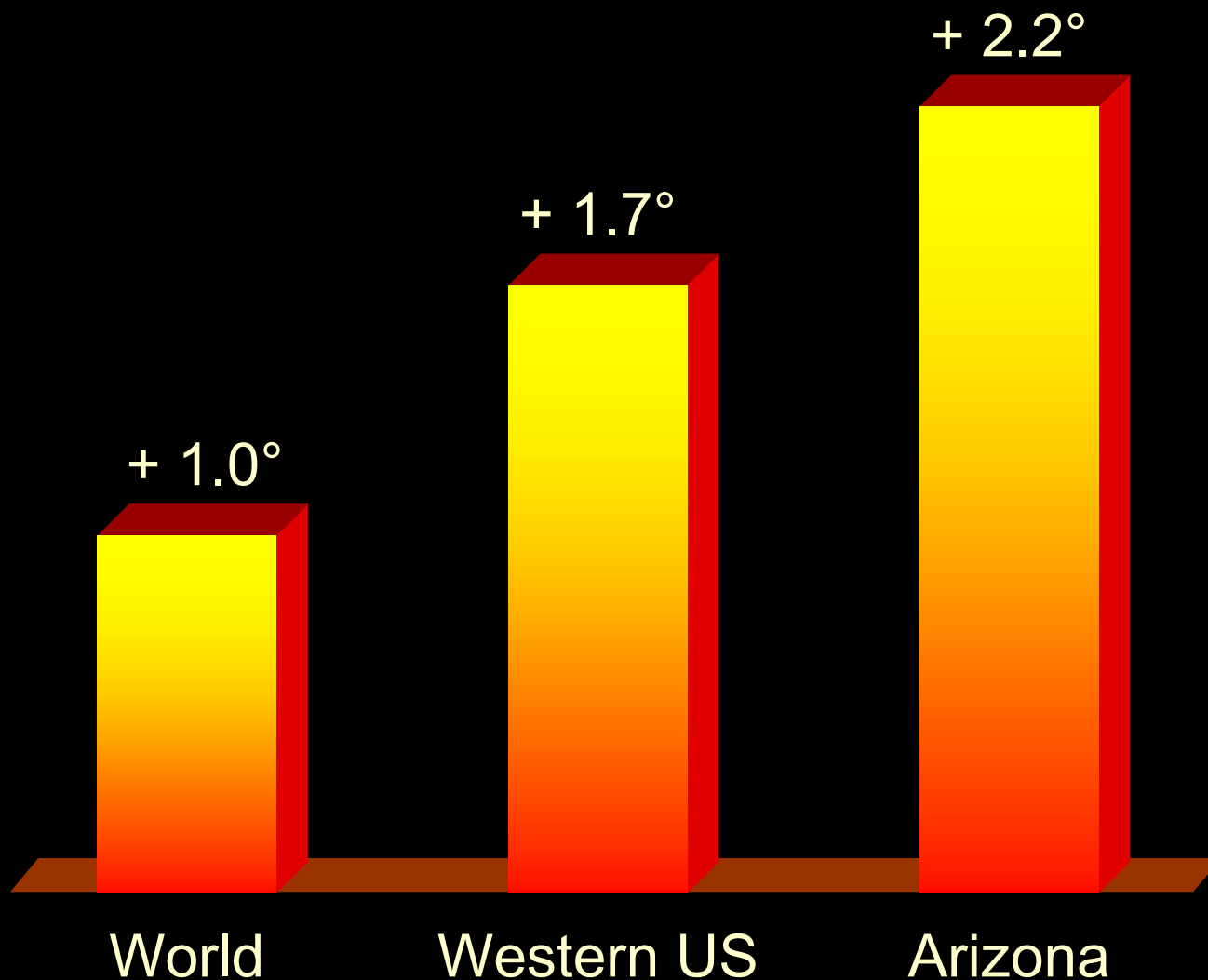
- ~~Ignore~~
- Mitigate
- Adapt



**Figure 3. The Interior West: Epicenter of Warming in the Contiguous U.S.
(2000 - 2007 Average Temperatures Compared to 20th Century Averages)**



Ambient Temperature Change 1980 – 2007 (° F)





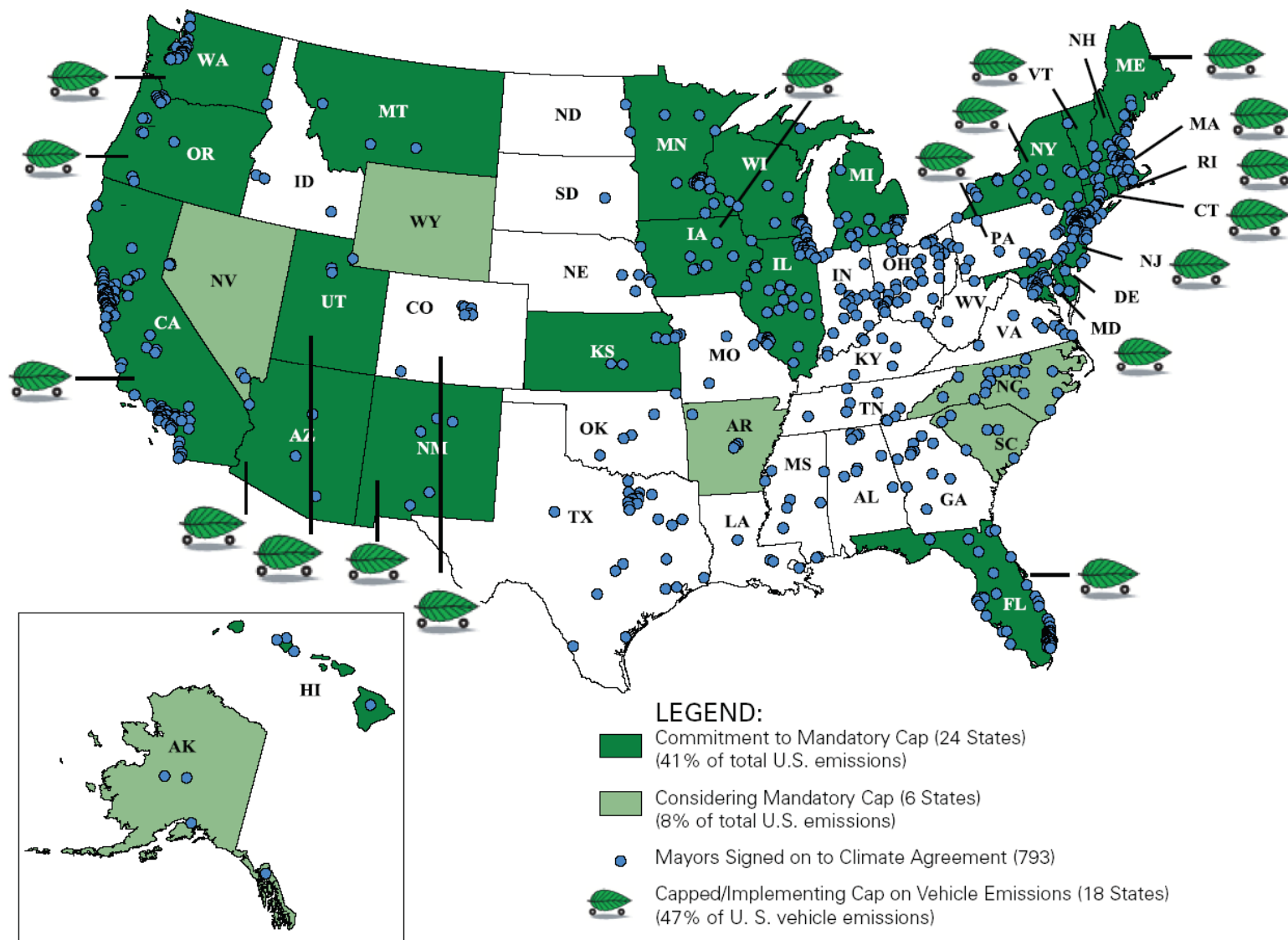
Natural Inflow to Lake Powell Compared to Average Inflow²²

Year	Percentage of Average
2000	62%
2001	59%
2002	25%
2003	51%
2004	49%
2005	105%
2006	73%
2007	68%



White "bathtub rings" show the pre-drought water level of Lake Powell.

Figure 6. The Rising Tide for Global Warming Solutions



What Does “Adapt” Mean?



Downtown Phoenix

Strategic Building Massing and Orientation



Credit: ASU
and City of
Phoenix

Urban Streets As Linear Parks



Credit: ASU and
City of Phoenix

Cooler Pedestrian Environment in Urban District



Credit: ASU and City of Phoenix

Climate Change



➤ Bottom Line:

1. Az Must Mitigate GHG Emissions
[this will be driven by regulations]
2. Az Must Adapt to Climate Change
[this will be driven by politics]
3. A Late Start is a Bad Idea
[the magnitude of these issues will be exponential over time]

Three Challenges



1. Petroleum Dependency
2. Climate Change
3. Location Efficiency

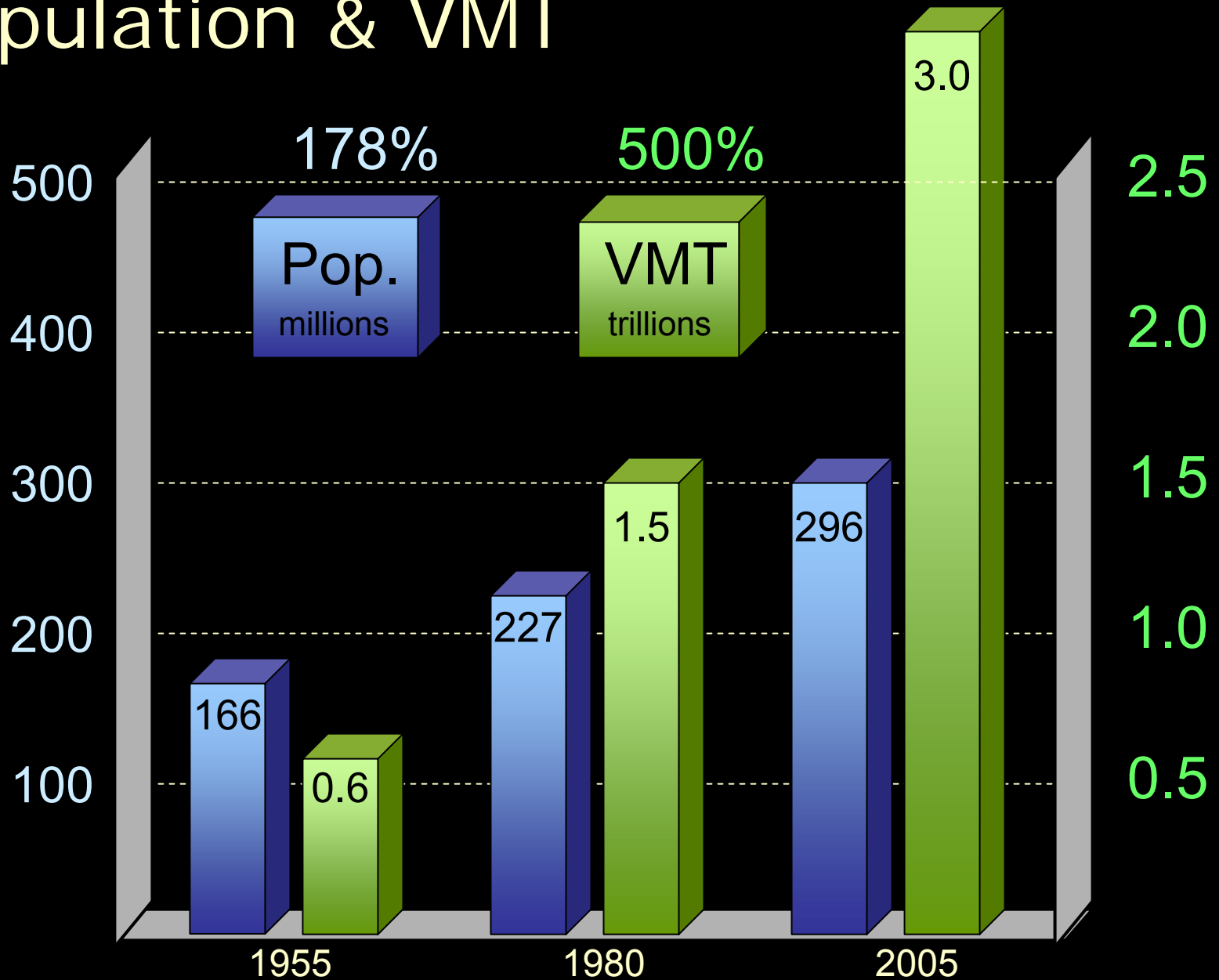
def. "Location Efficiency"



The intrinsic accessibility and mobility performance of a given land development pattern, measured in unavoidable transportation costs (incl. time) and associated secondary impacts of non-productive travel volumes

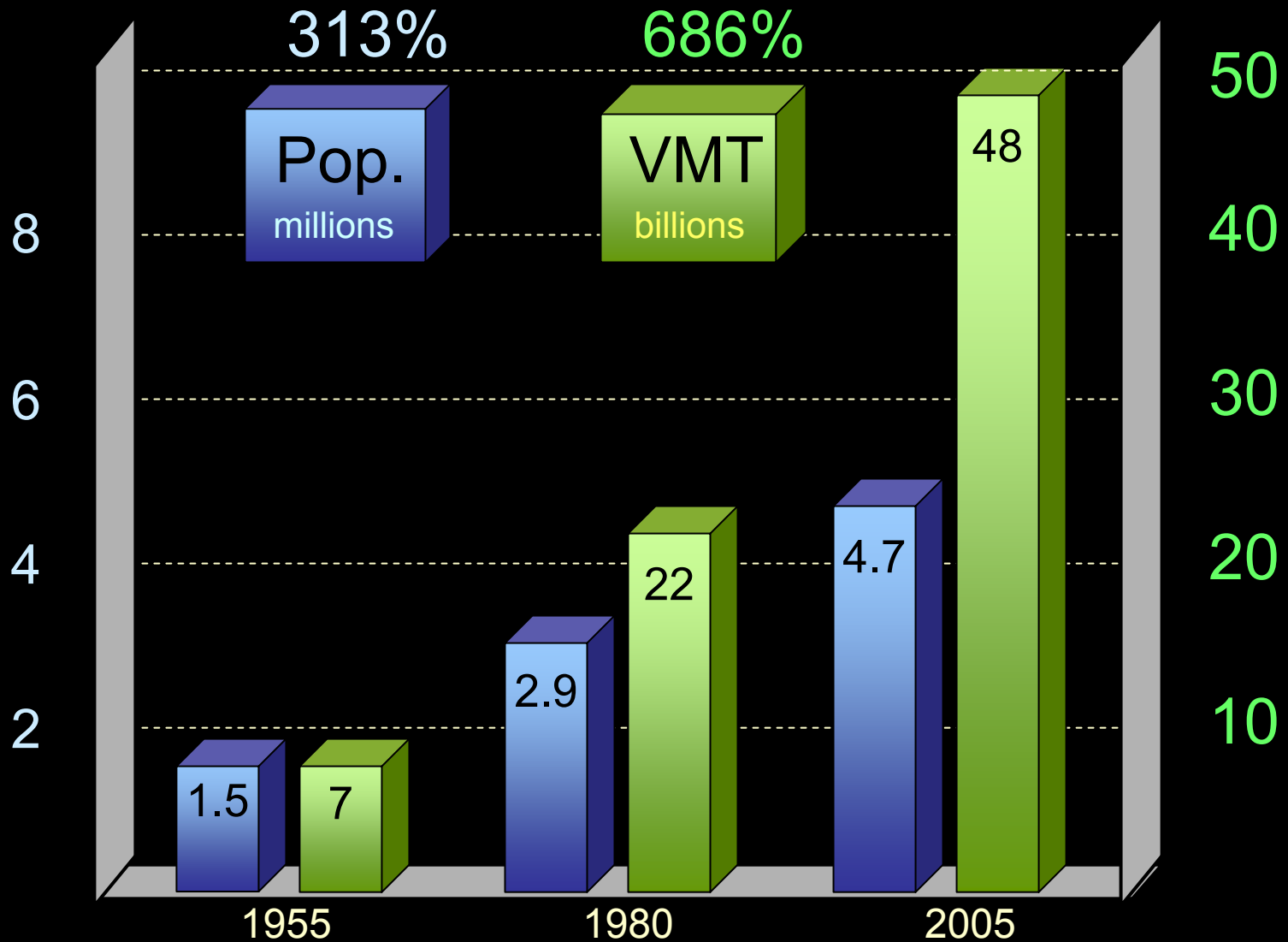
United States

Population & VMT



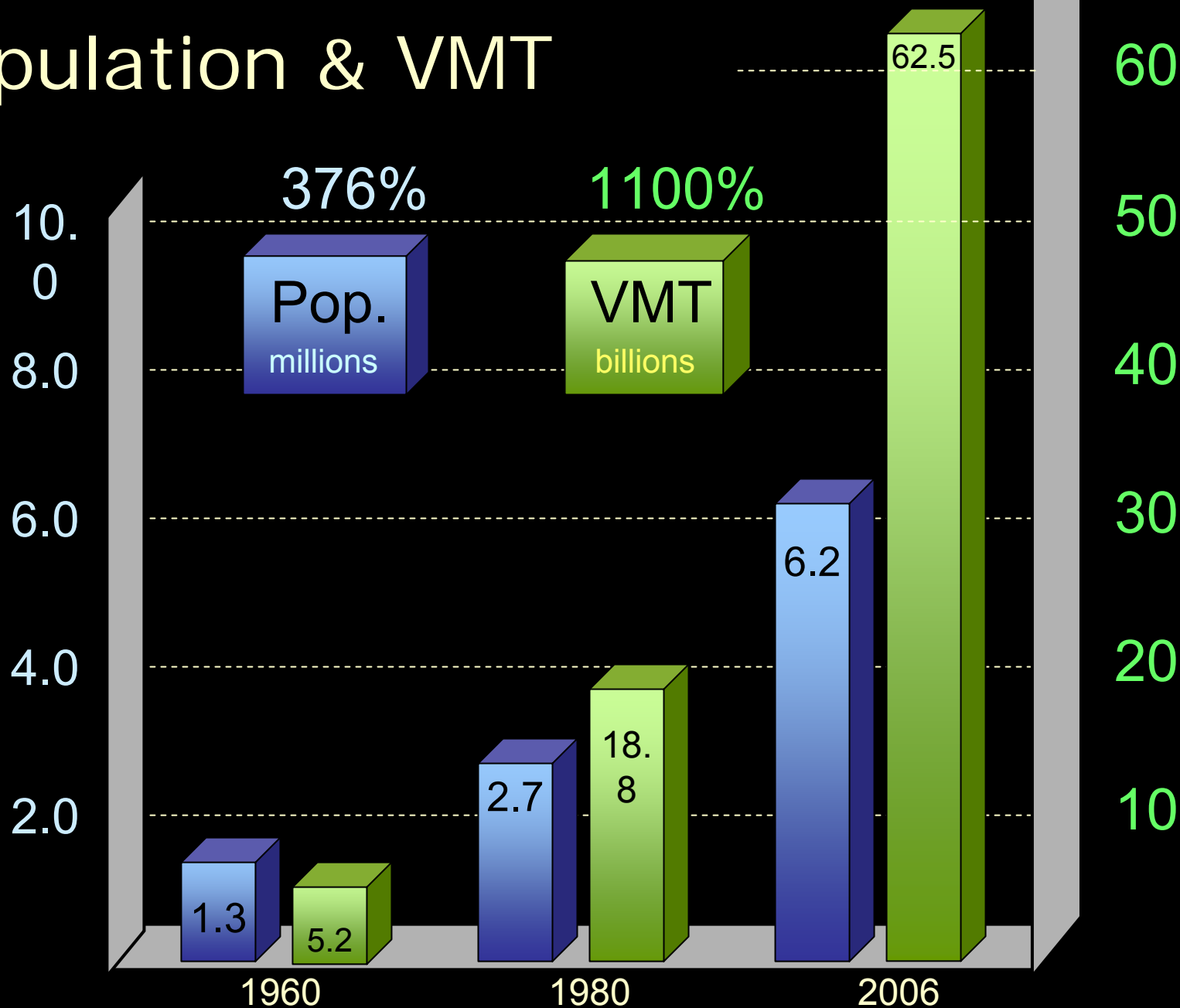
Colorado

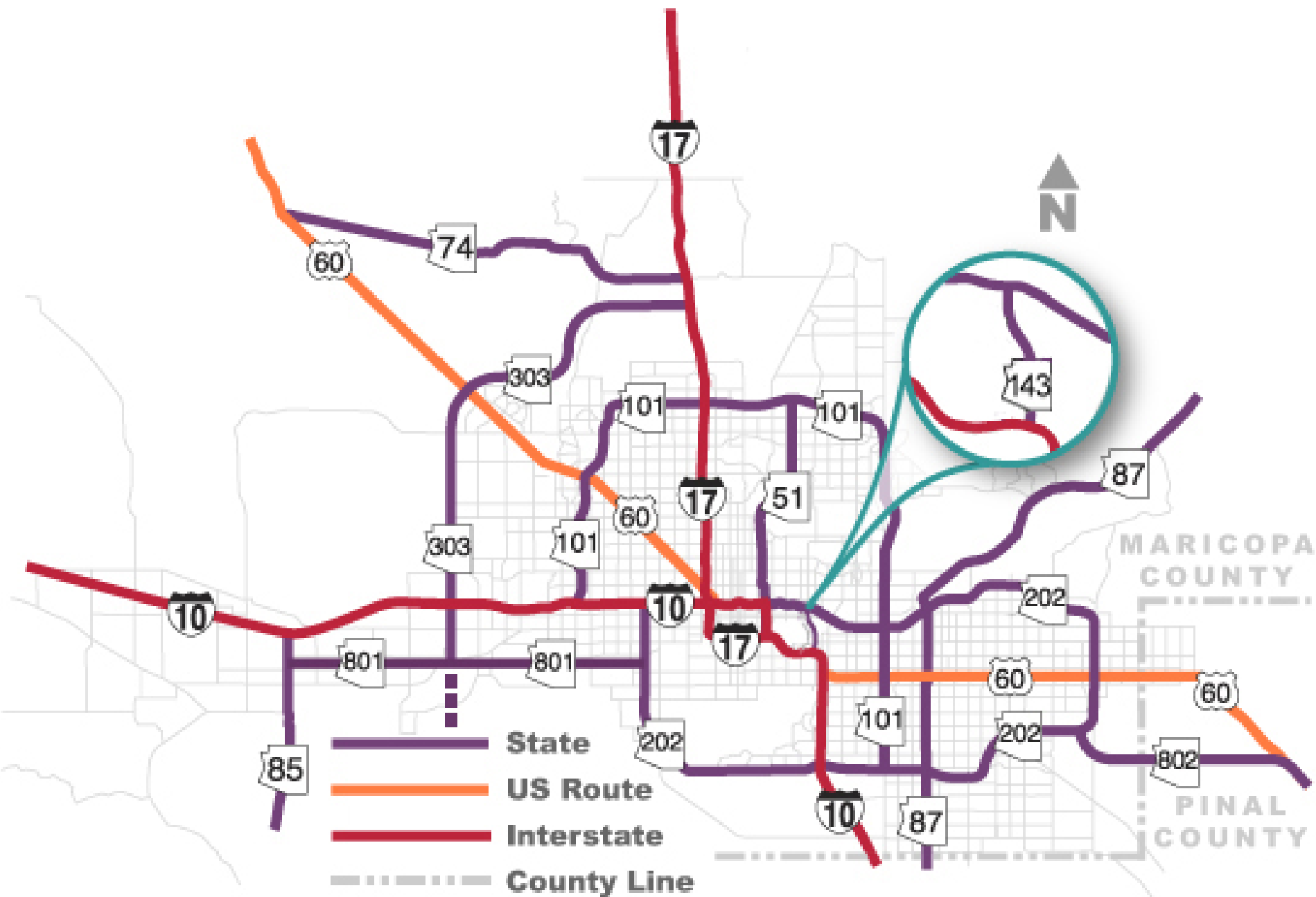
Population & VMT



Arizona

Population & VMT





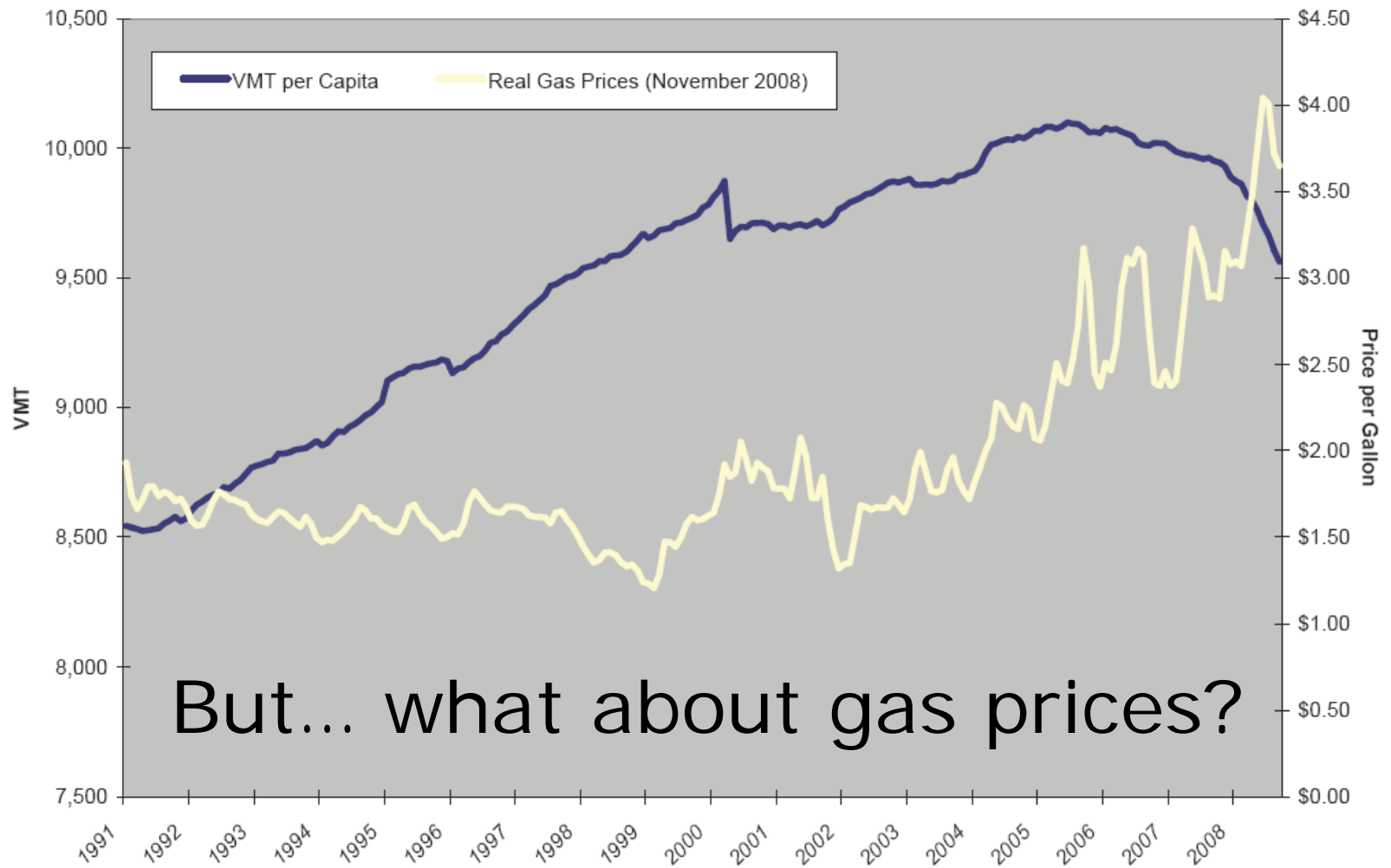
Phoenix Valley Freeways



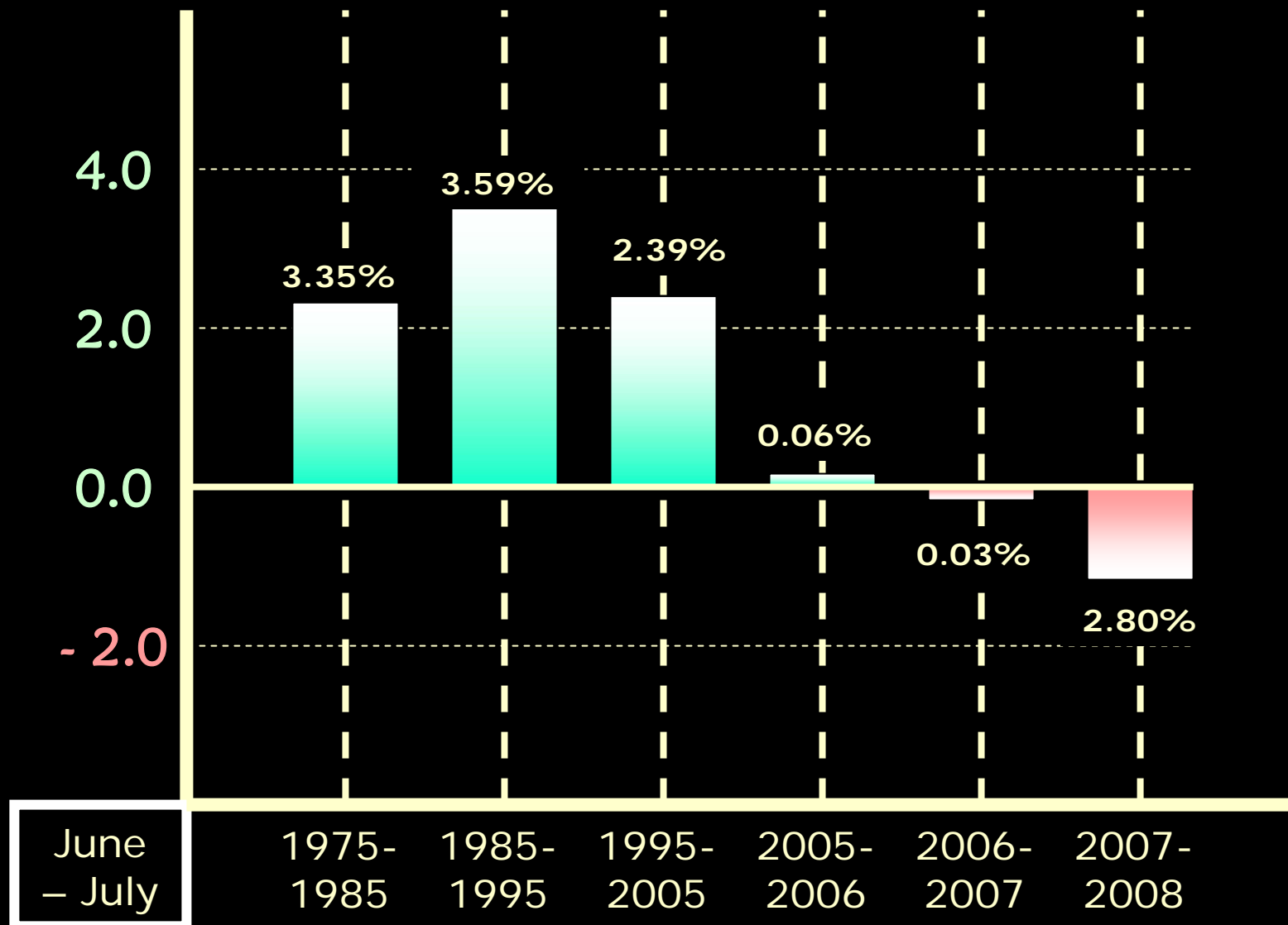
TTI Data - 2007



**Figure 1b. U.S. Vehicle Miles Traveled Per Capita, Annualized and Real Gasoline Pump Prices,
January 1991–September 2008**



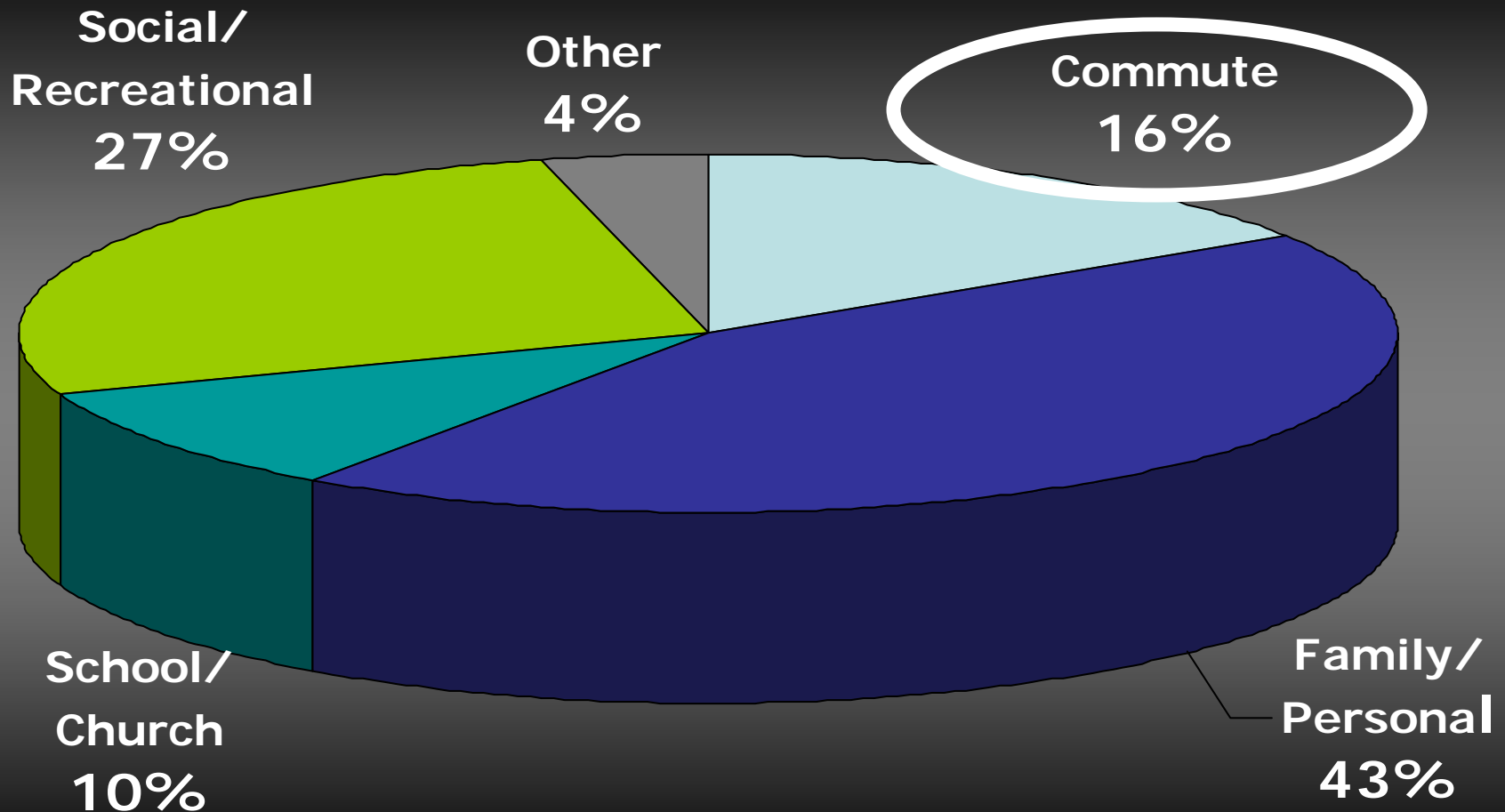
United States Annual Rate of Change in VMT



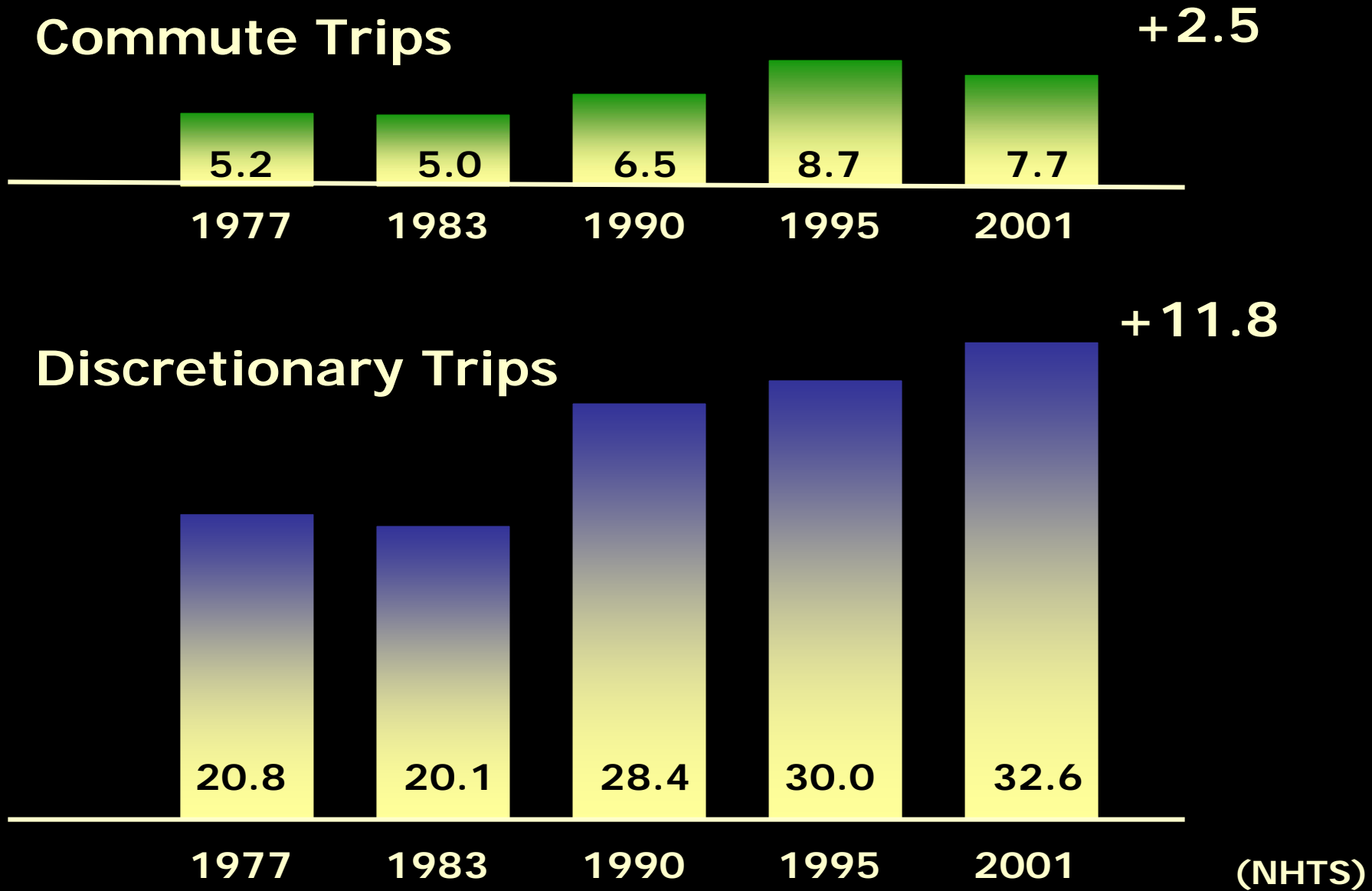
Daily Trips/Person



Source: US 2001 NHTS



Daily Miles of Travel Per Capita

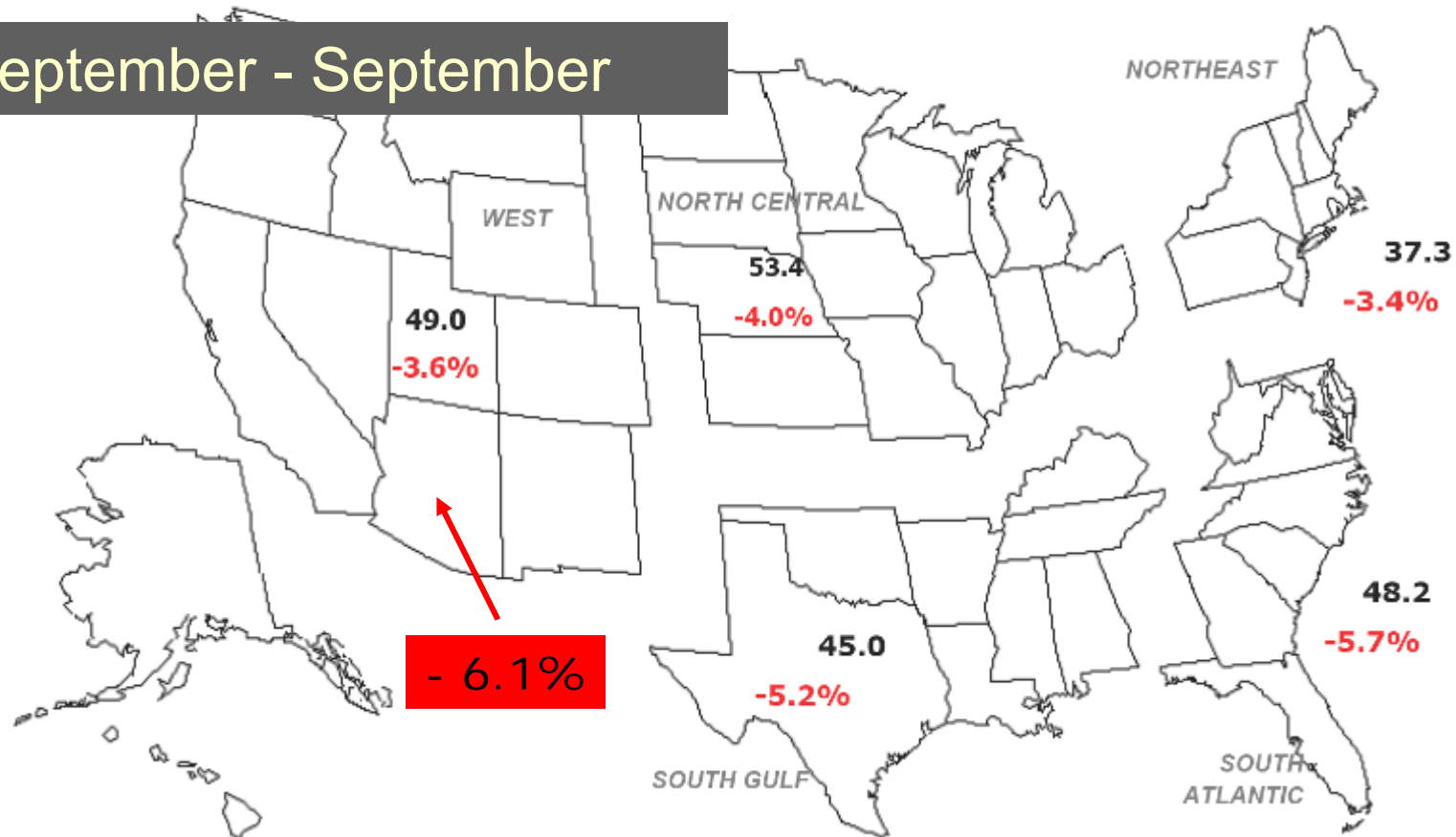


Monthly VMT Trend



Estimated Vehicle-Miles of Travel by Region - September 2008 - (in Billions)
Change in Traffic as compared to same month last year.

September - September

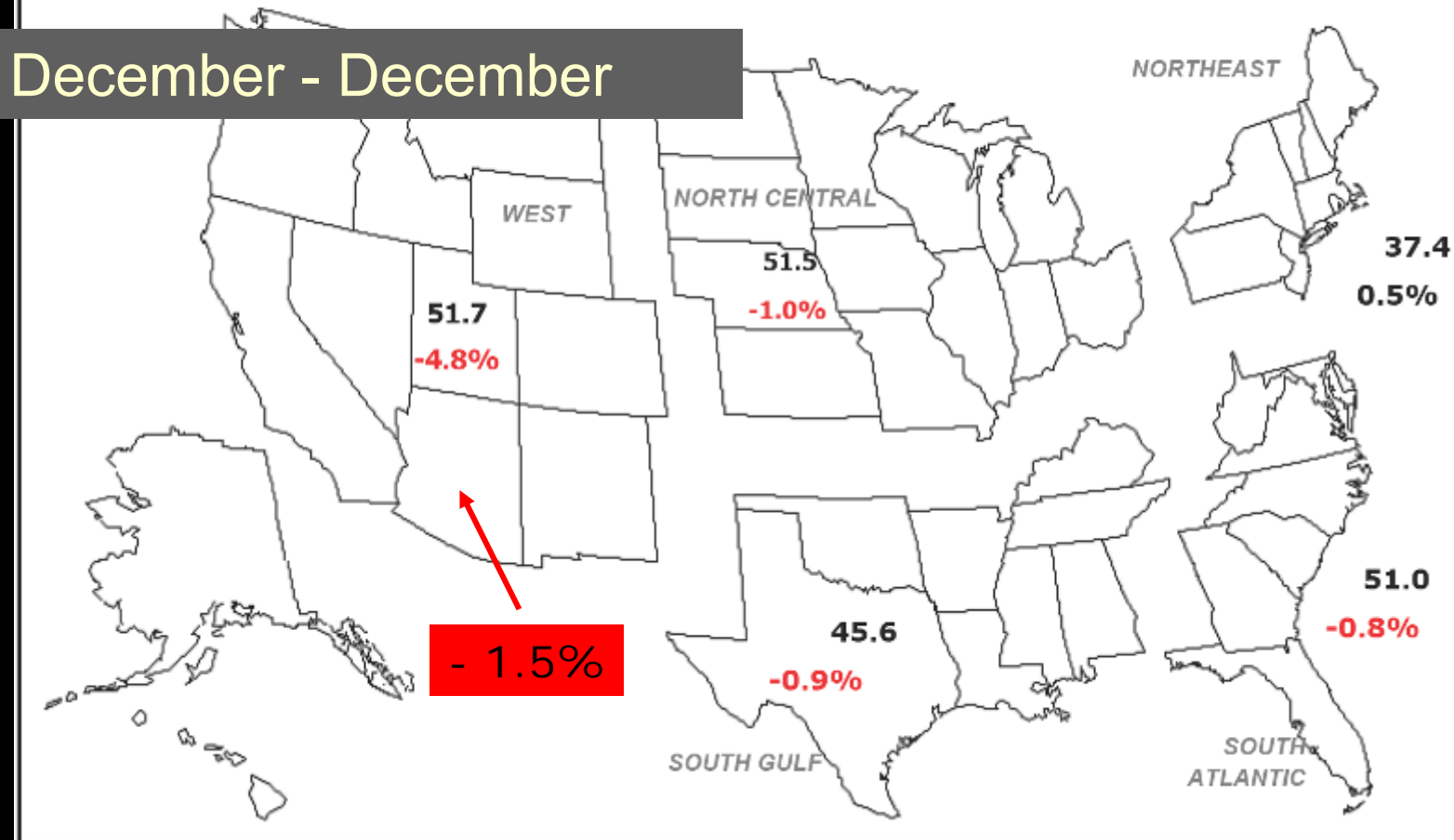


Monthly VMT Trend

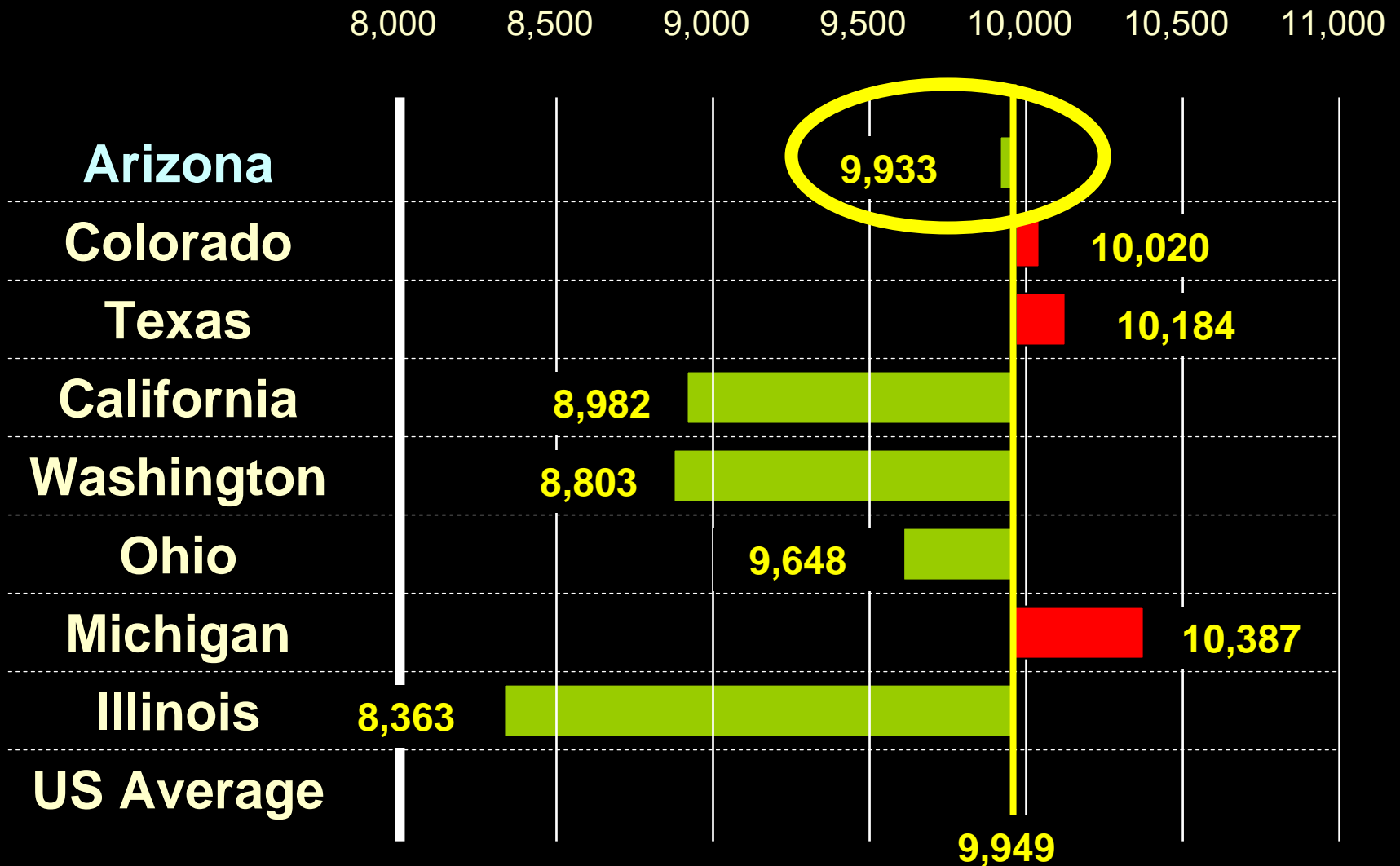


Estimated Vehicle-Miles of Travel by Region - December 2008 - (in Billions)
Change in Traffic as compared to same month last year.

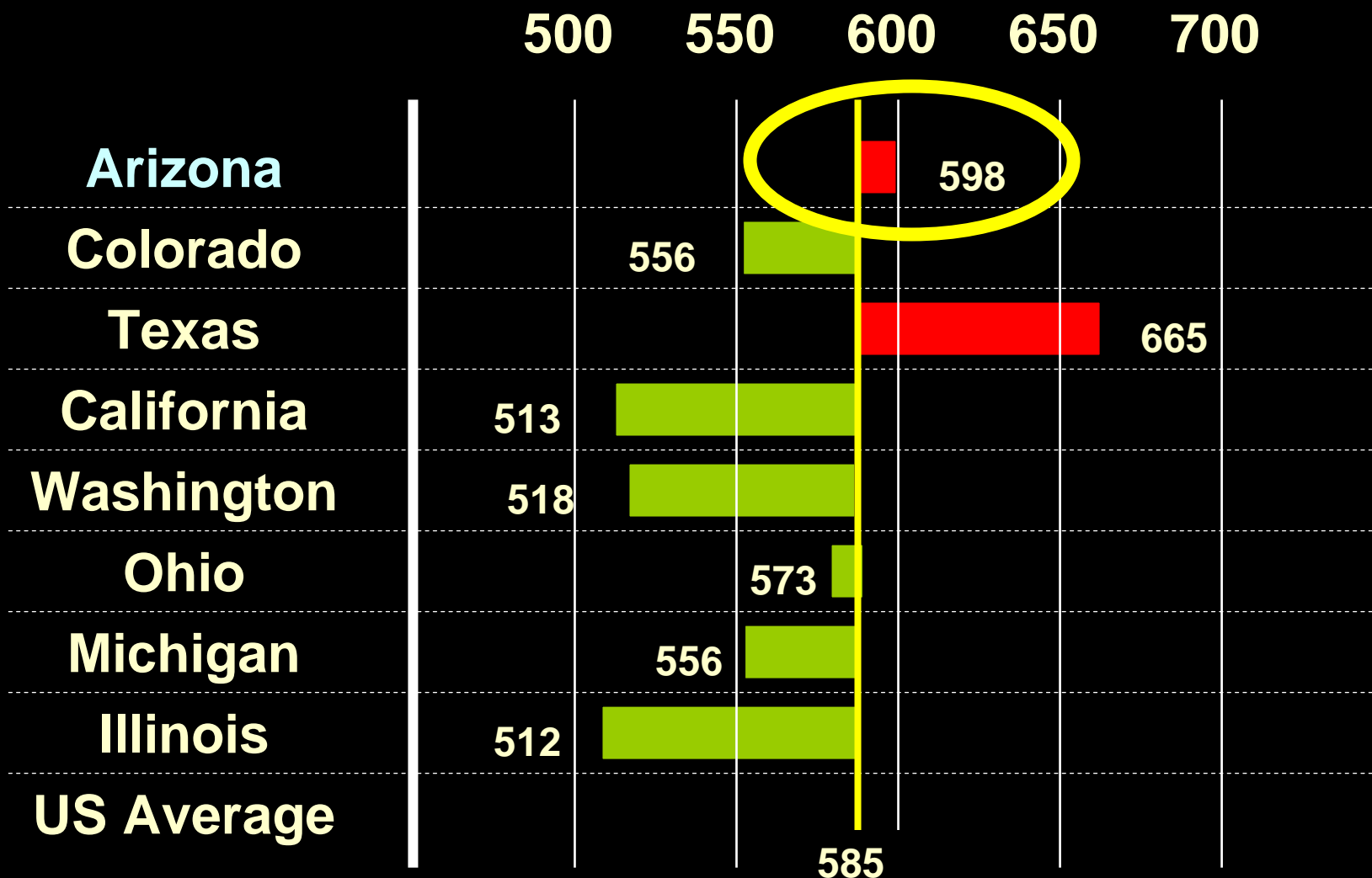
December - December



VMT / Capita 2007

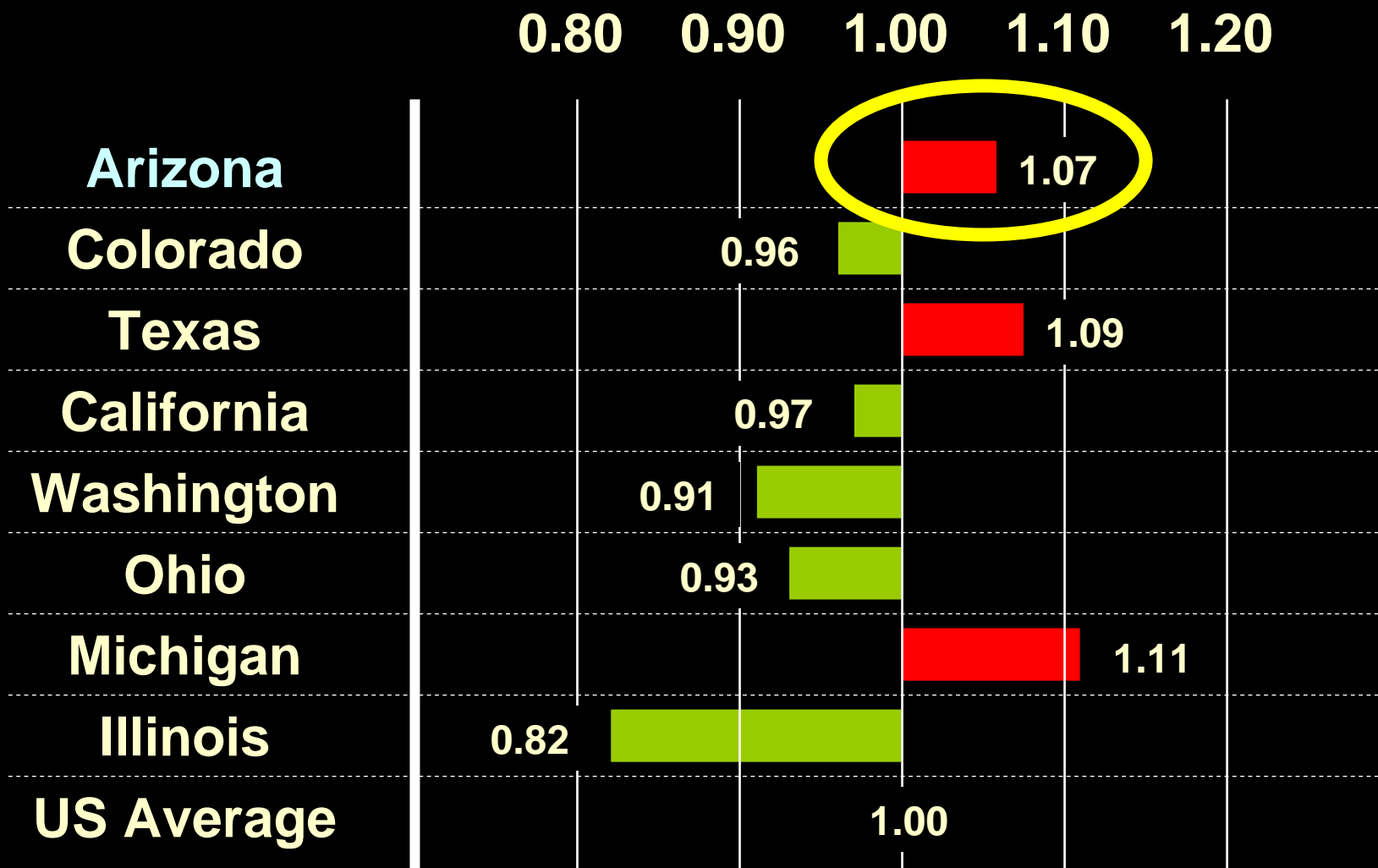


Per Capita Use of Highway Fuels 2007

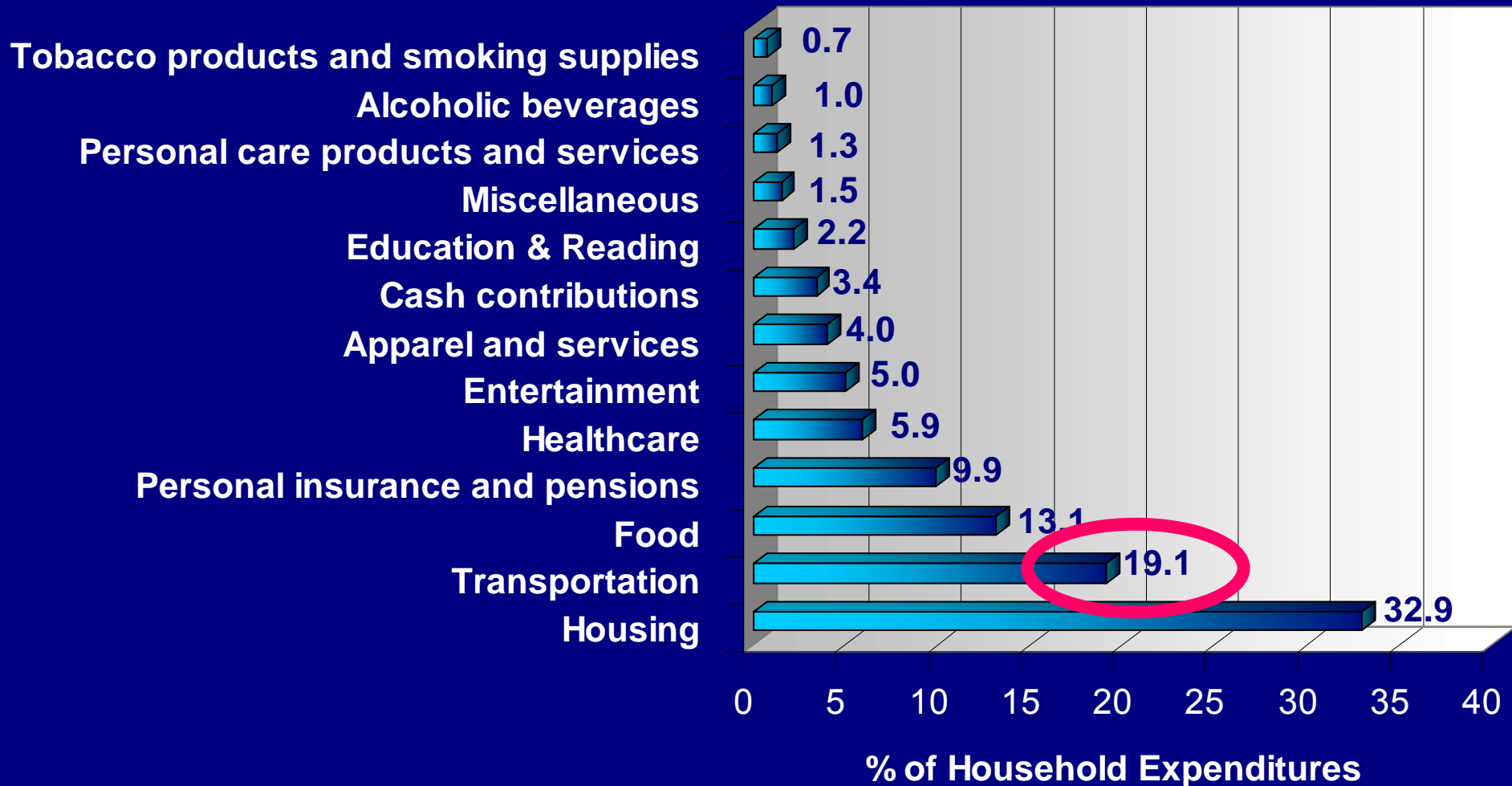


VMT to Employment Index

2007



Household Expenditures



TYPICAL HOUSEHOLD BUDGET IN 28 METROPOLITAN AREAS

(Expenses as a share of income)

	All Households	Working Families Incomes \$20,000 – \$50,000
Housing	27.4%	27.7%
Transportation	20.2%	29.6%
Food	10.6%	15.1%
Healthcare	4.7%	7.7%

Share of Family Income Spent On Housing & Transportation



Family Income = \$35,000 - \$50,000

Housing

Transportation

Central City

23 %

16 %

39 %

Near Jobs

26 %

23 %

49 %

Away From Jobs

25 %

26 %

51 %

Share of Family Income Spent On Housing & Transportation



Family Income = \$20,000 - \$35,000

Housing

Transportation

Central City

32 %

22 %

54 %

Near Jobs

35 %

31 %

66 %

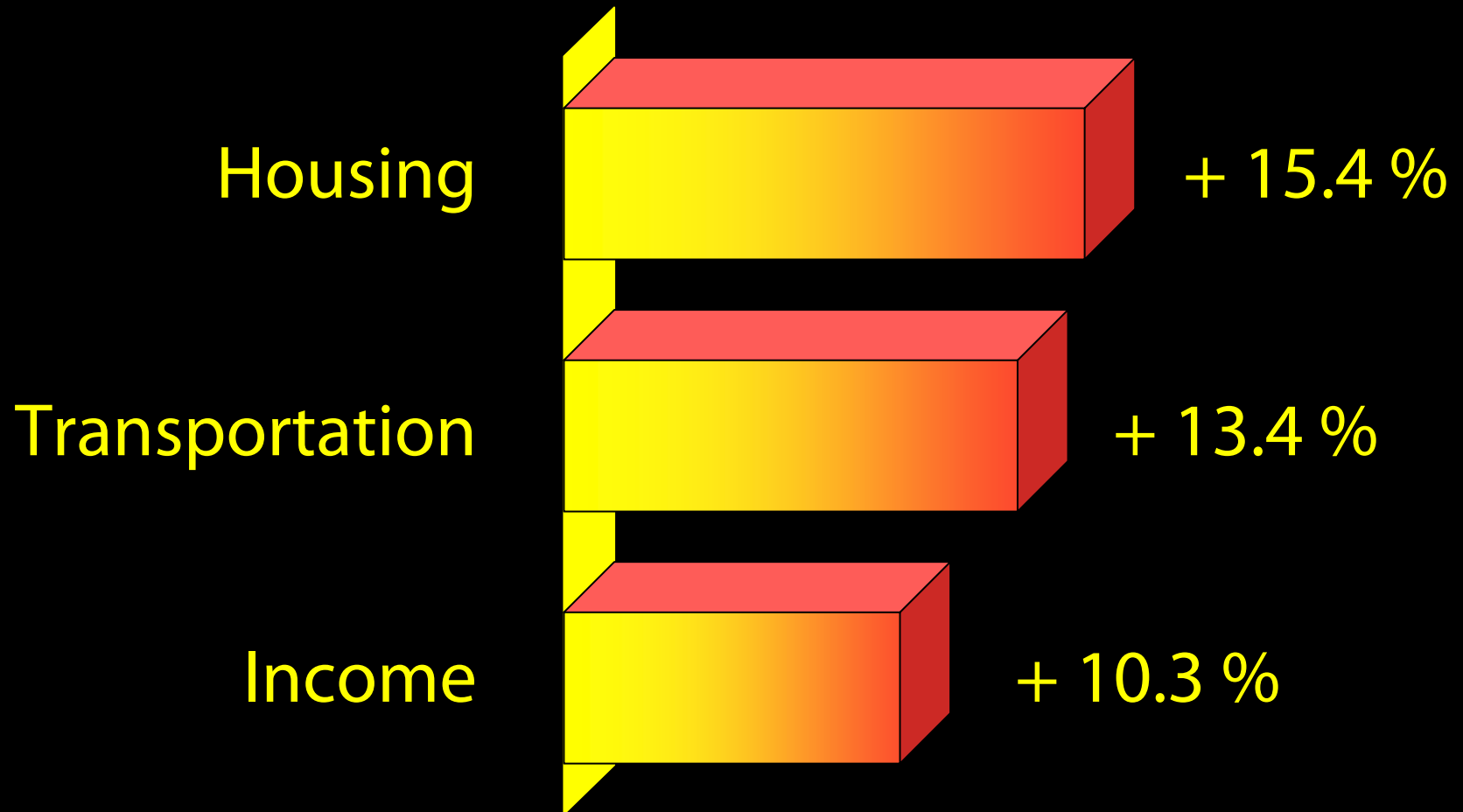
Away From Jobs

33 %

37 %

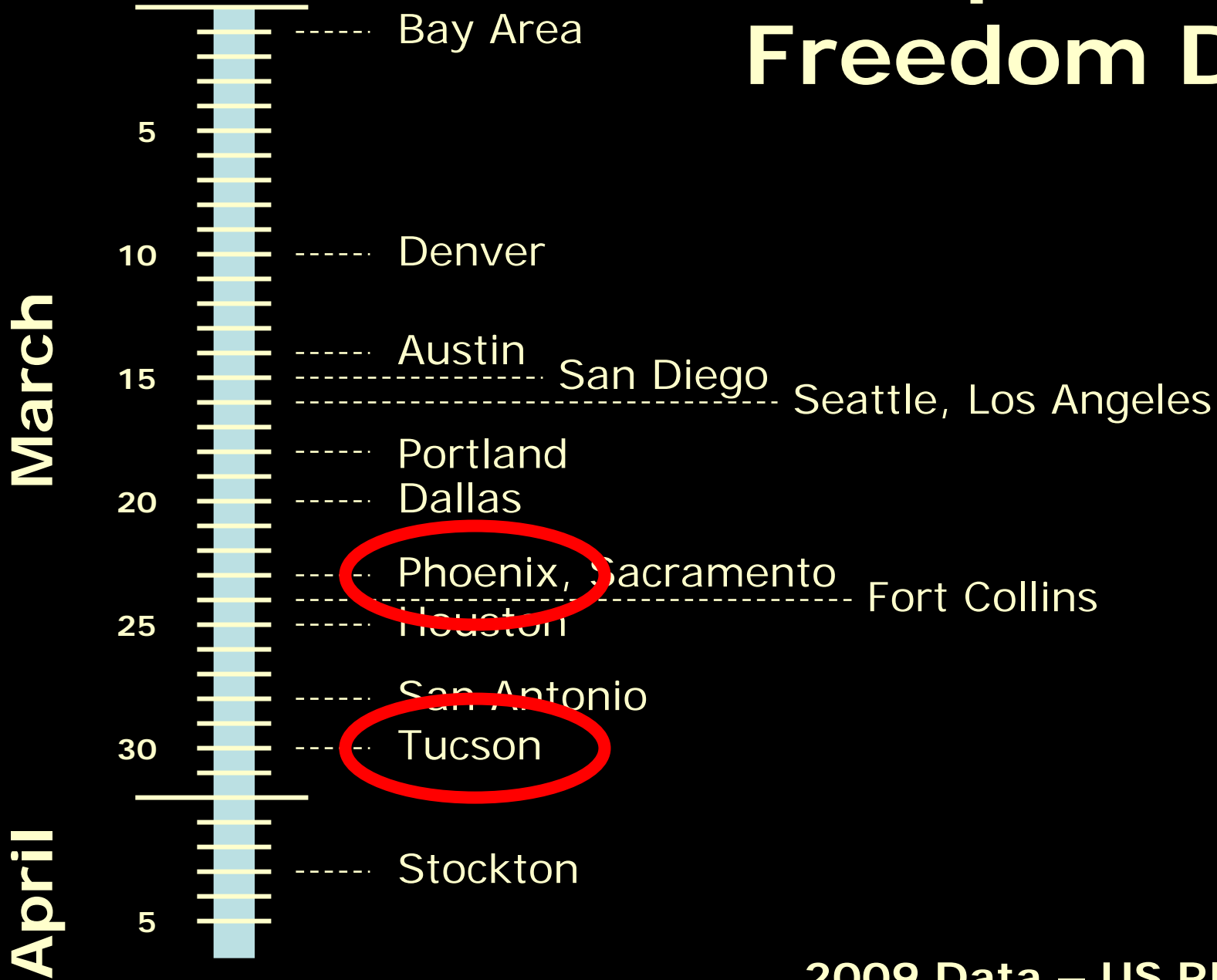
70 %

Family Costs Rising Faster Than Incomes (2000 – 2005)



Source: A Heavy Load, Center for Neighborhood Technology

Transportation Freedom Day



2009 Data – US PIRG

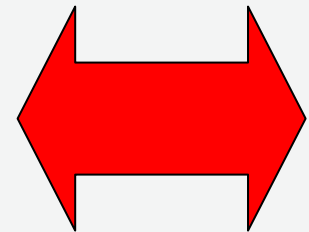
Emerging Trend



Table: The Effect of Centrality on Housing Price Changes

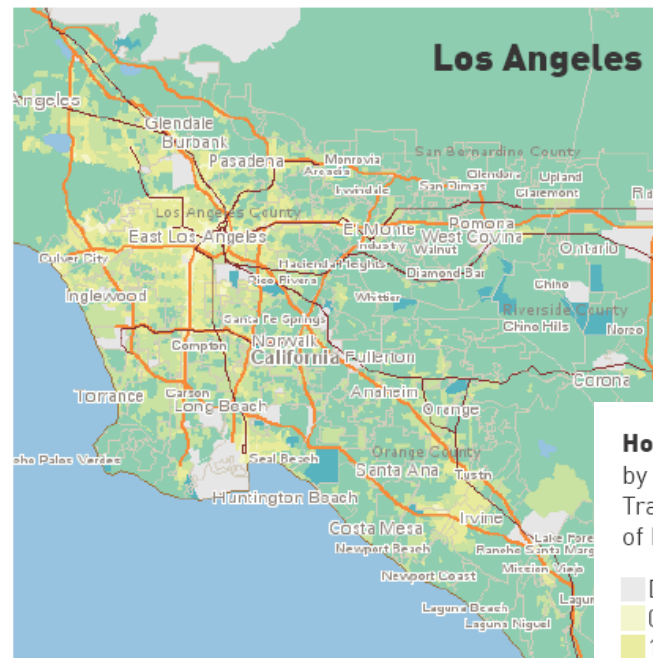
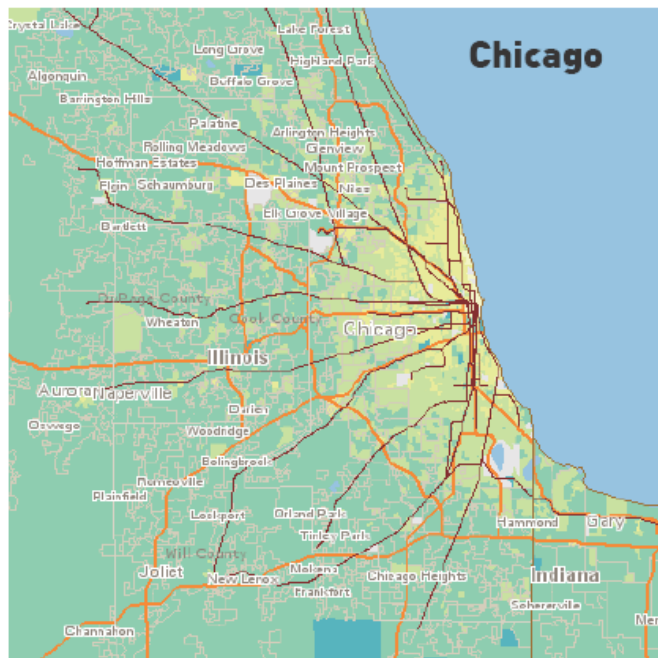
Change in Housing Prices Last 12 Months

	Region-wide Average	Close-In Neighborhoods	Distant Neighborhoods
Metro Area			
Chicago	-4%	0%	-4%
Los Angeles	-11%	-6%	-10%
Pittsburgh	0%	2%	-5%
Portland	-1%	3%	-5%
Tampa	-13%	-9%	-14%

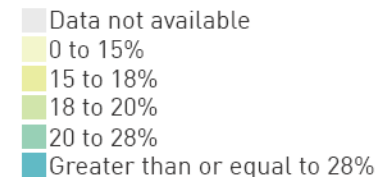


Source: Driven to the Brink: How the Gas Price Spike Popped the Housing Bubble and Devalued the Suburbs, Joe Cortright, May 2008. CEOs for Cities.

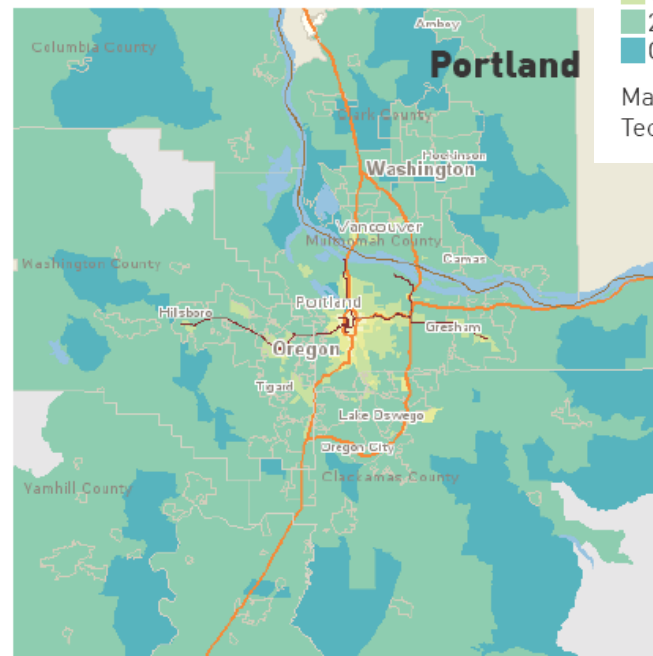
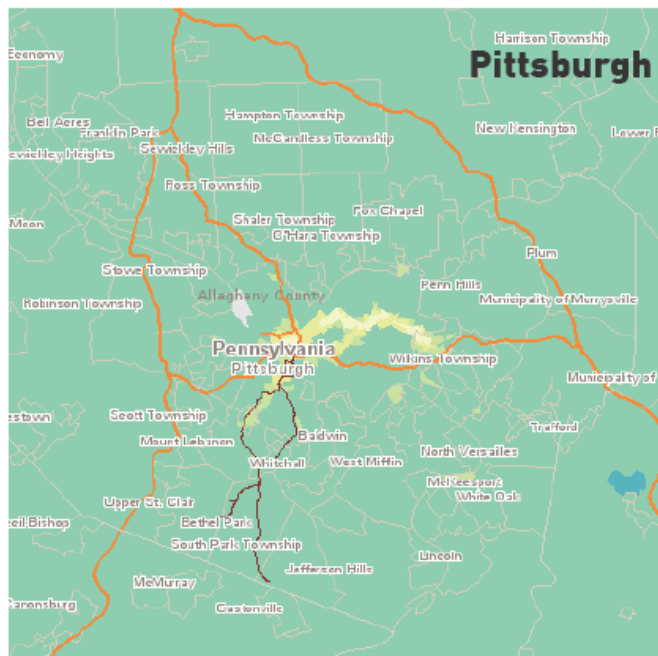
Transportation Spending by Neighborhood



Housing + Transport Index
by Block Group Model Data
Transportation Costs as Percent
of Income

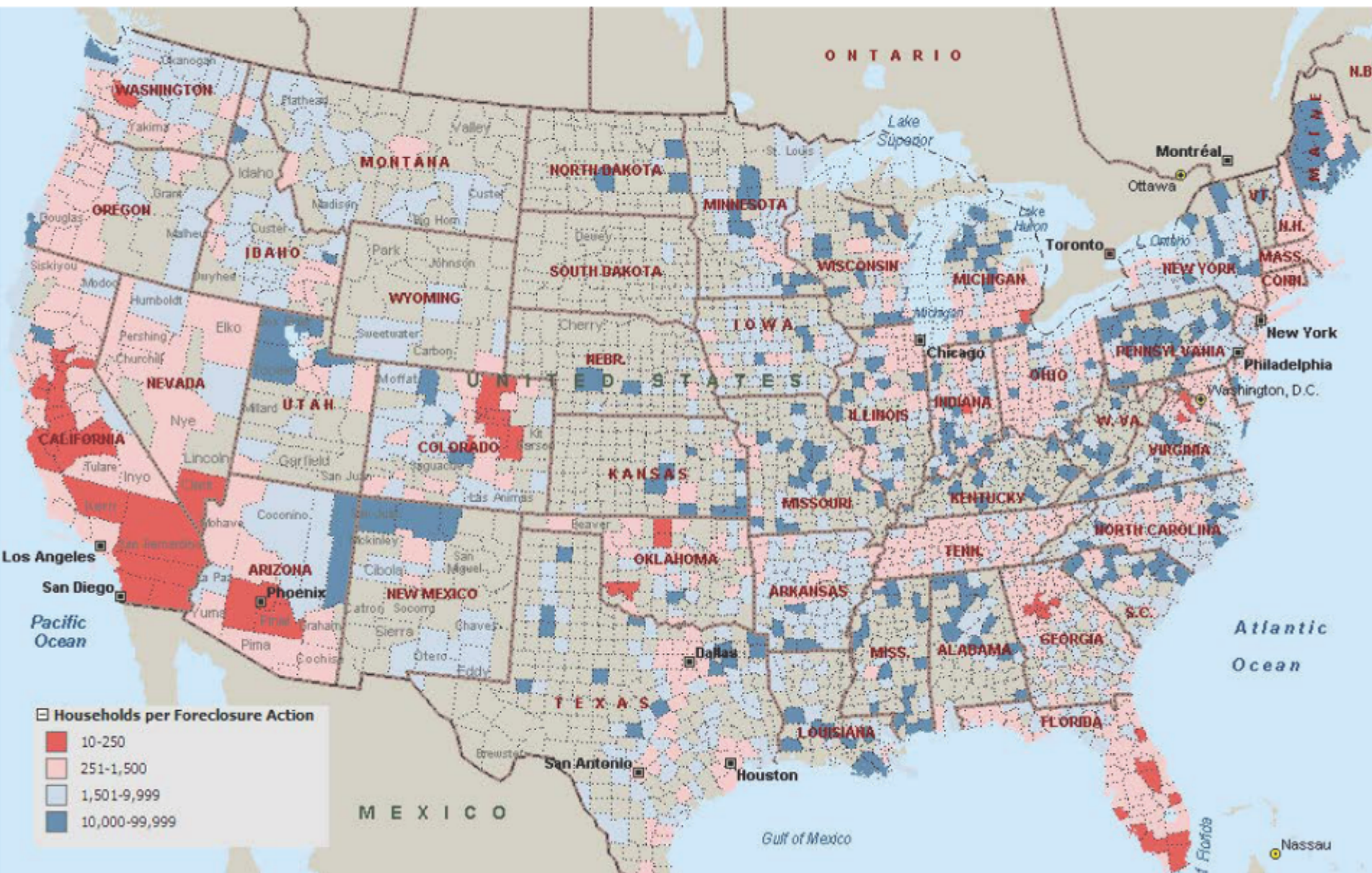


Maps Copyright (C) Center for Neighborhood
Technology, 2008. Used with permission.



Source: IBID.
Joe Cortright,
May 2008. CEOs
for Cities.

Foreclosures by County, March 2008



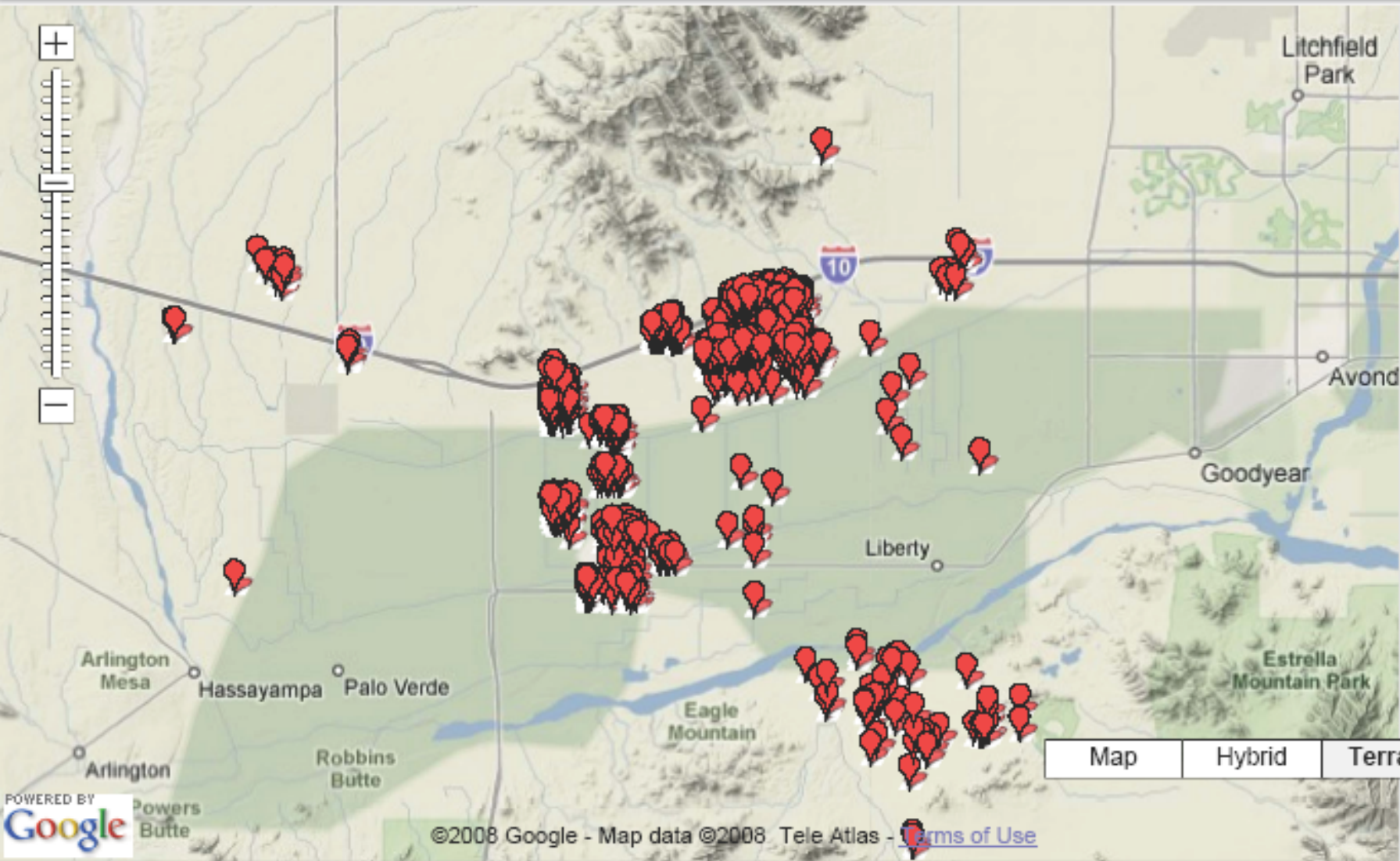
Source: RealtyTrac.com

FORECLOSURES BY ZIP CODE

Show controls

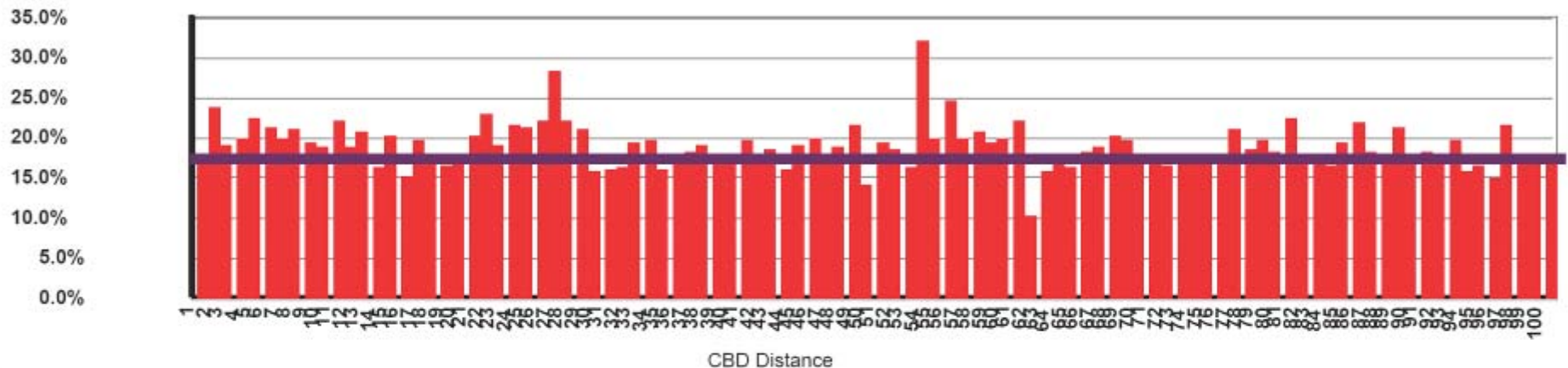
FAQ

Credits

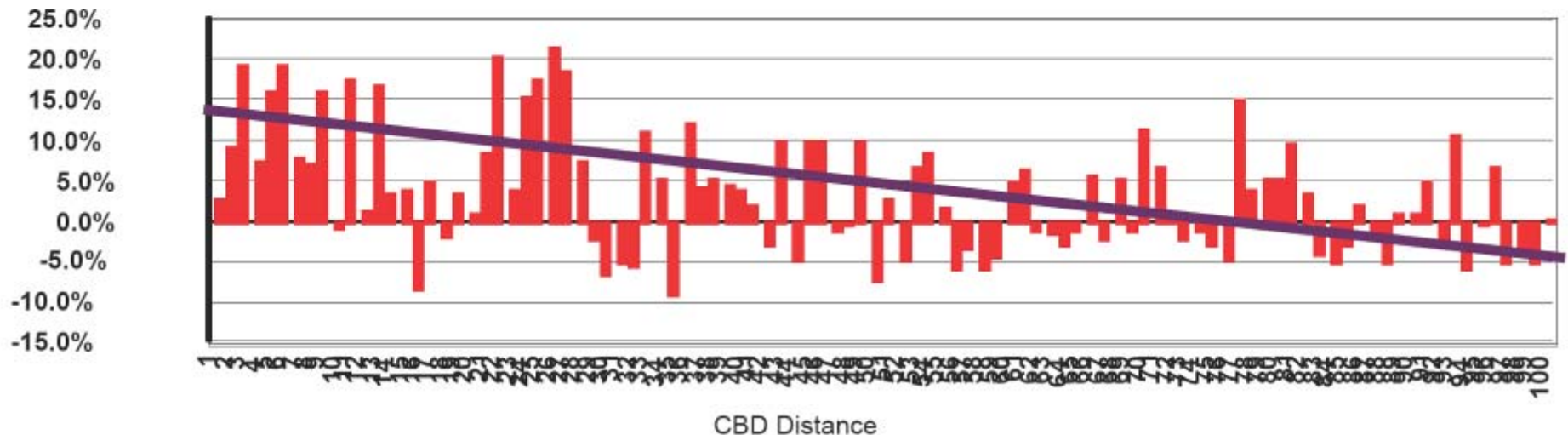


Fringe Values Eroding: Phoenix

Average Annual Appreciation 2004-2006

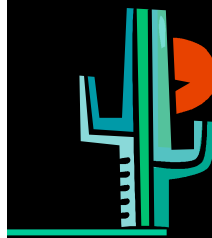
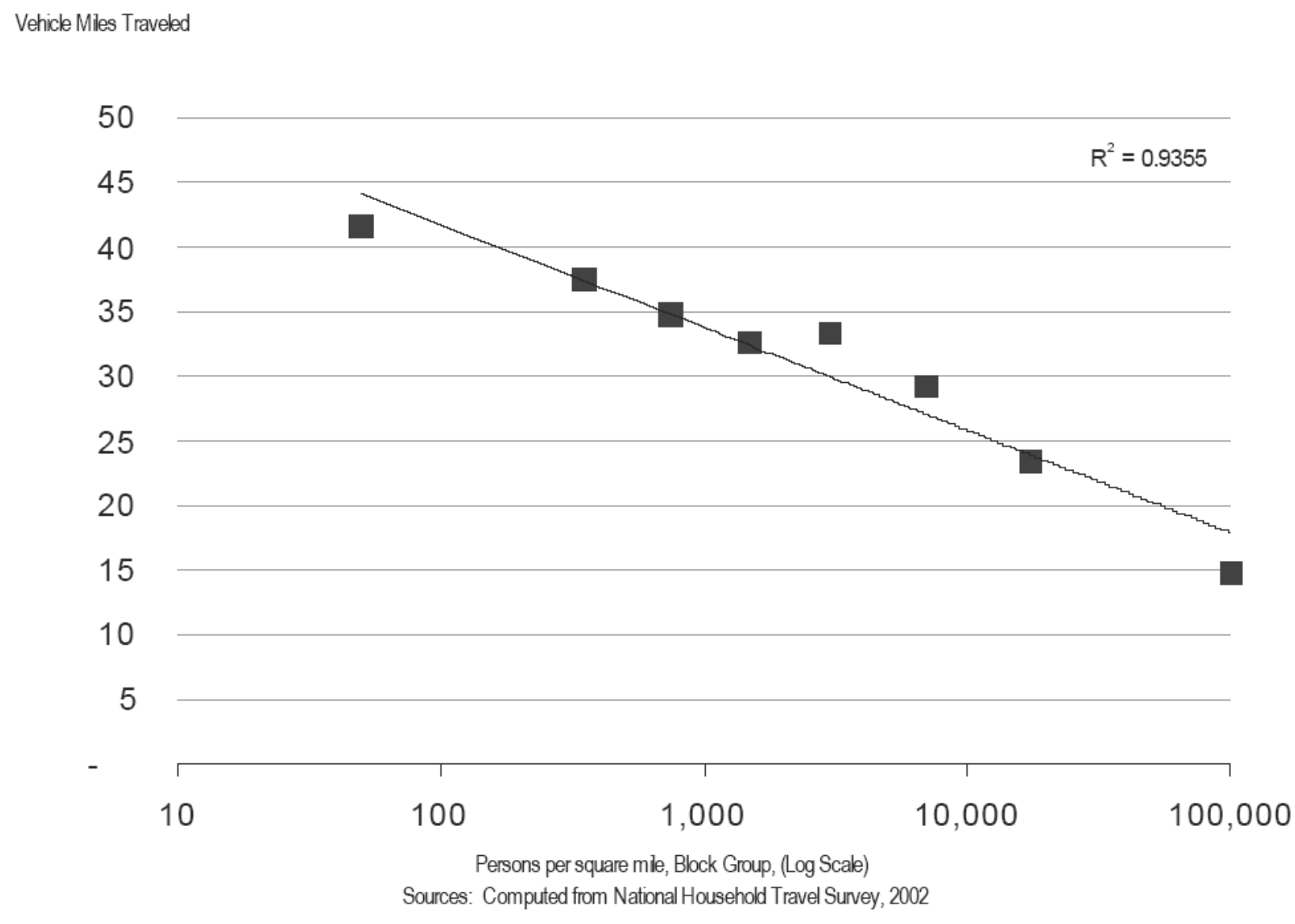


Appreciation 2006-07



Source: Arthur C. Nelson, Metropolitan Institute at Virginia Tech, based in Zillow analysis by Ceylan Oner.

Density Reduces Vehicle Miles Traveled



Source: Driven to the Brink: How the Gas Price Spike Popped the Housing Bubble and Devalued the Suburbs, Joe Cortright, May 2008. CEOs for Cities.

The crash of 2008 continues to reverberate loudly nationwide—destroying jobs, bankrupting businesses, and displacing homeowners. But already, it has damaged some places much more severely than others. On the other side of the crisis, America's economic landscape will look very different than it does today. What fate will the coming years hold for New York, Charlotte, Detroit, Las Vegas? Will the suburbs be ineffably changed? Which cities and regions can come back strong? And which will never come back at all?

BY RICHARD FLORIDA

How the Crash Will Reshape America

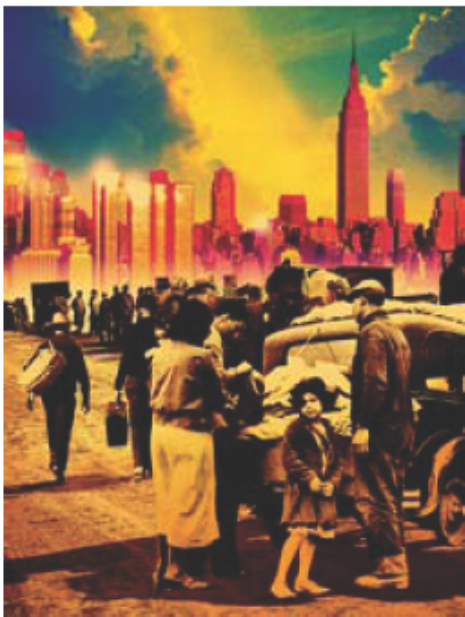


IMAGE CREDIT: SEAN MCCABE

The Atlantic

This article has been [corrected](#) since it was published in the print magazine.

MY FATHER WAS a child of the Great Depression. Born in Newark, New Jersey, in 1921 to Italian immigrant

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March 29, 2009

Reinventing America's Cities: The Time Is Now

By [NICOLAI OUROUSOFF](#)

THE country has fallen on hard times, but those of us who love cities know we have been living in the dark ages for a while now. We know that turning things around will take more than just pouring money into shovel-ready projects, regardless of how they might boost the economy. Windmills won't do it either. We long for a bold urban vision.

With their crowded neighborhoods and web of public services, cities are not only invaluable cultural incubators; they are also vastly more efficient than suburbs. But for years they have been neglected, and in many cases forcibly harmed, by policies that favored sprawl over density and conformity over difference.

Such policies have caused many of our urban centers to devolve into generic theme parks and others, like Detroit, to decay into ghost towns. They have also sparked the rise of ecologically unsustainable gated communities and reinforced economic disparities by building walls between racial, ethnic and class groups.

Correcting this imbalance will require a radical adjustment in how we think of cities and government's role in them. At times it will mean destruction rather than repair. And it demands listening to people who have

Location Efficiency



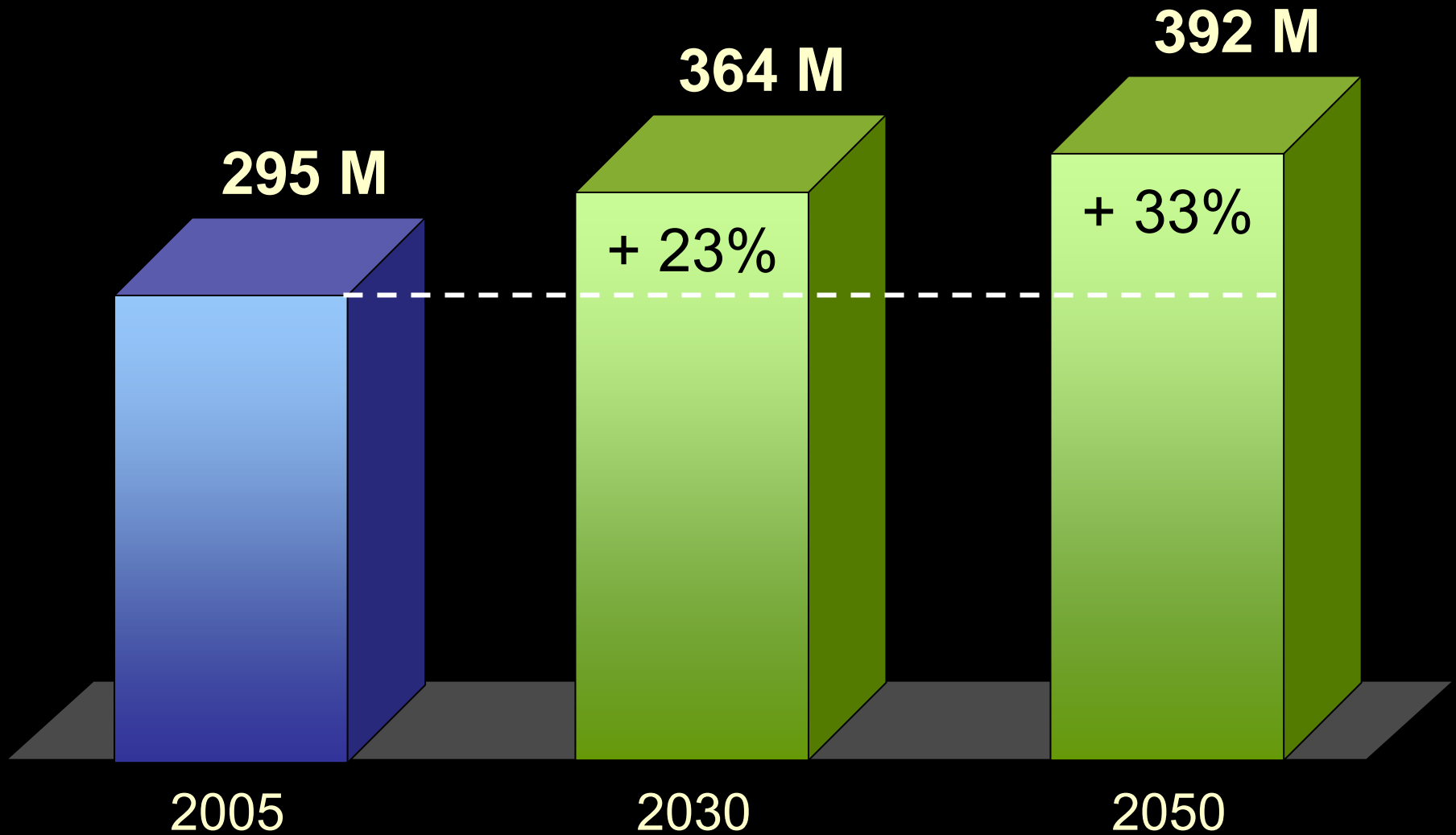
- Bottom Line:
 1. Location Efficiency Shapes AZ Economy
[excess transportation expenditures do not generate growth]
 2. Cities are the New Game
[housing and employment markets have already changed]
 3. Every State Must Address This
[Arizona has unique opportunities]

Three Opportunities



1. The Economic Engine of In-Migration
2. Shaping Urban Arizona with Transit
3. Connecting the Western Megapolitans

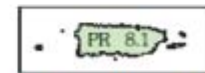
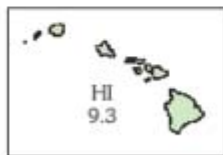
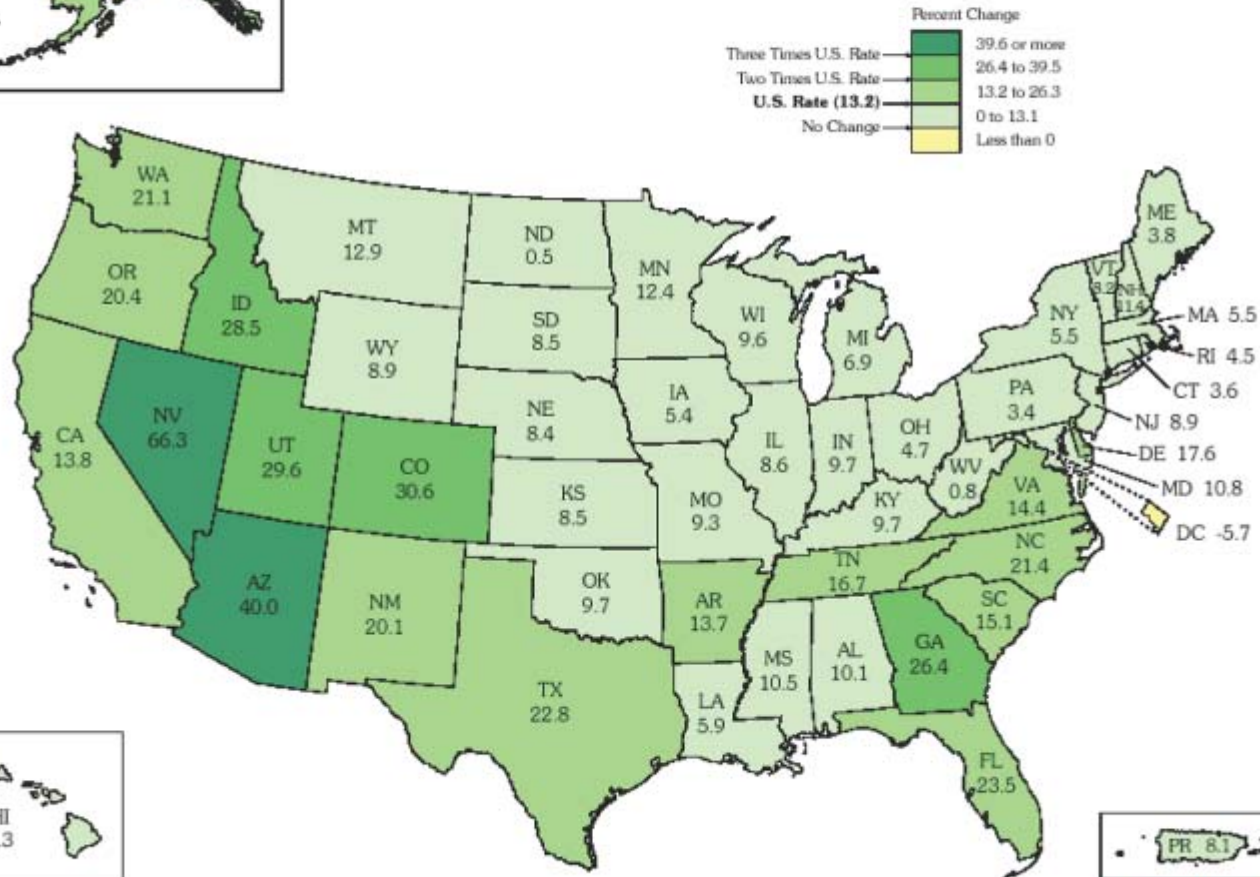
US Population



Population Growth by States, 1990s



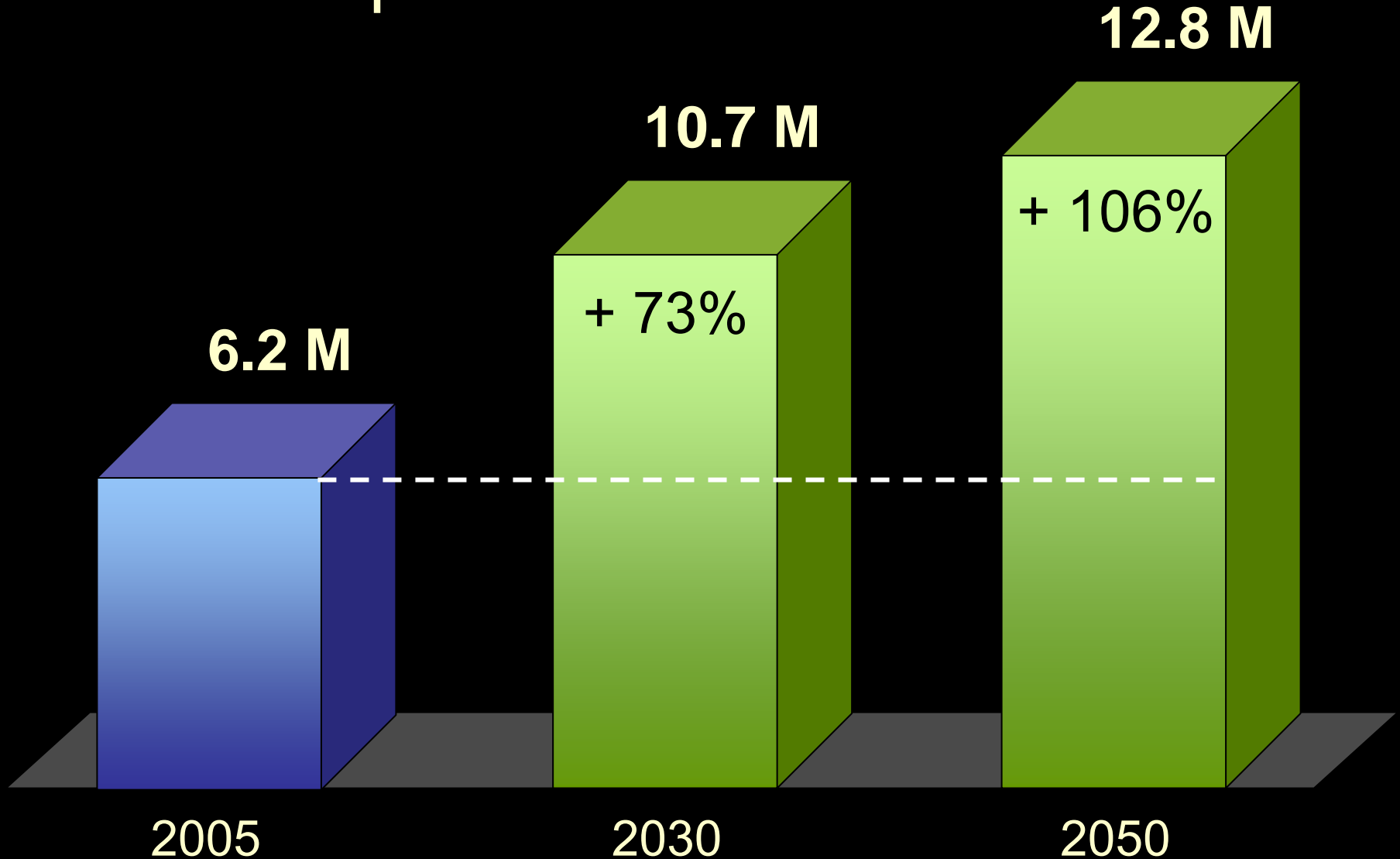
Figure 1. Percent Change in Resident Population for the 50 States, the District of Columbia, and Puerto Rico: 1990 to 2000



Prepared by Geography Division

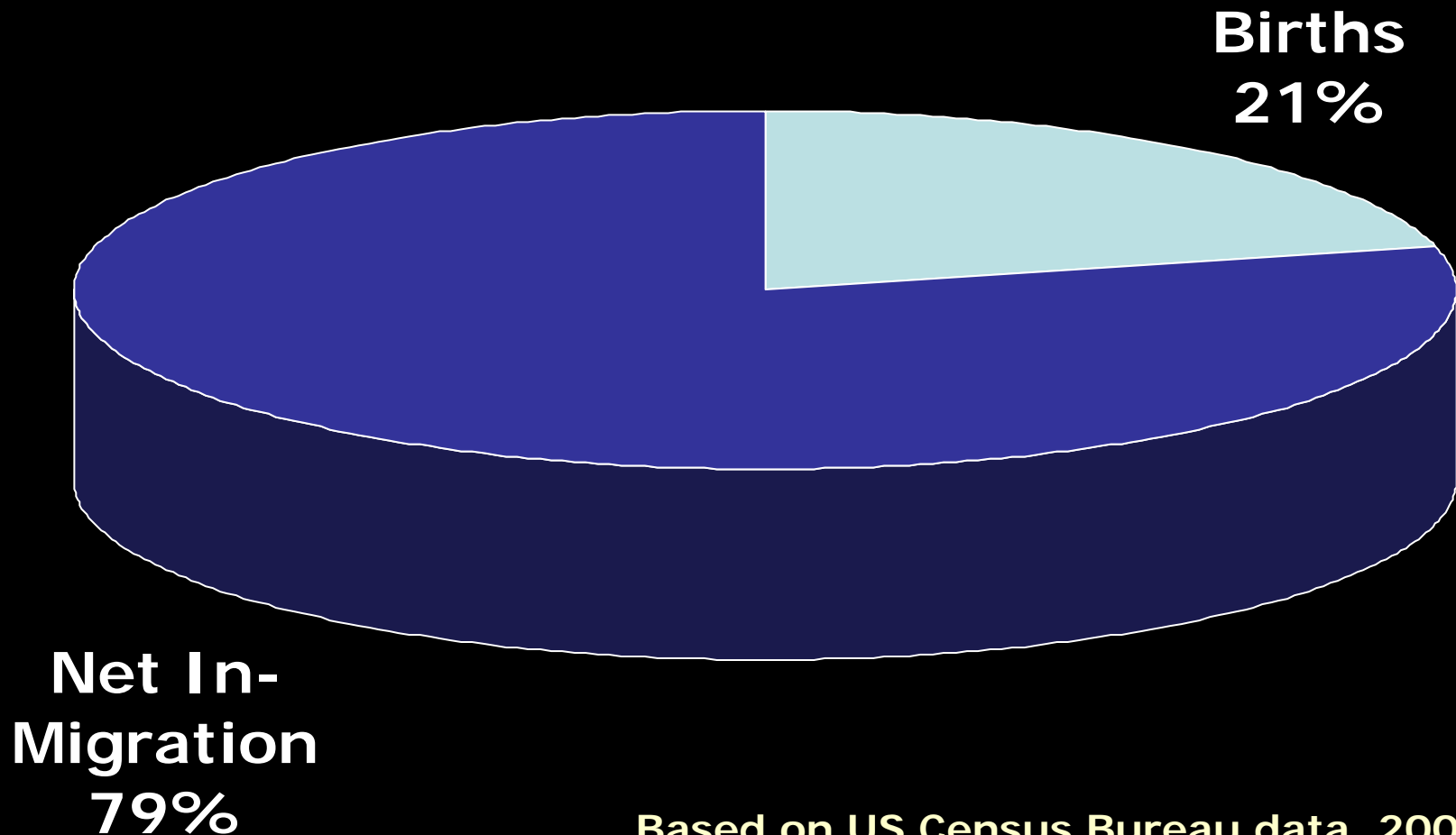
USCENSUSBUREAU
Helping You Make Informed Decisions

Arizona Population



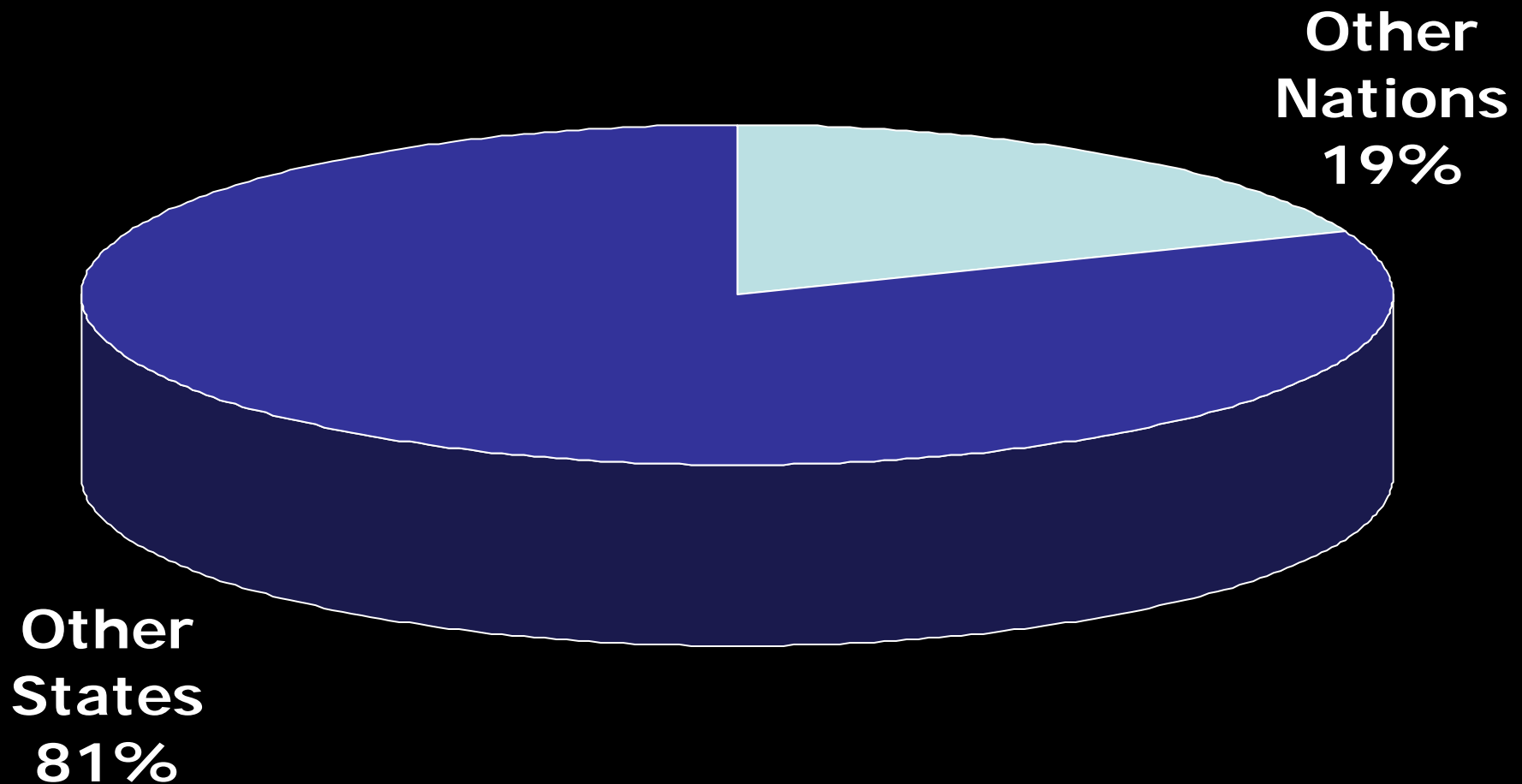
Source: US Census Bureau, 12/08

Source of AZ Population Growth



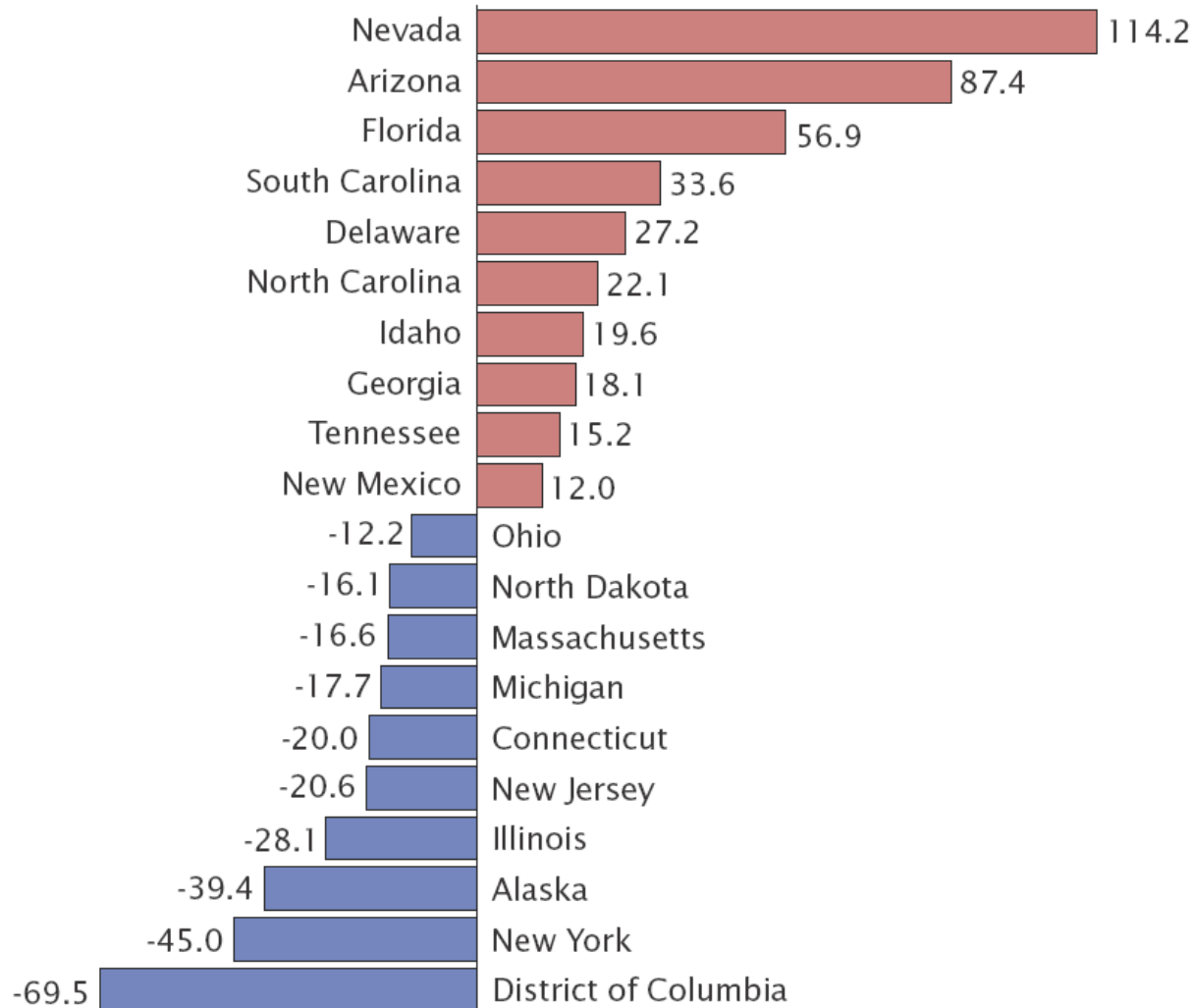
Based on US Census Bureau data, 2000 - 2007

Source of AZ In-Migration



Based on US Census Bureau data, 2000 - 2007

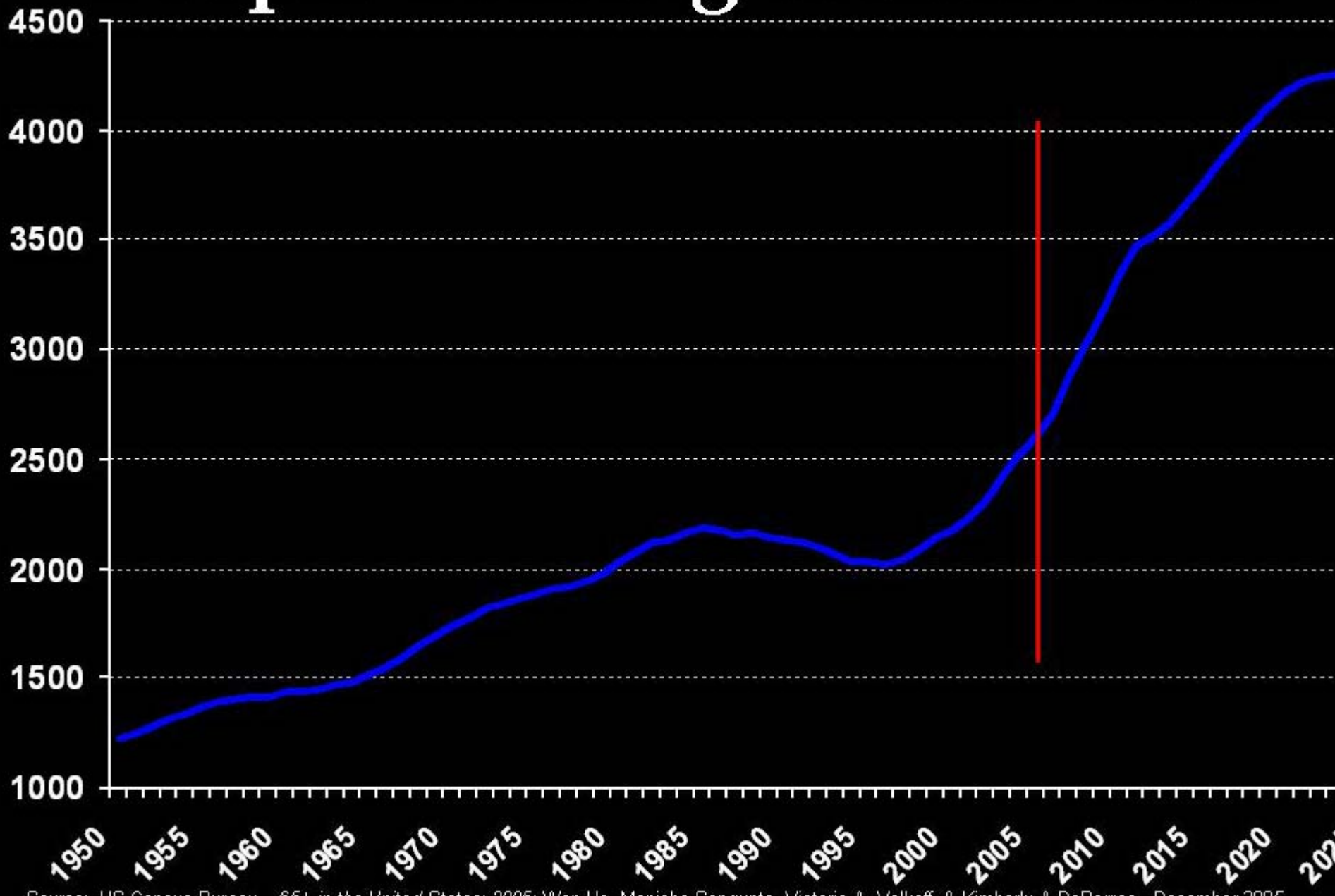
In-Migration – Ages 65 +



Net In-Migration
per 1,000
Population > 65

US Census Bureau

People Turning 65 *Each* Year



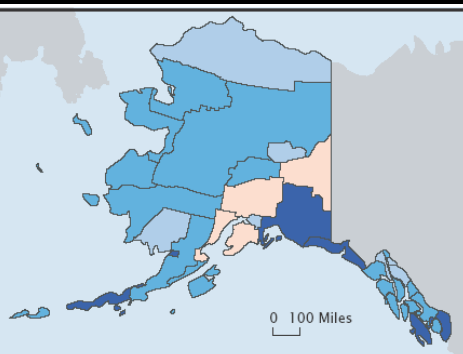
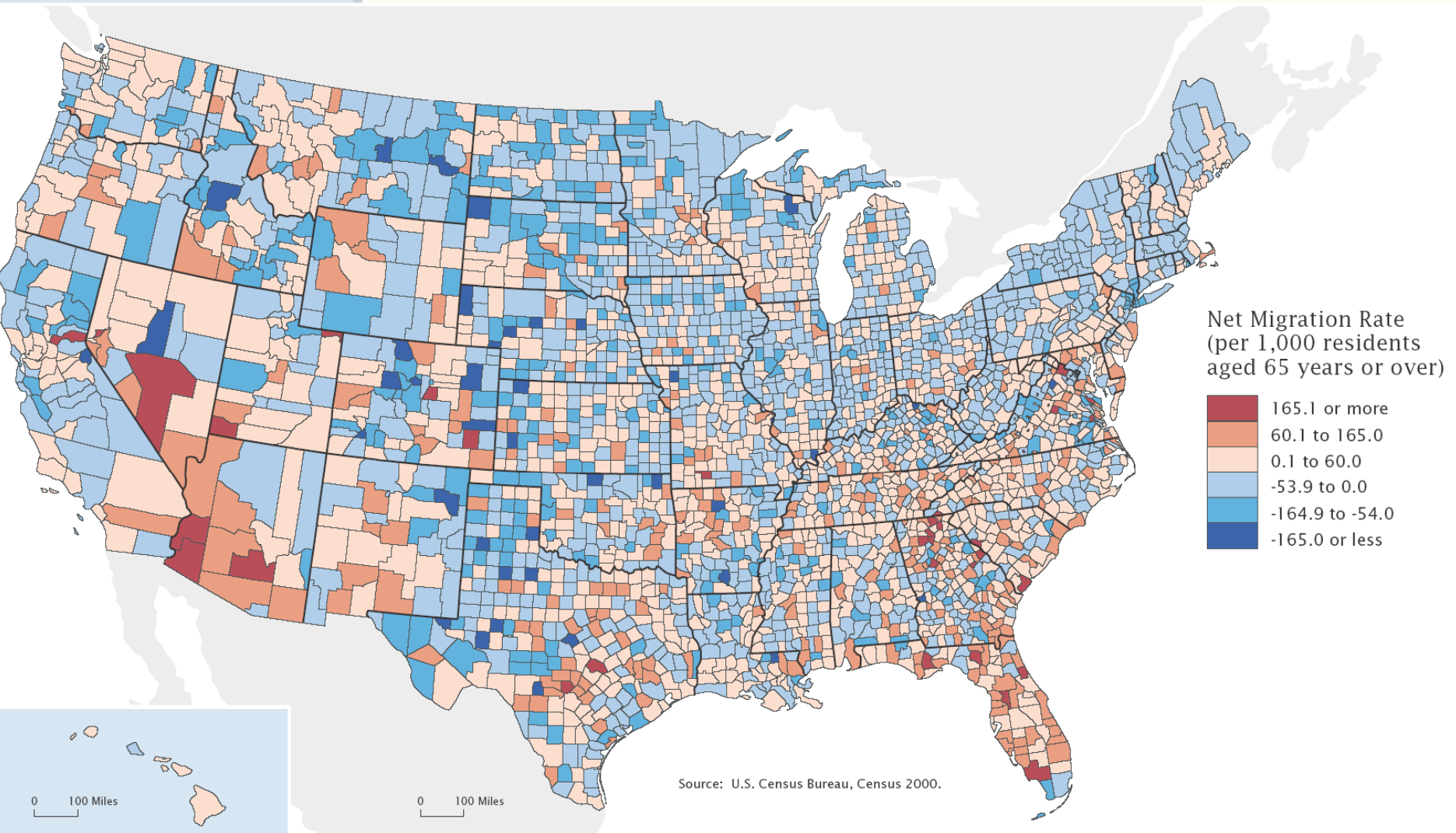
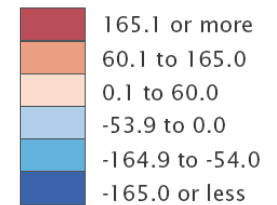


Figure 4. Net Migration Rates for the Population 65 Years and Over: 1995 to 2000

(Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see www.census.gov/prod/cen2000/doc/sf3.pdf)



Net Migration Rate
(per 1,000 residents
aged 65 years or over)

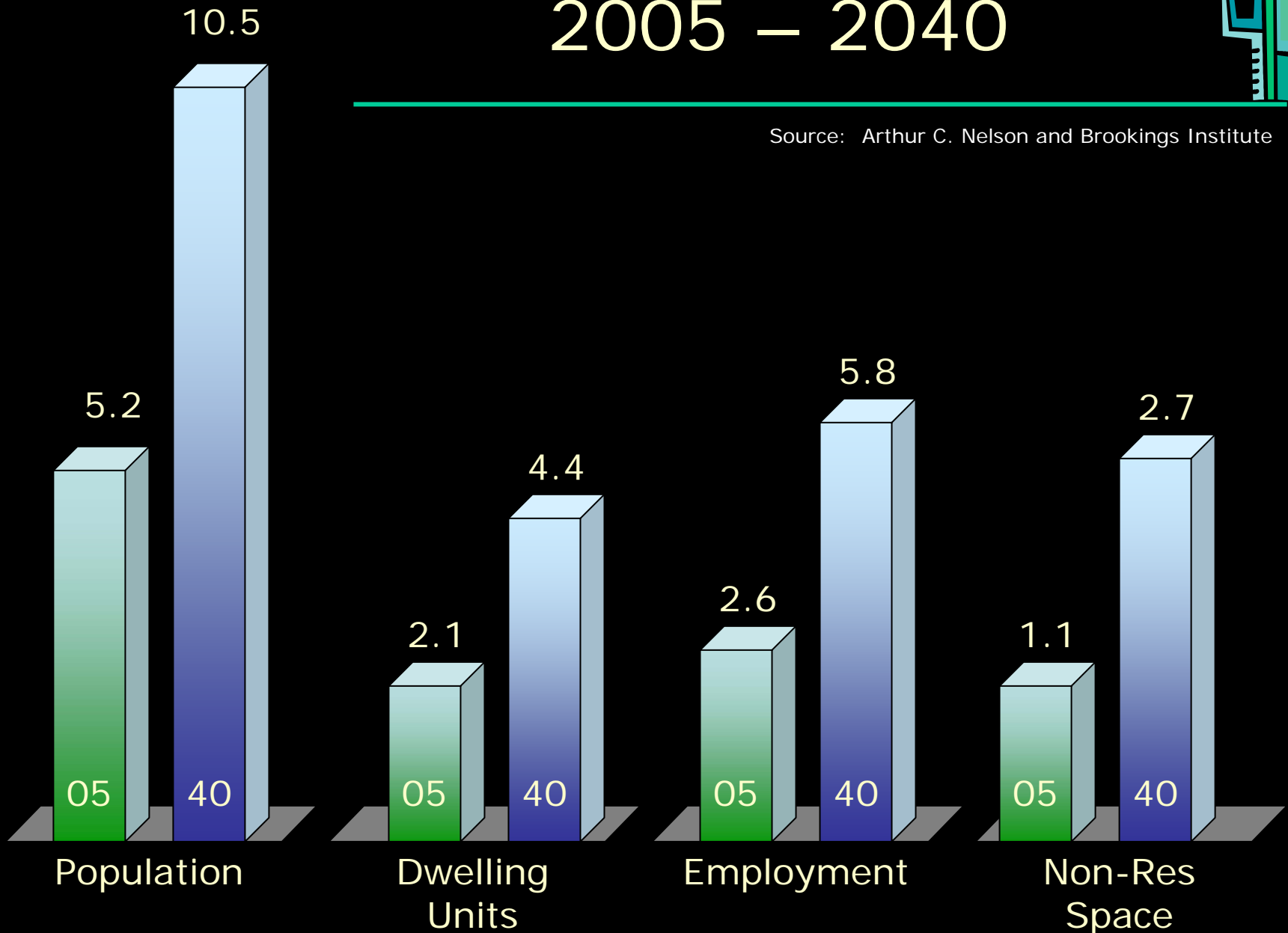


Source: U.S. Census Bureau, Census 2000.

Sun Corridor Growth 2005 – 2040



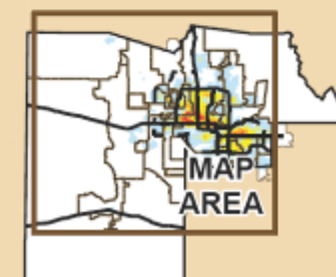
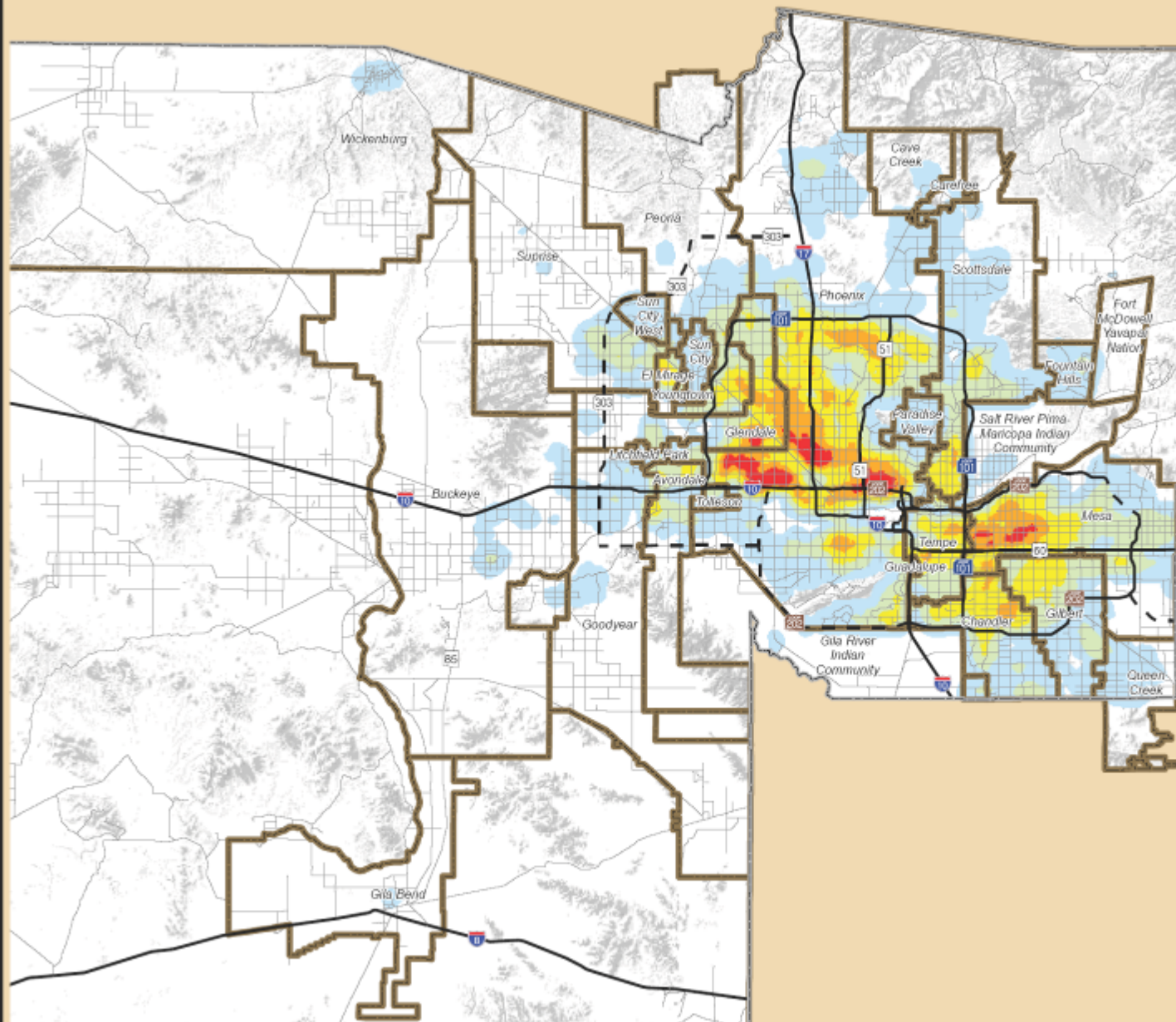
Source: Arthur C. Nelson and Brookings Institute



POPULATION CONCENTRATION 2005

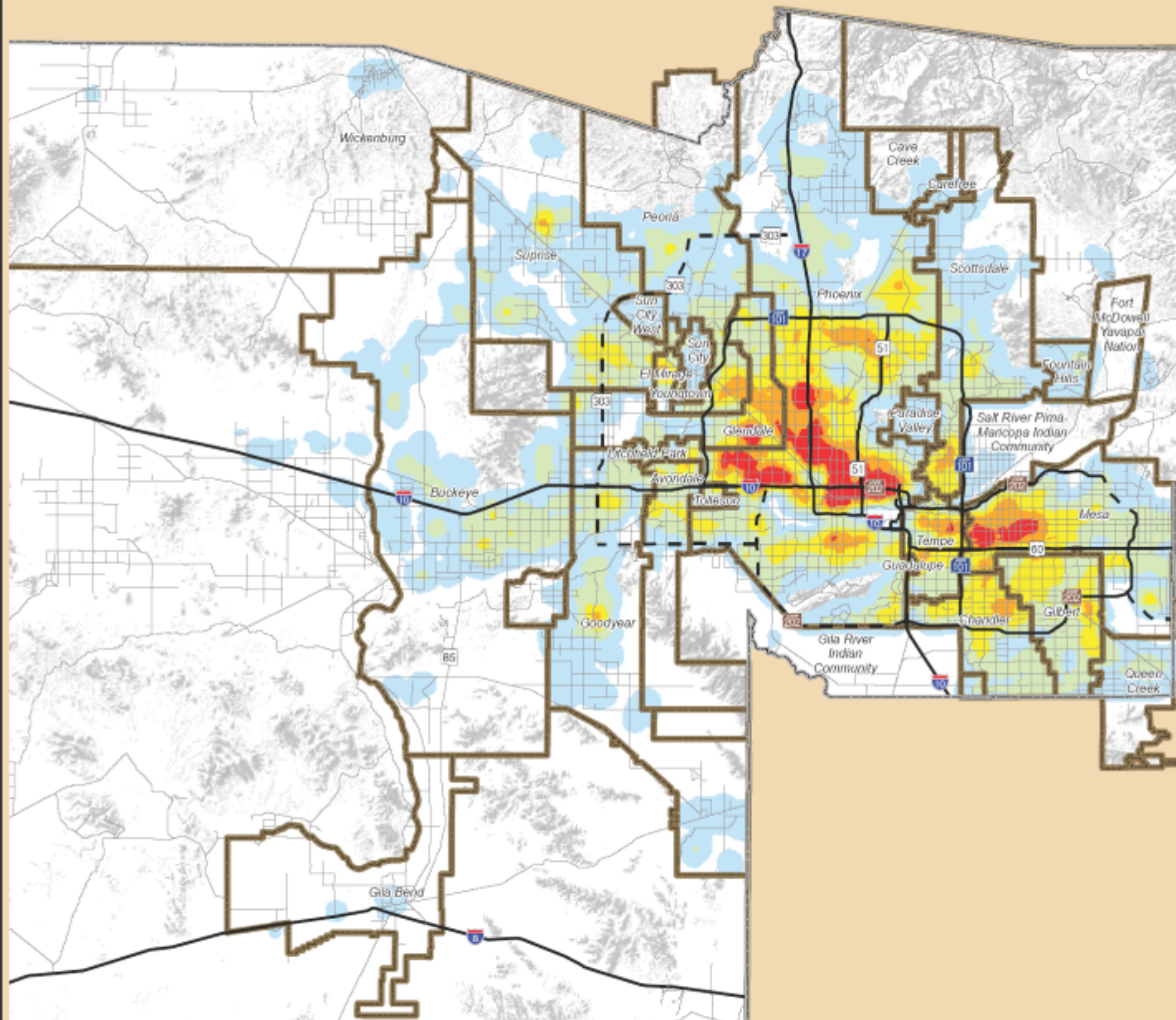
Maricopa County, Arizona

Persons Per Square Mile
(Maricopa County Average = 399)



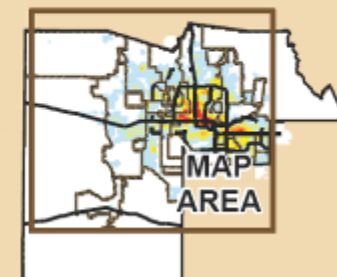
POPULATION CONCENTRATION 2030

Maricopa County, Arizona

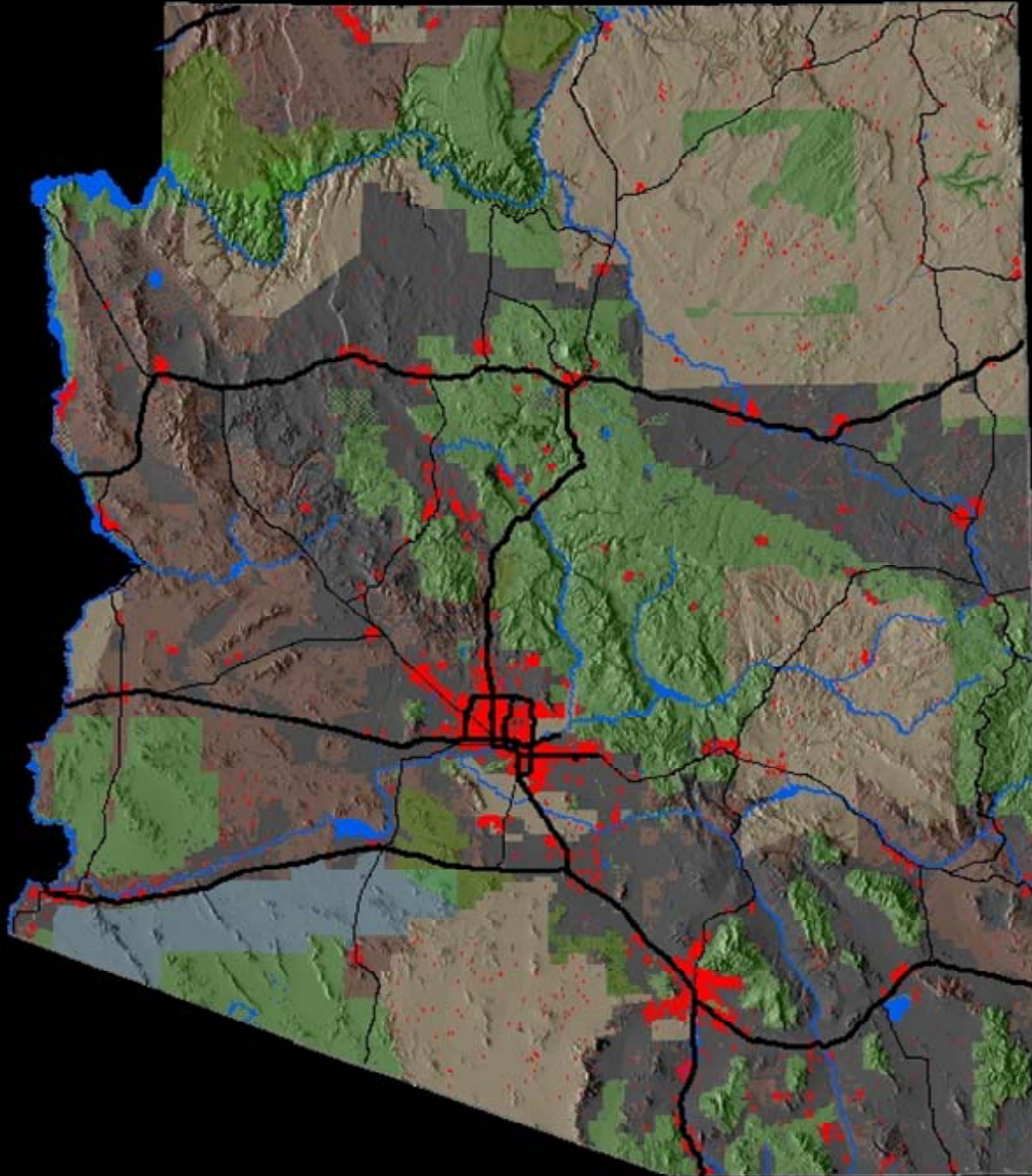


Persons Per Square Mile
(Maricopa County Average = 665)

- Less than 250
- 250 to 2000
- 2000 to 4000
- 4000 to 6000
- 6000 to 8000
- More than 8000
- Municipal Planning Area
- Maricopa County
- Freeways/Expressways**
- Existing
- Planned
- Major Roads

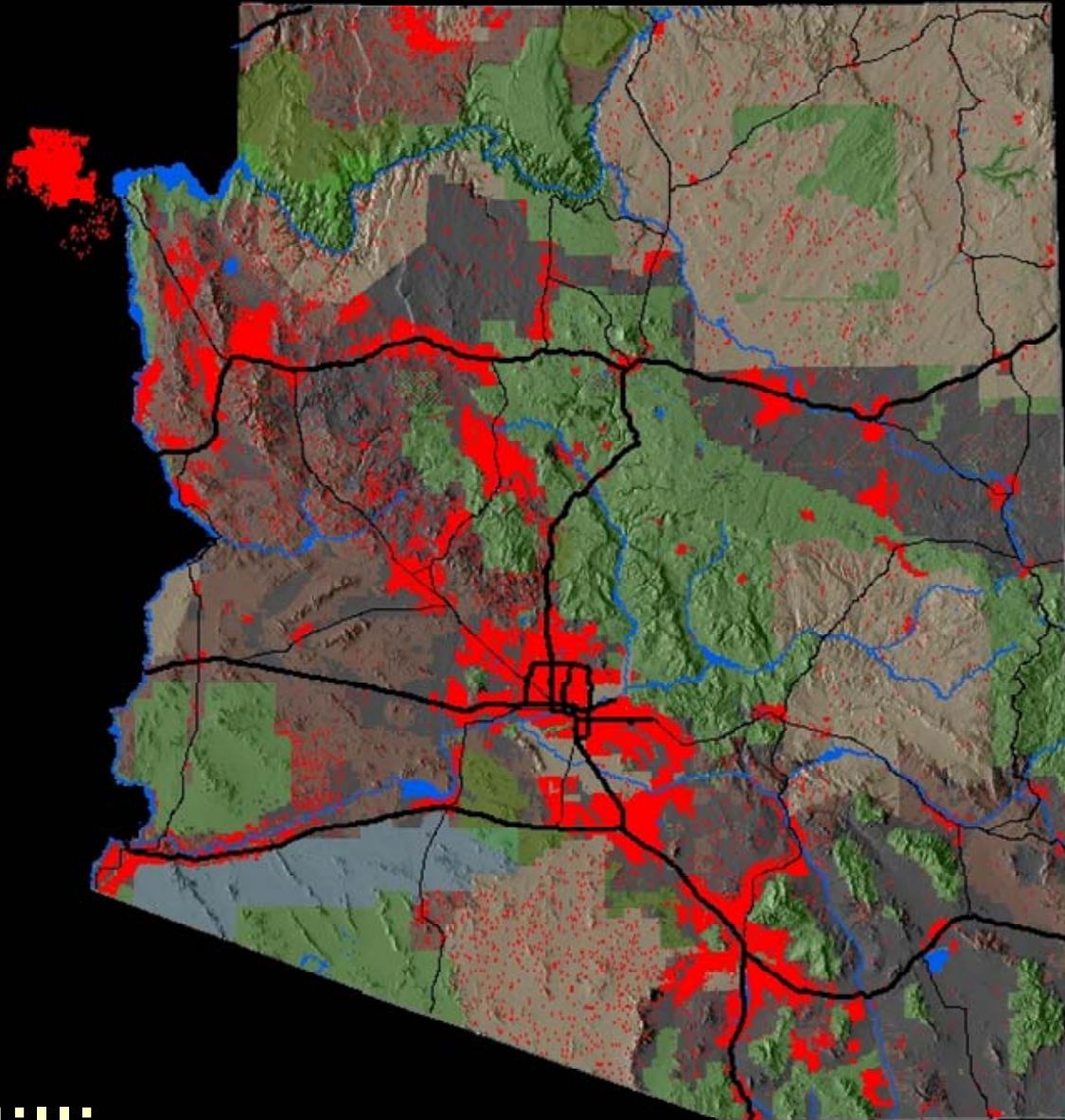


2000

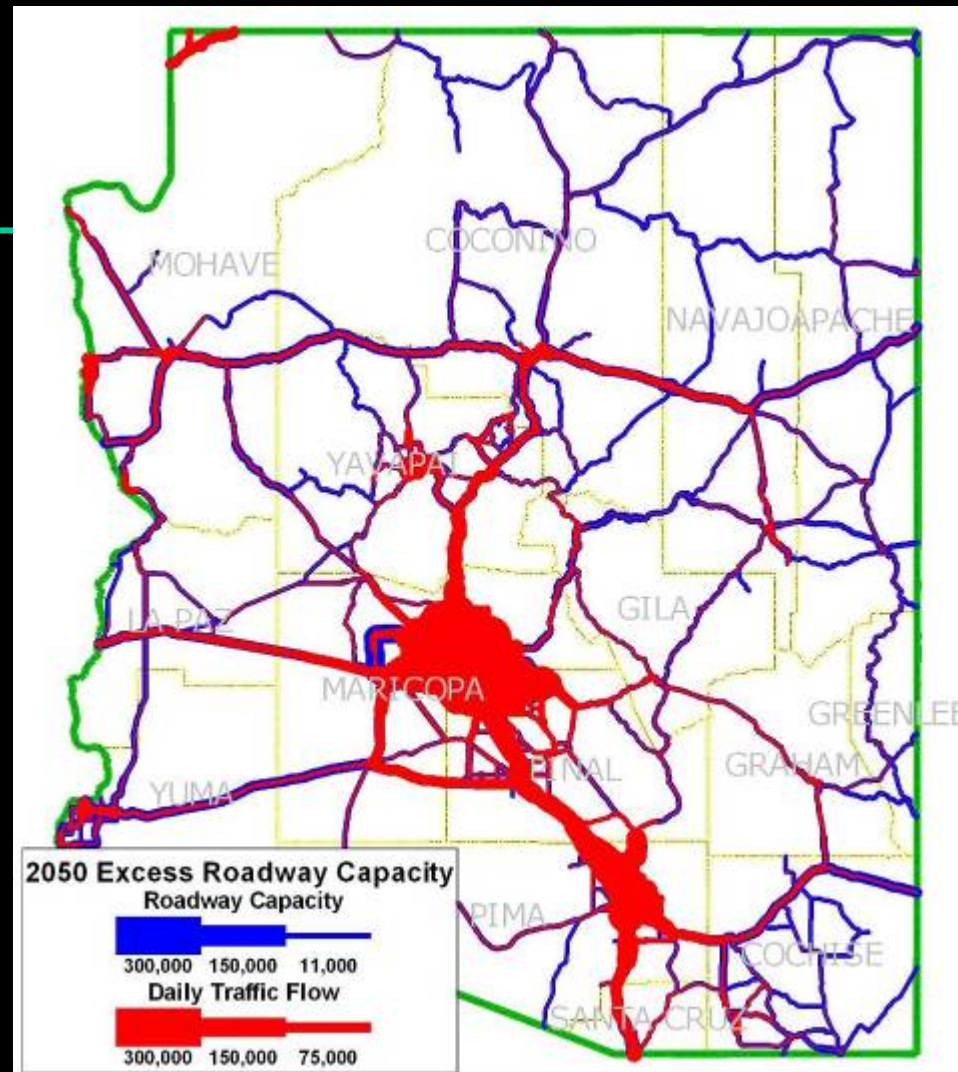
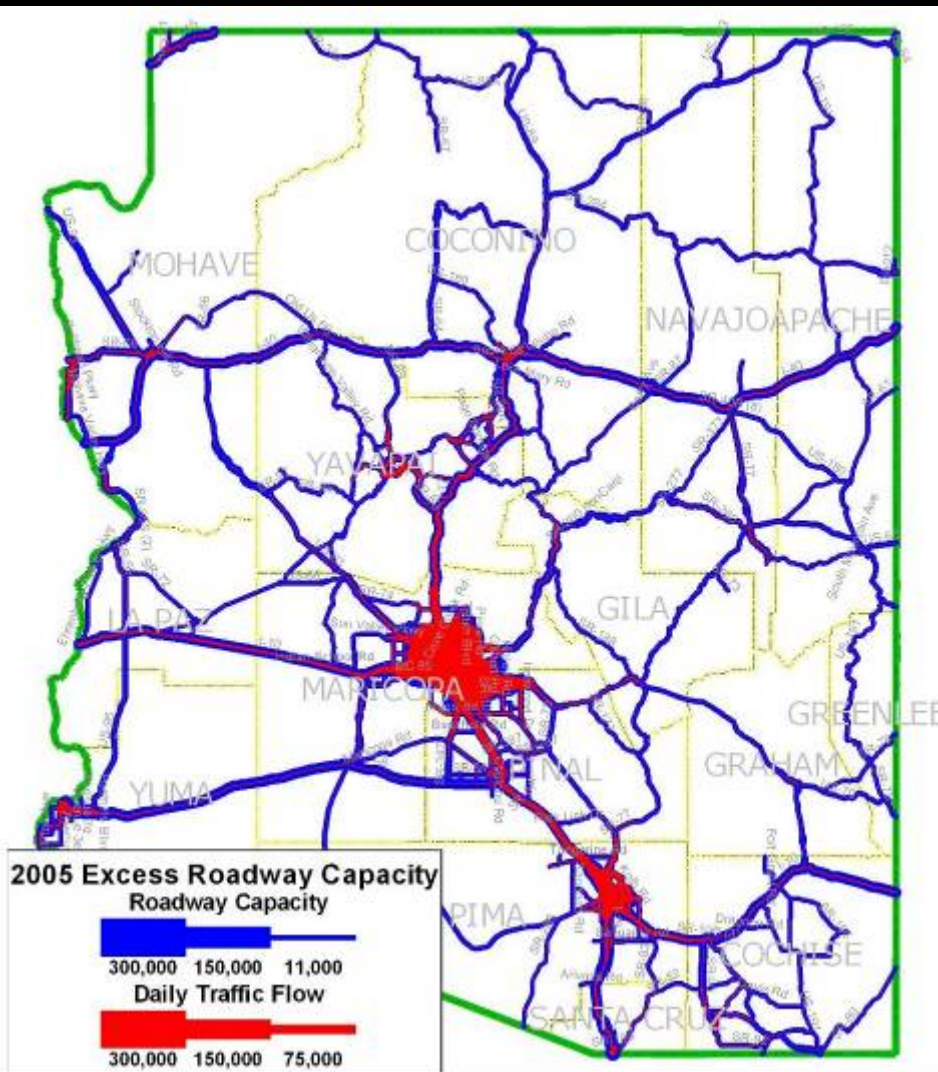


5.1 Million

2050



12.8 Million



Economic Engine of In-Migration



➤ Bottom Line:

1. Key Choices Must Be Made

[State & municipal policies could guide development of urban AZ]

2. Changes in Development Patterns are Urgently Needed

[Arizona cannot afford more sprawl]

3. Development Will Continue to Propel AZ Economy

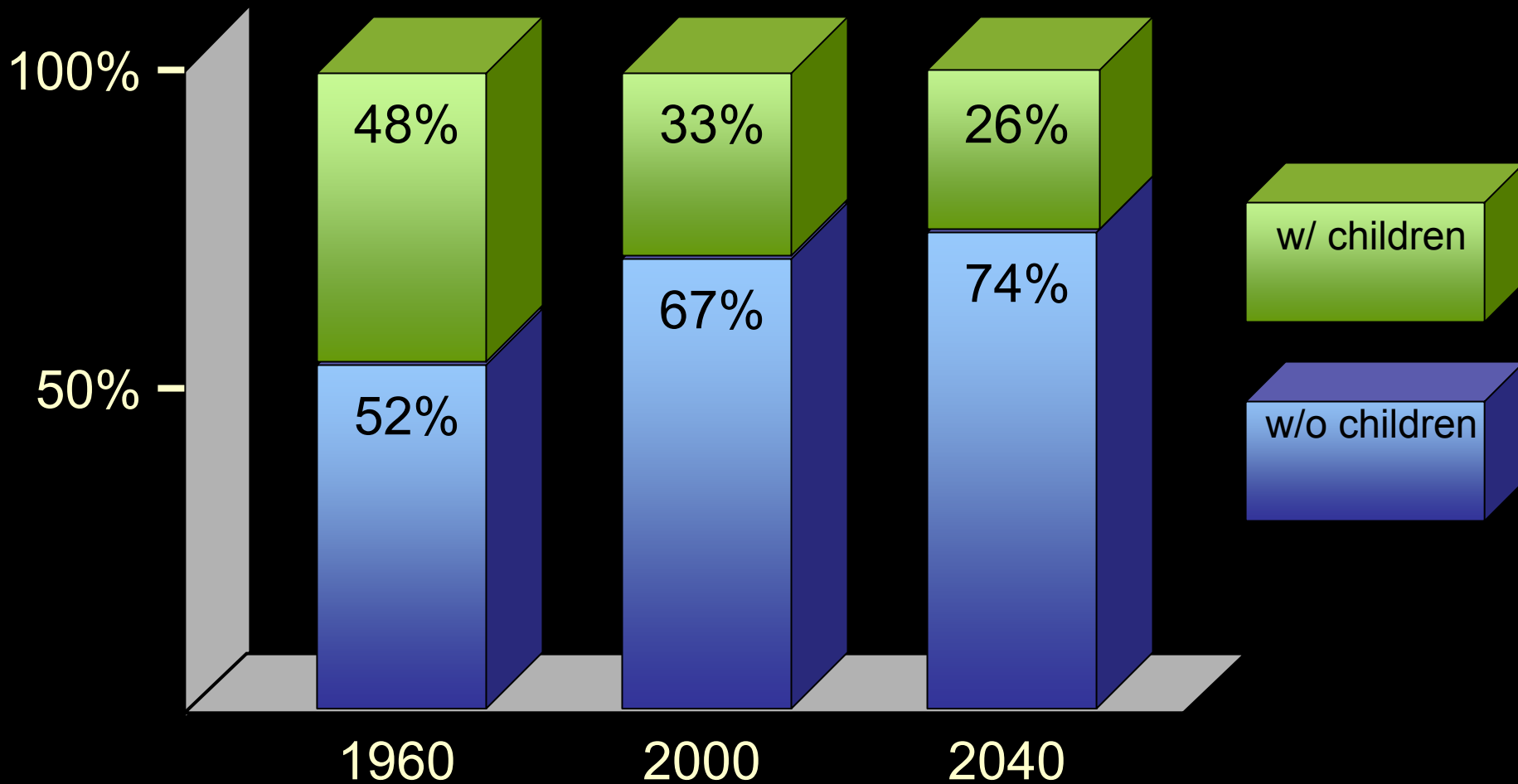
[less than ½ of future AZ is built]

Three Opportunities

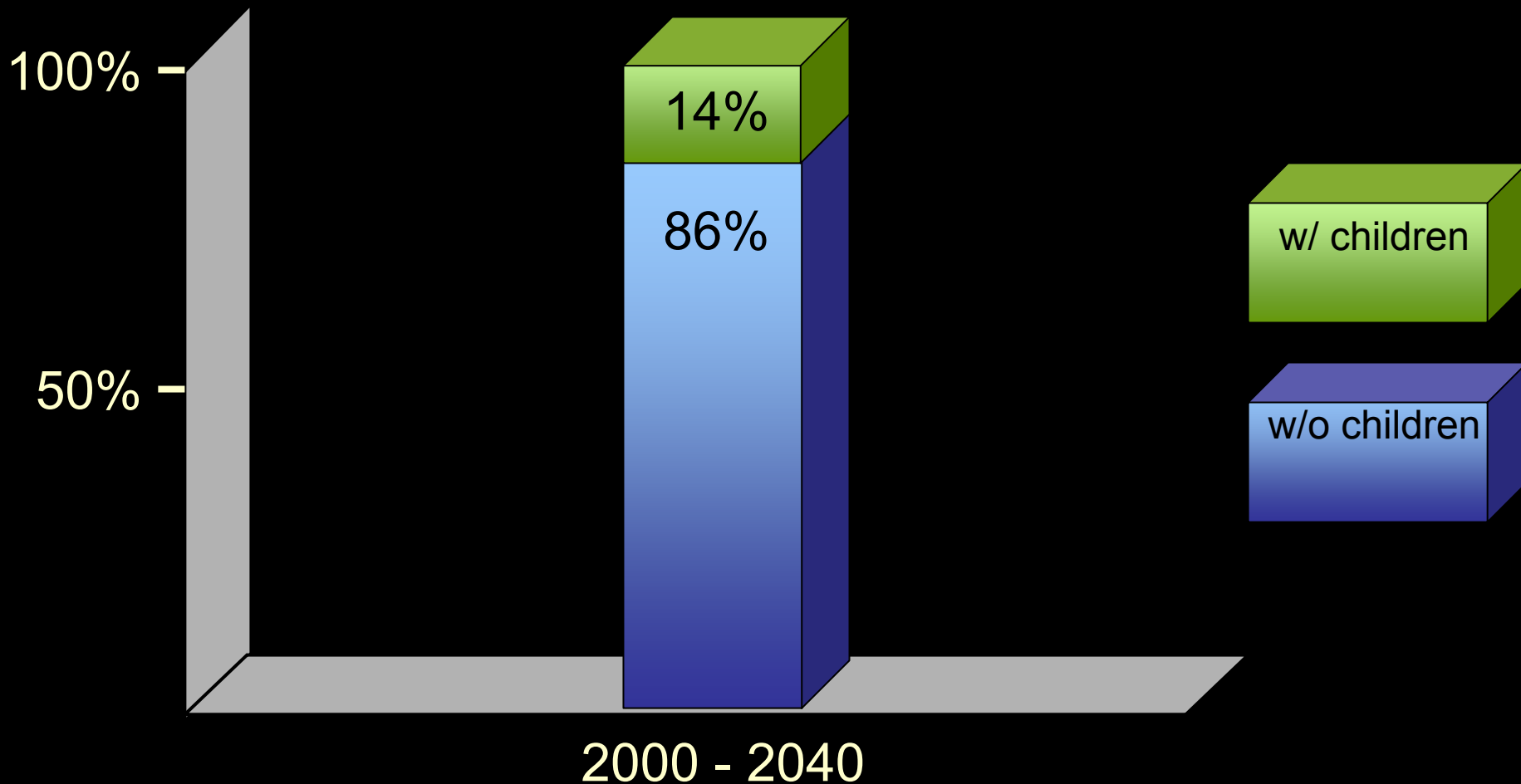


1. The Economic Engine of In-Migration
2. Shaping Urban Arizona with Transit
3. Connecting the Western Megapolitans

US Households



US Households - % of Growth



Housing Preferences

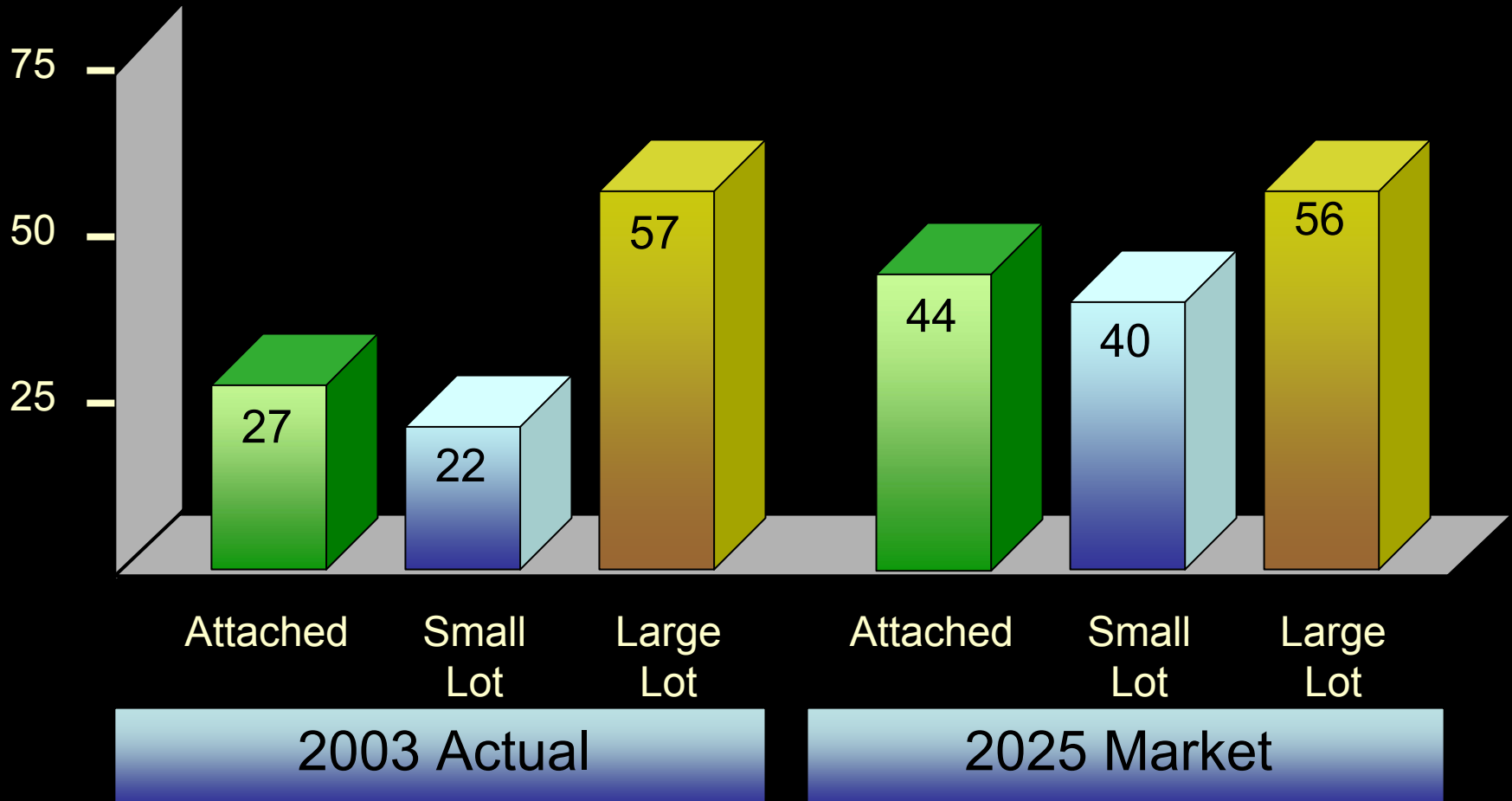


<u>Unit Type</u>	<u>Share</u>
Attached	38%
<i>Apartments</i>	14%
<i>Condos, Coops</i>	9%*
<i>Townhouses</i>	15%
Detached	62%
<i>Small Lot (<7,000 sf)</i>	37%
<i>Large Lot (>7,000 sf)</i>	25%

Source: **Low range** of surveys reviewed by Arthur C. Nelson, "Planning for a New Era," *Journal of the American Planning Association*, Fall 2006.

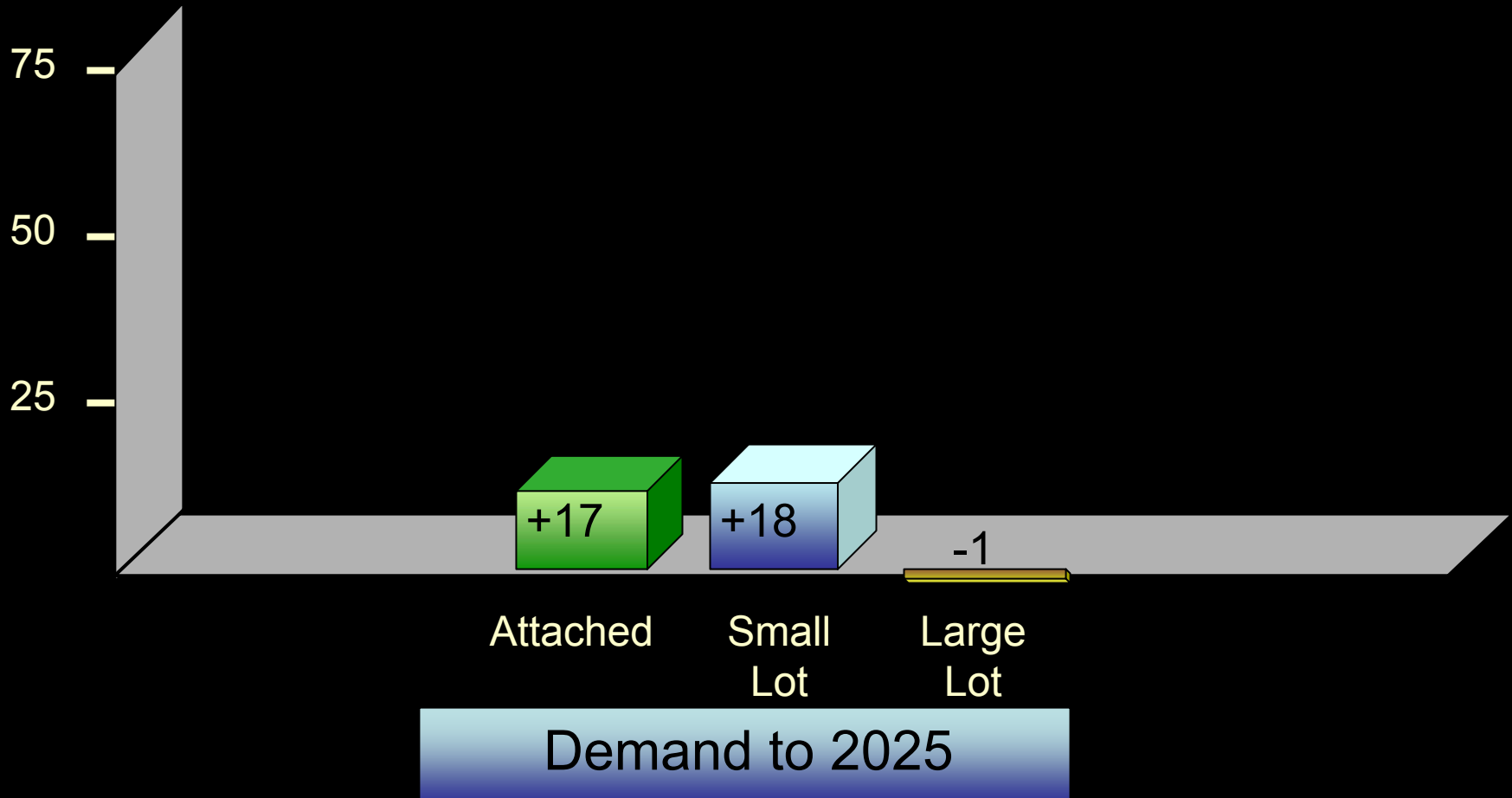
US Dwelling Units

Millions

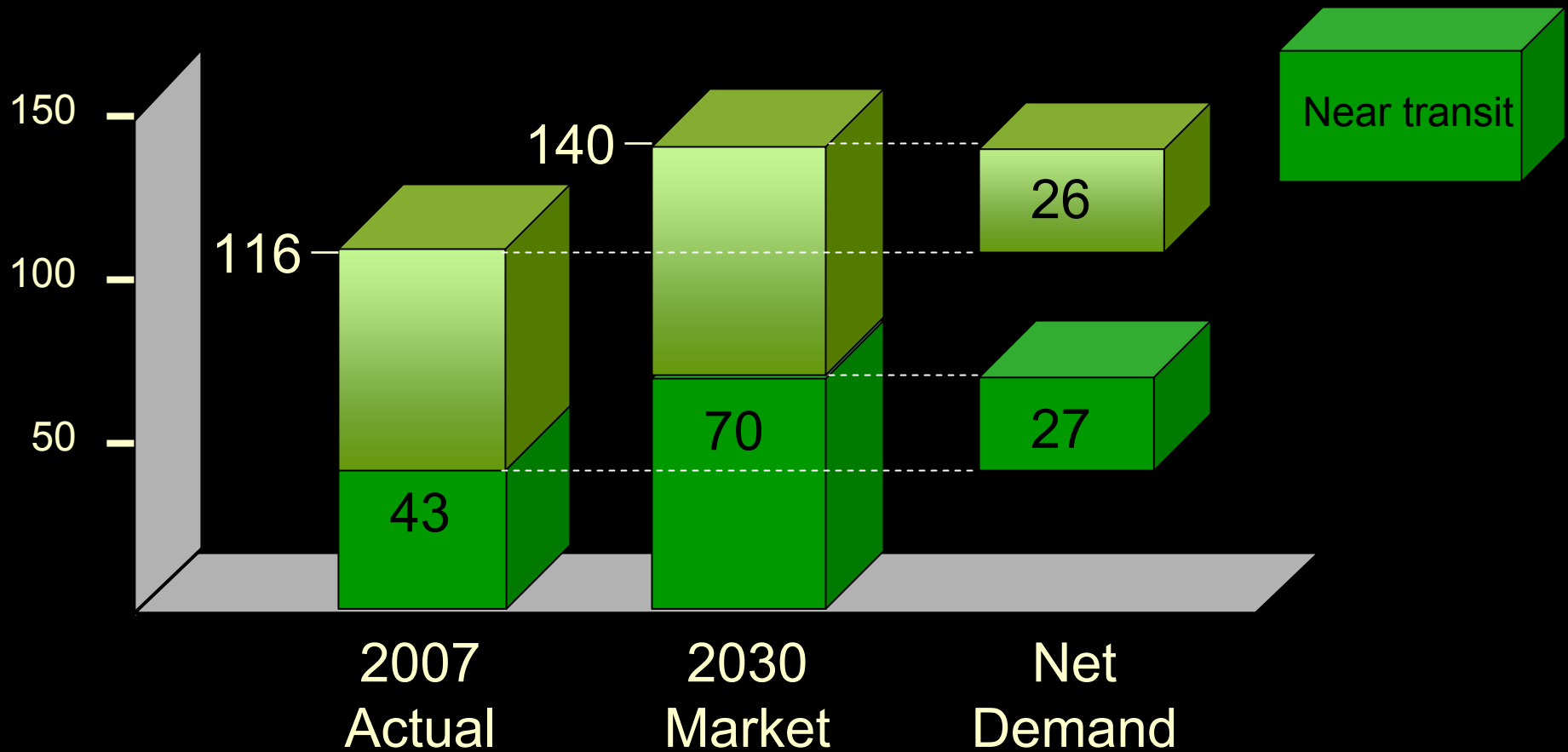


US Dwelling Units

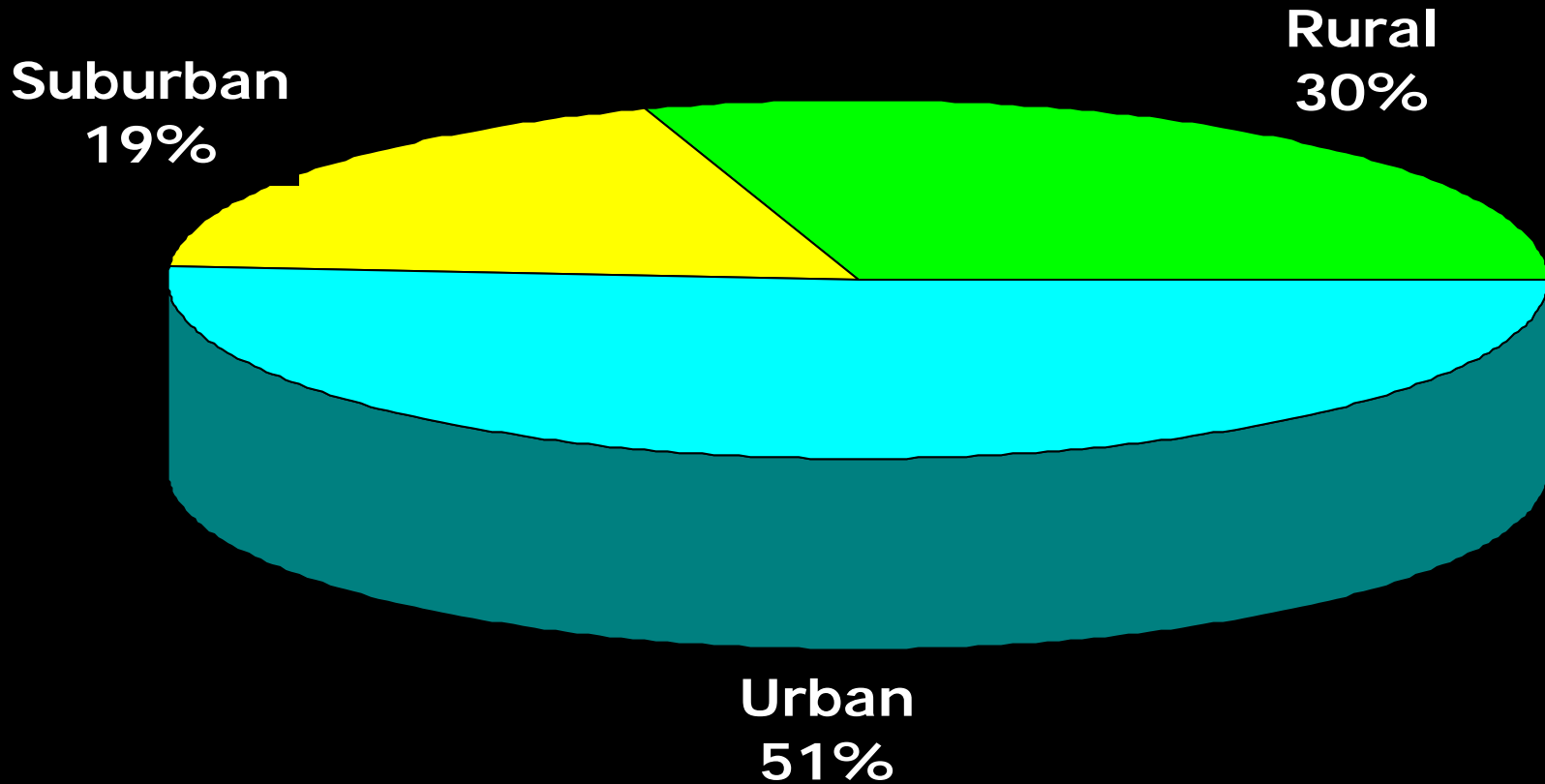
Millions



US Households



Retirement Preferences



Source: National Association of Realtors and Smart Growth
America American Preference Survey 2004

Voice of the Rocky Mountain Empire

THE DENVER POST

Y, MARCH 19, 2009



FOG EARLY, WARMER ▲ 65° ▼ 40° » 12B • DENVERPOST.COM • © THE DENVER POST • 50 CENTS PRICE MAY VARY OUTSIDE METRO DENVER

★★

INTO WAR
SOLDIERS
BREAK

M, 11A

**\$1 TRILLION MOVE
LIKELY TO REDUCE
MORTGAGE RATES**

» BUSINESS, 9B



TIPOFF TIME

Matt Bouldin and NCAA madness start the march at 10:30 a.m. » 1C

» It's still winter ... for one more day. Check the latest ski conditions. » denverpost.com/skireport

Growth goes urban

Denver trails only Douglas County in metro-area population gains

By Burt Hubbard *The Denver Post*

Forget suburbia. Denver is the new growth hot spot in the metro area.

A U.S. Census Bureau report released today shows Denver grew faster last year than all but one of its surrounding suburban counties.

"That is amazing. It doesn't surprise me (it grew), but I didn't realize it was at such a fast rate," said Denver City Councilman Michael Hancock.

Denver wasn't the only growth superstar in Colorado, according to the report. The Greeley metro area, consisting of Weld County, was the fourth-fastest growing metro area in the nation since 2000.

And five Western Slope counties, led by energy-rich Garfield County, ranked in the top 10 in population gains in Colorado in the 12 months ending in July 2008.

The report showed Denver's population grew

2.7 percent in the 12 months ending July 2008, adding about 16,000 people since July 2007 and falling just short of 600,000.

Only Douglas County, at 3.5 percent, grew faster in the seven-county metro area. It's the first time this decade that Denver has grown faster than most of its suburbs.

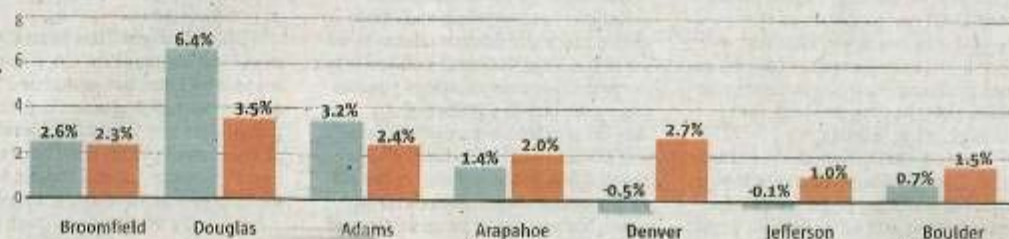
Jeff Romine, chief economist for the Denver Office of Economic Development, said a resurgence

CENSUS » 12A

Denver's growth

Denver's population last year grew faster than all but one of its neighboring suburban counties, the first time that has happened this decade.

■ Percent change 2001-02
■ Percent change 2007-08



Source: U.S. Census Bureau

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Residential Resale Indicators



<u>Year</u>	<u>SF+TH</u>	<u>Condo/Coop</u>
2006	\$221,900	\$221,900
2007	\$217,900	\$226,300
2008	\$180,800	\$185,400

Source: Arthur C. Nelson, Presidential Professor & Director of Metropolitan Research, University of Utah, adapted from National Association of Realtors monthly resale data accessed December 14, 2008. Figures are median resale prices; November 2008 used for 2008.

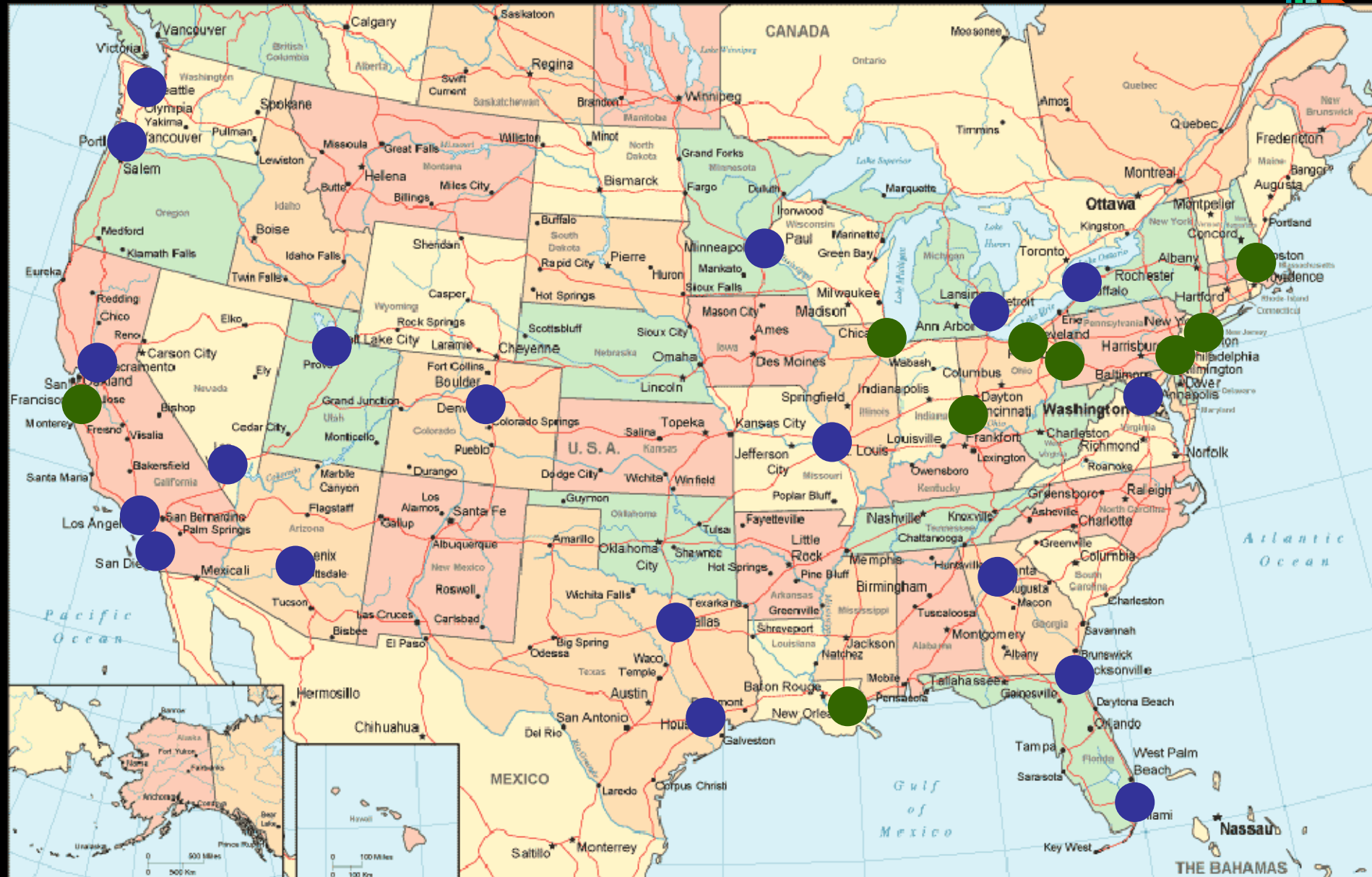
70s – Today: Urban Rail Transit



Rail Cities in the United States (as of 1971)



Rail Cities in the United States (as of 2008)





Shaping Cities with Transit

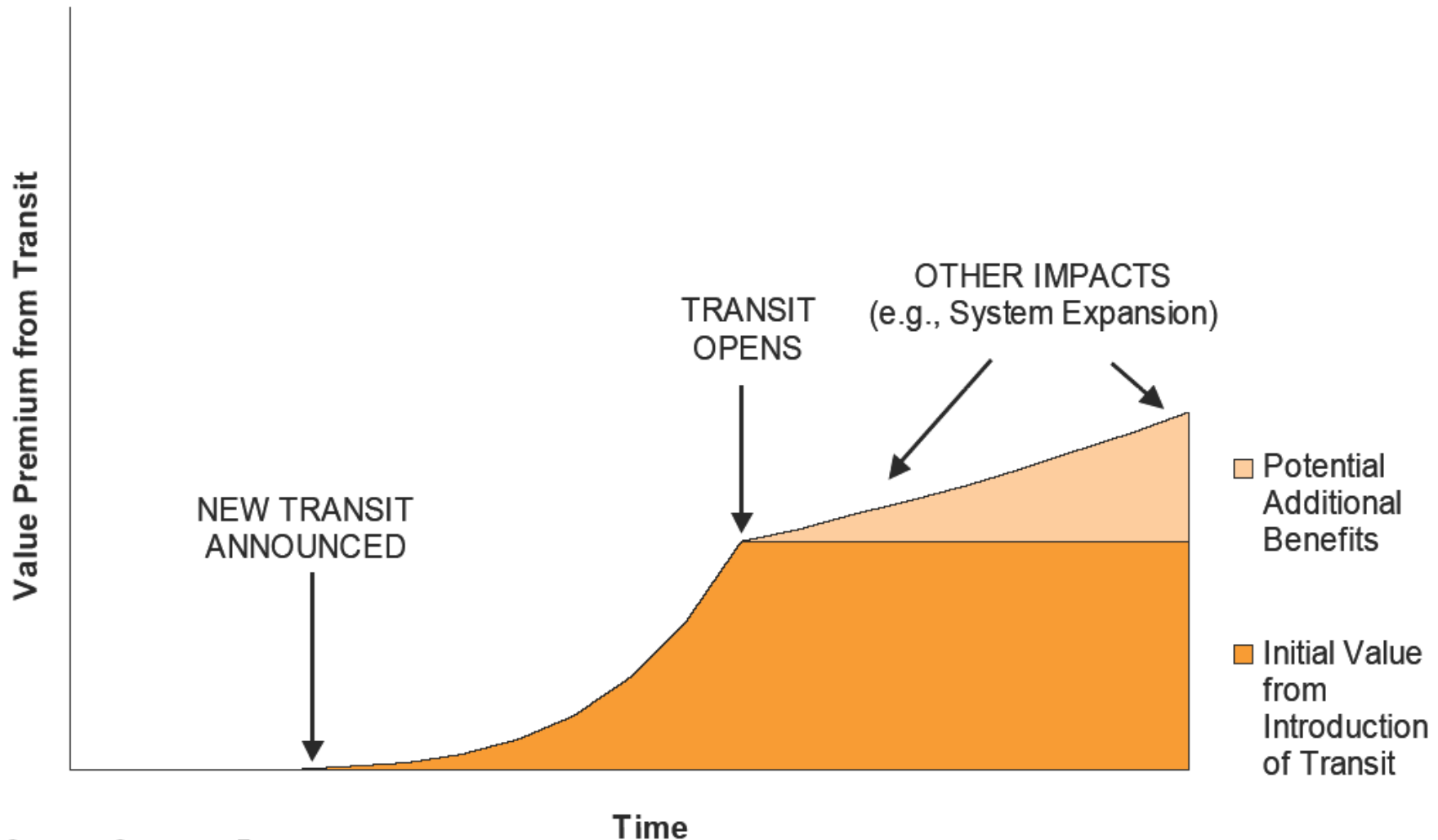


Dallas

Description		Value
Announced Value		\$ 4,902,800,000
Announced Value Attributable to DART		\$ 4,255,700,000
Cities		
Taxable Property Value		\$ 2,843,779,000
Property Tax Revenues		\$ 16,785,000
Taxable Retail Sales		\$ 665,552,000
Sales Tax Revenues		6,656,000
		23,531,000
Counties		
Taxable Property Value		842,259,000
Property Tax Revenues		6,593,000
School Districts		
Taxable Property Value		904,207,000
Property Tax Revenues		46,380,000
Community College Districts		
Taxable Property Value		\$ 2,736,047,000
Property Tax Revenues		\$ 2,306,000
Hospital District		
Taxable Property Value		\$ 2,633,261,000
Property Tax Revenues		\$ 6,688,000
State of Texas		
Sales Tax Revenues		\$ 41,597,000
Total State and Local Tax Revenues		\$ 127,095,000*

**\$4.9
Billion**

The Value Curve – Timing

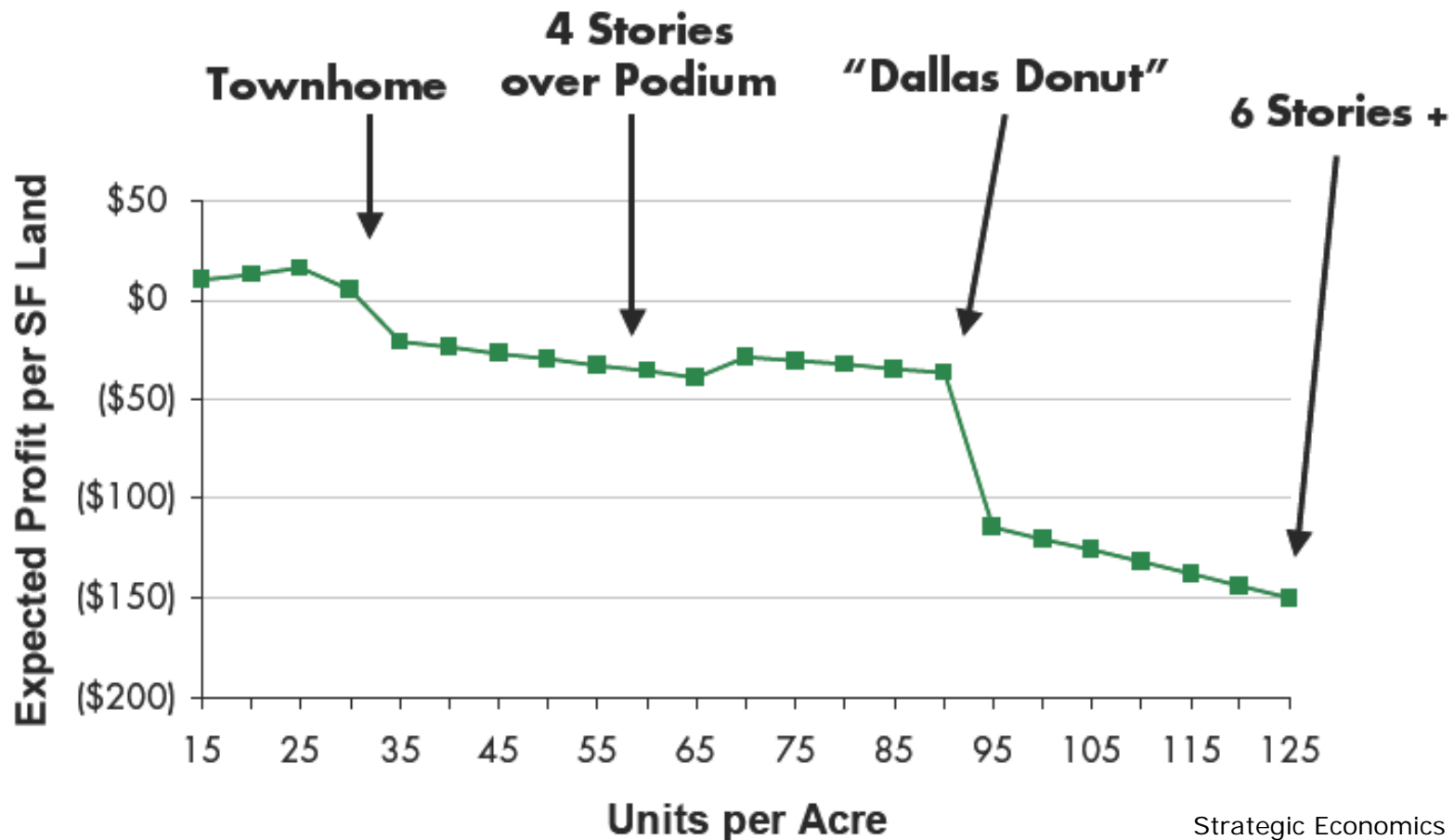


Source: Strategic Economics.

Effect of Transit on Density



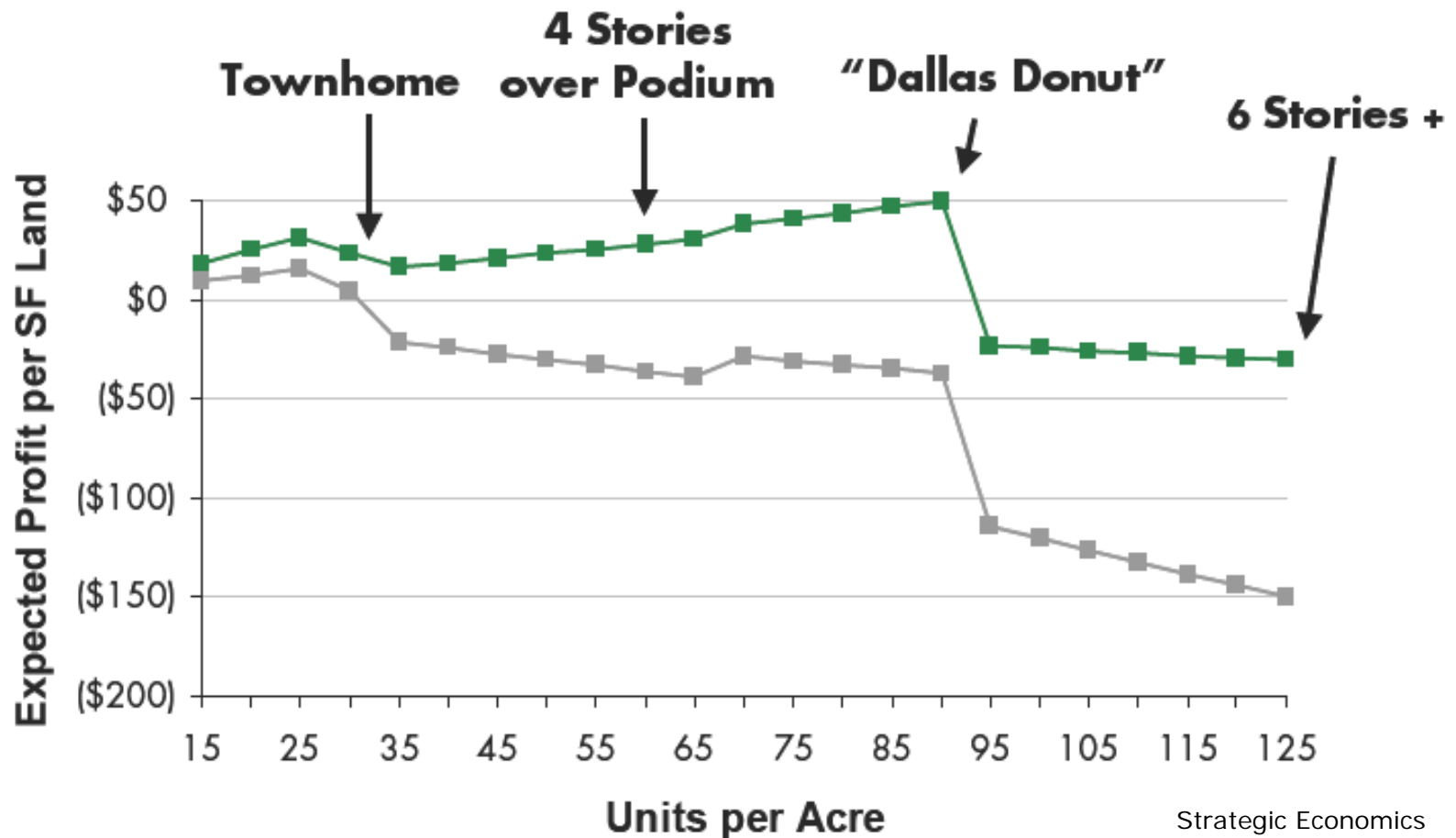
Before Transit:



Effect of Transit on Density



After Transit:







"The Pearl"

Image © 2006 Sanborn

© 2005 Google



Pointer 45°31'42.24" N 122°40'40.69" W

Streaming 100%

Eve alt. 8384 ft





Portland Streetcar Brief History



- 1992 – City secures \$900,000 federal HUD grant
- 1992 – City matches with local funds
- 1995 May – City issues RFP to design, build, operate, maintain
- 1999 May – Construction begins on 1st segment
- 2001 January – Project Substantial Completion
- 2001 July – Begin passenger service
- 2005 March – Begin service to RiverPlace
- 2006 October – Begin service to South Waterfront & Portland Aerial Tram Connection
- 2006 – Loop Extension alignment selected
- 2007 August – Begin service to South Waterfront







Leveraging: Portland Streetcar

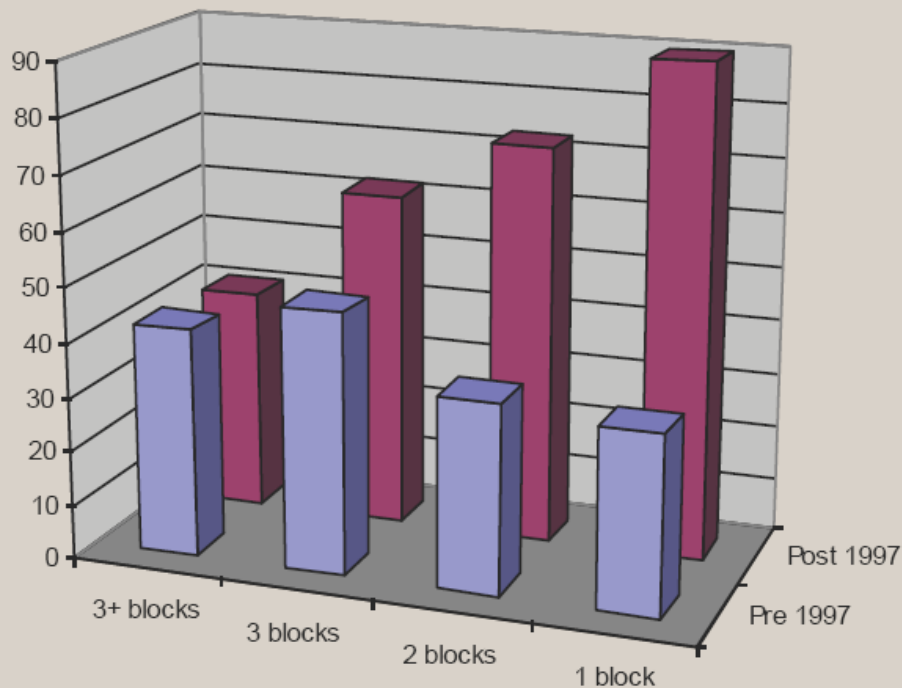


- System Cost: \$103 million
- Private sector investment
(within 2 blocks of line)
 - Value: \$3.5 billion
 - 10,212 new dwelling units
 - 5.4 million sf commercial space
 - Lower parking ratios, higher profits

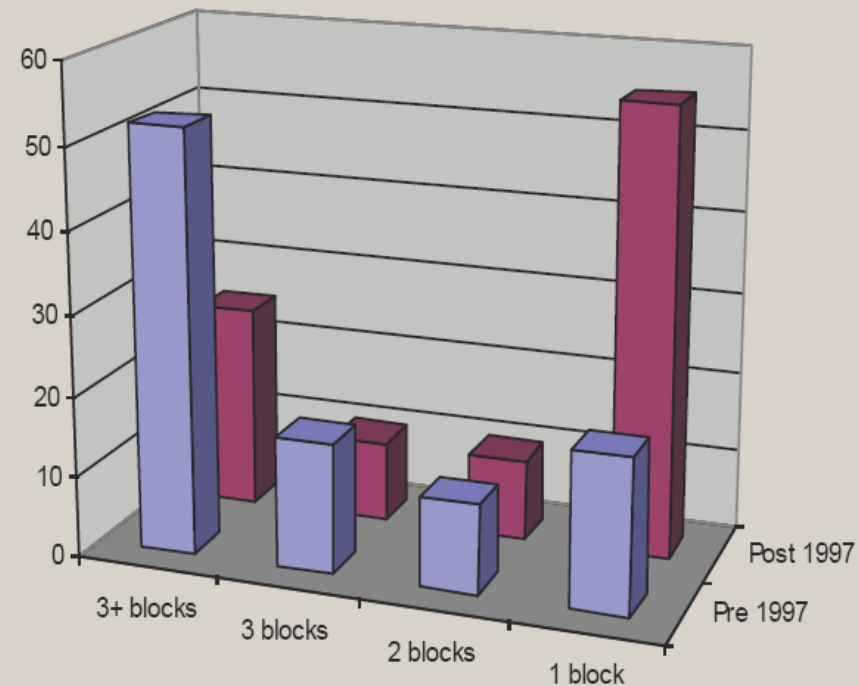
Leveraging: Portland Streetcar



% FAR Realized Based Upon Distance from Streetcar



% of CBD Development Based Upon Distance from Streetcar



Please note: SW Moody & Gibbs to SW Lowell in the South Waterfront District does not open until Fall 2007.



Cost Estimate:

\$127 million Federal Project:

Federal Transit Administration	\$75 million
Local Improvement District	\$15 million
Portland Development Commission	\$27 million
Regional Funds	\$4 million
System Development Charge	\$ 6 million

TOTAL FEDERAL PROJECT	\$127 Million
VEHICLES FROM STATE OF OREGON	\$20 Million
TOTAL PROJECT	\$147 Million



Shaping Urban Arizona with Transit



➤ Bottom Line:

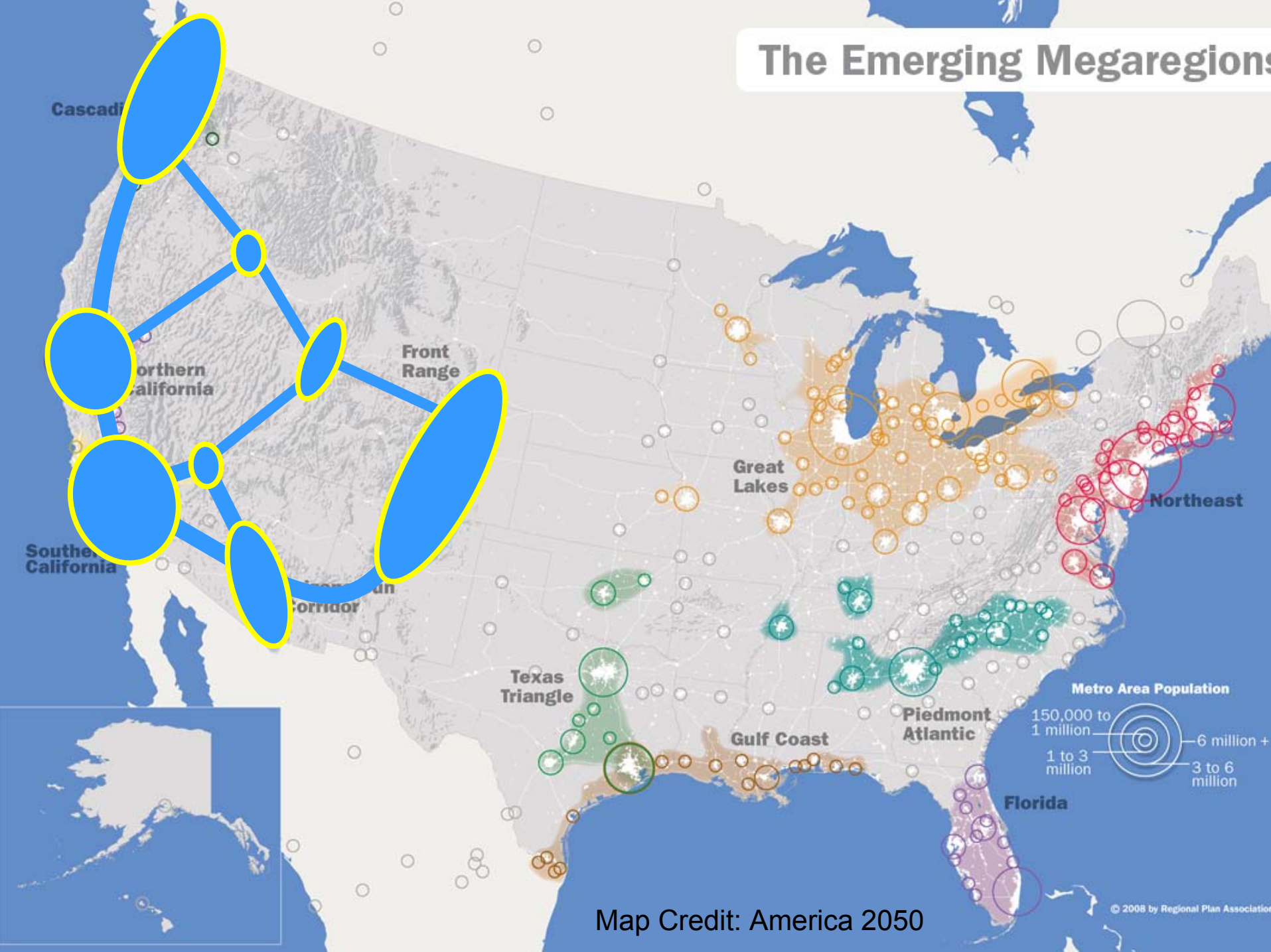
1. Residential Markets Have Changed
[the City is in, the Suburb is out]
2. Arizona is in a Position to Benefit
[½ of urban AZ has yet to be built]
3. Cities Must Move Quickly
[LA lesson: retrofits are expensive]

Three Opportunities

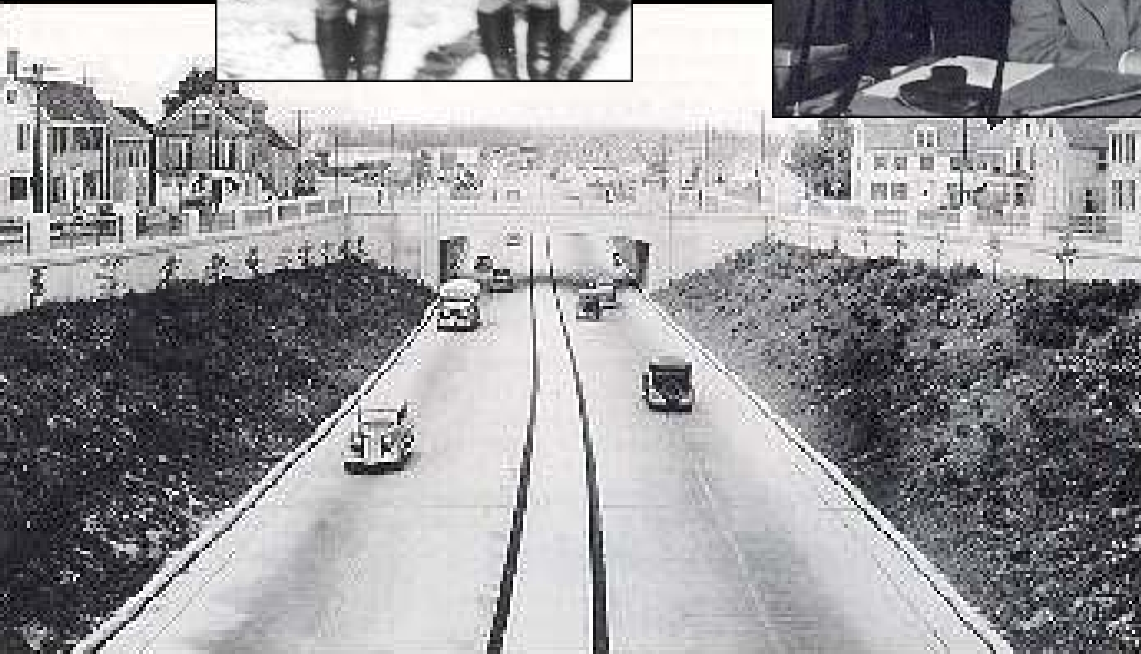
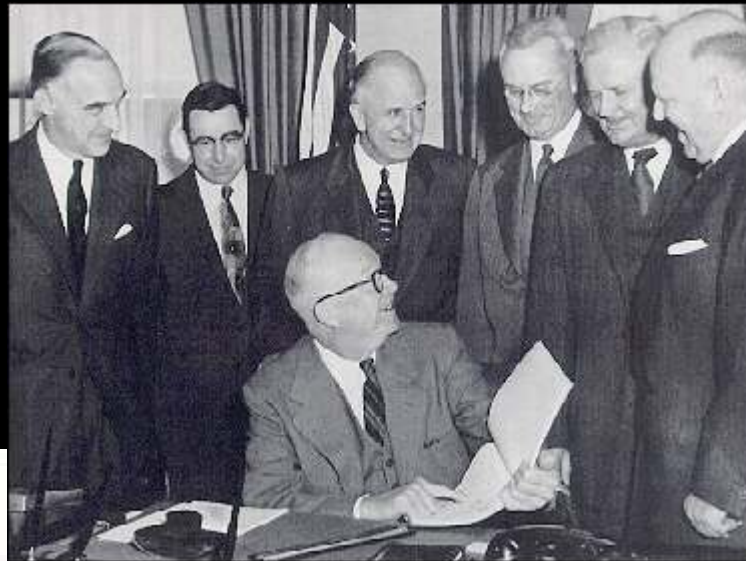


1. The Economic Engine of In-Migration
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The Emerging Megaregions



50s – 70s: Interstate Highway System



Interstate 40 corridor and supporting routes truck freight flow (tons per year)



Multi-axle trucks as a % of total traffic:

≥ 20% in many arterial corridors

≥ 40% on most of the rural interstate system



The 20th Century Strategy



21st Century Strategy: Intercity Rail System



Criteria for High Speed Rail

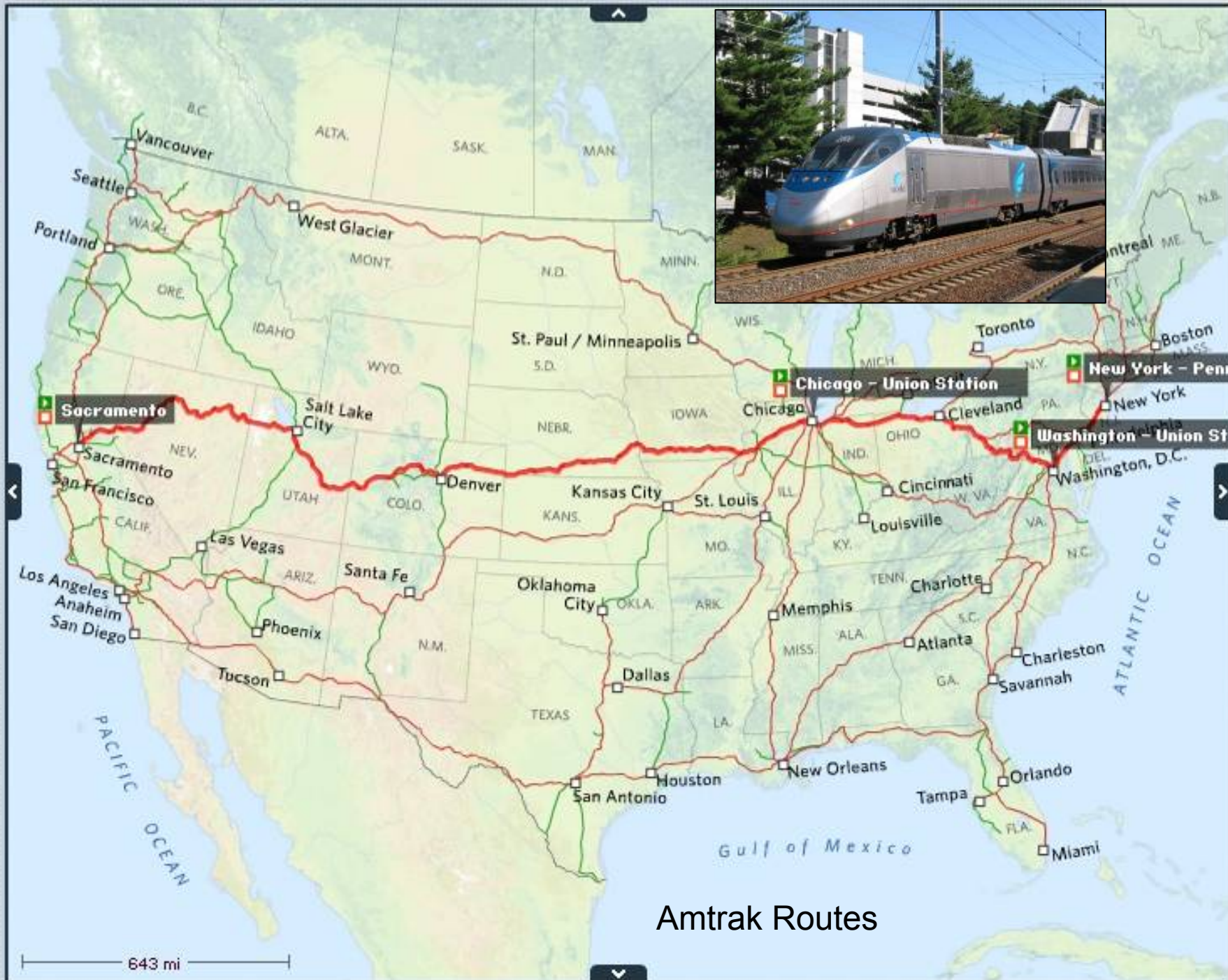


- Portal-to-portal distance
 - > 100 miles to compete with auto
 - < 500 miles to compete with air
- Major airports at or near capacity
- Sufficient population in centers
- Potential to operate @ 90 – 150 mph

Intercity Rail Corridors



- Connect city pair economies
- Connect cities within megas
- Operate @ 65 – 90 mph
- Serve double duty as commuter rail corridors



Officially Designated HSR Routes



VISION *for* HIGH-SPEED RAIL *in* AMERICA



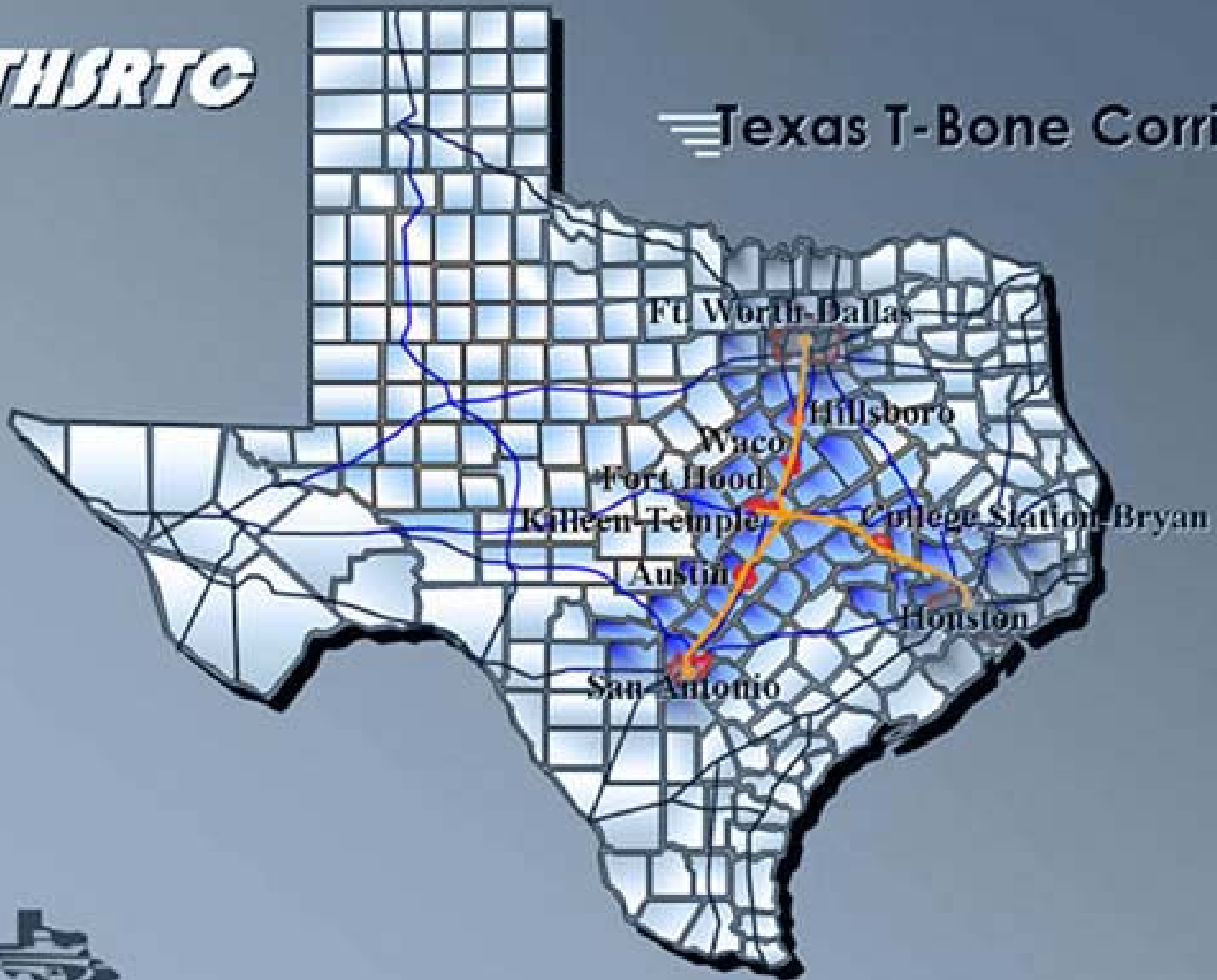
Alaska Railroad (Seward to Fairbanks/Elson) not shown.)

HSR

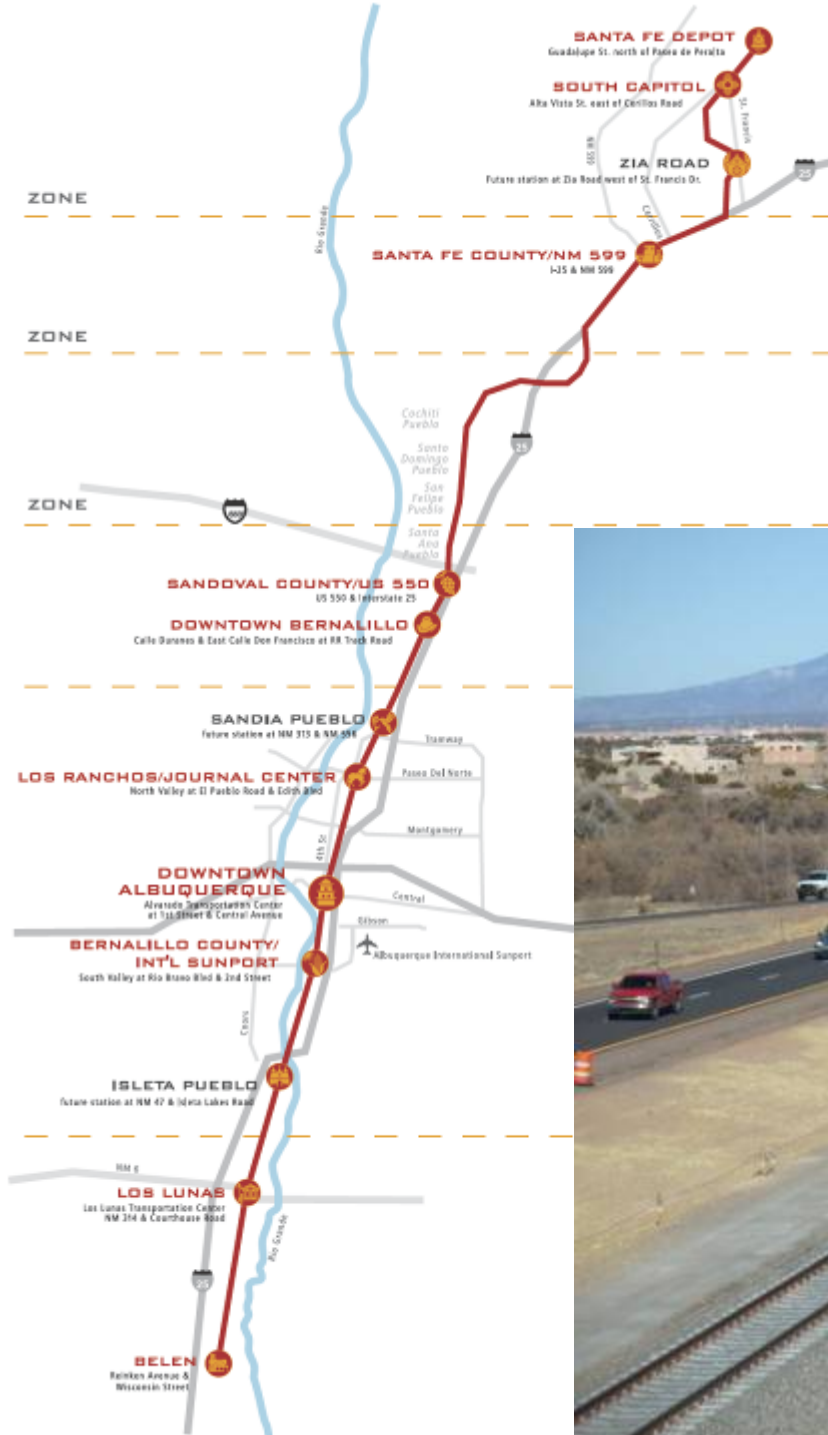


THSRTC

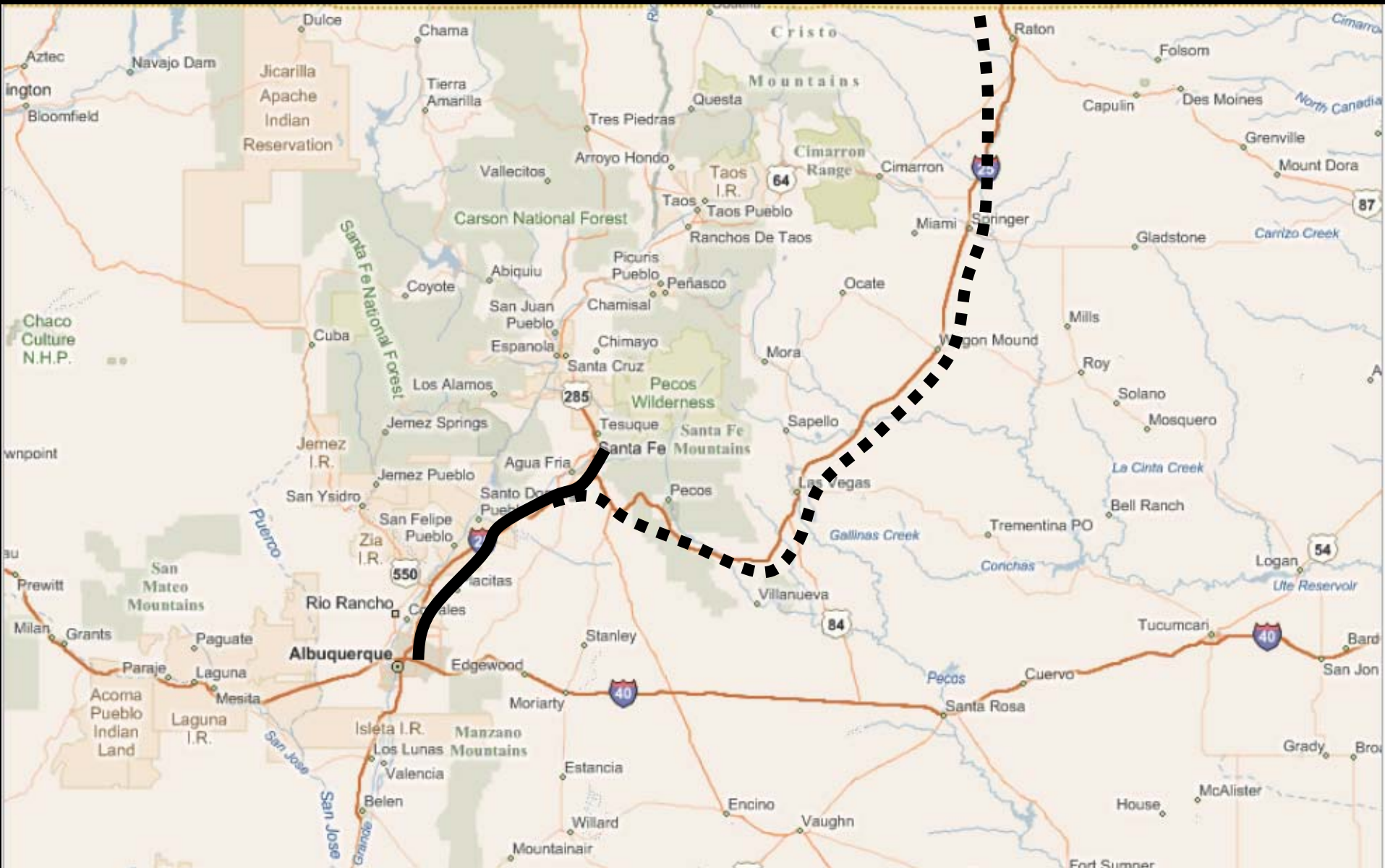
 **Texas T-Bone Corridor**



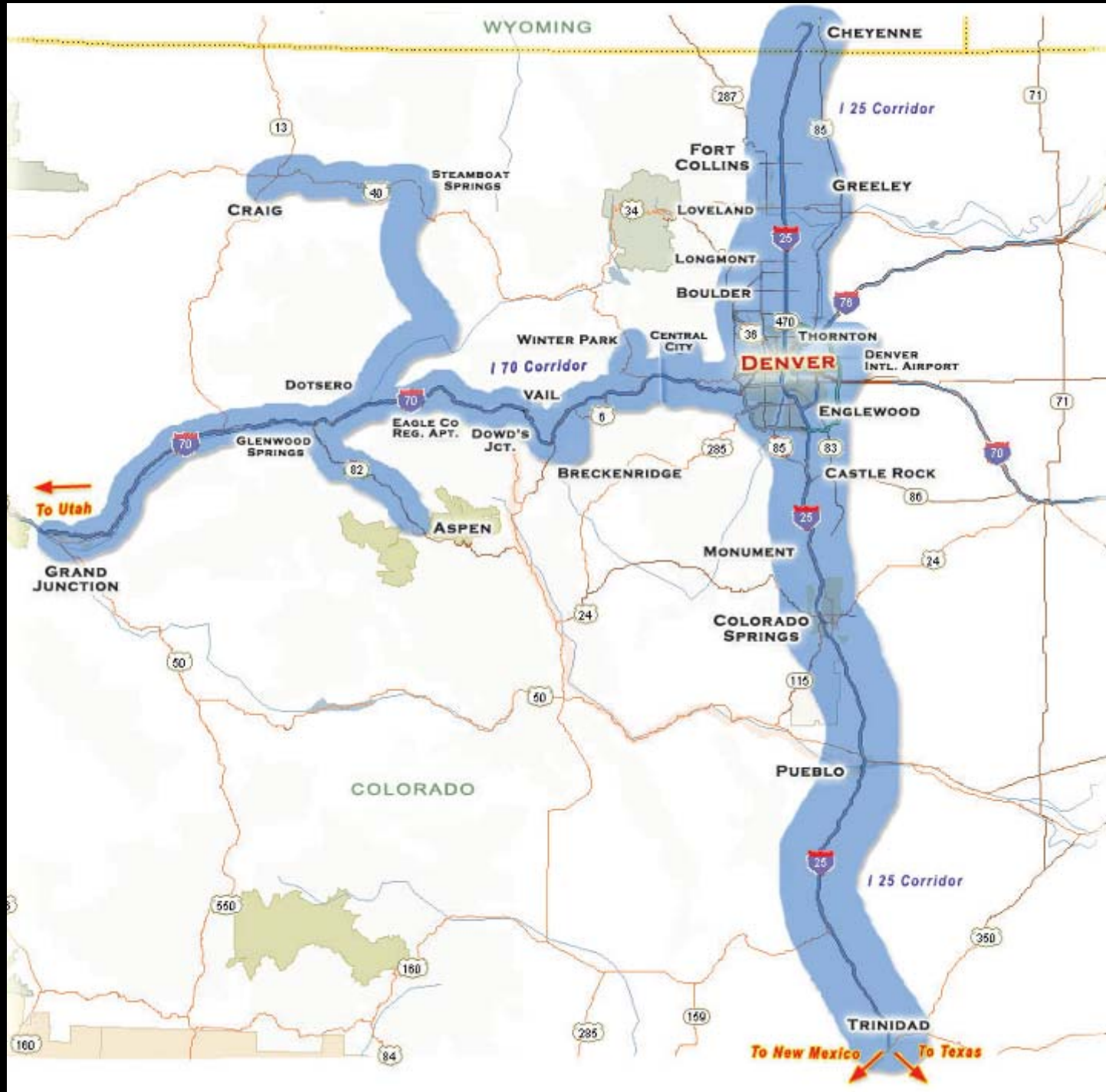
New Mexico RailRunner



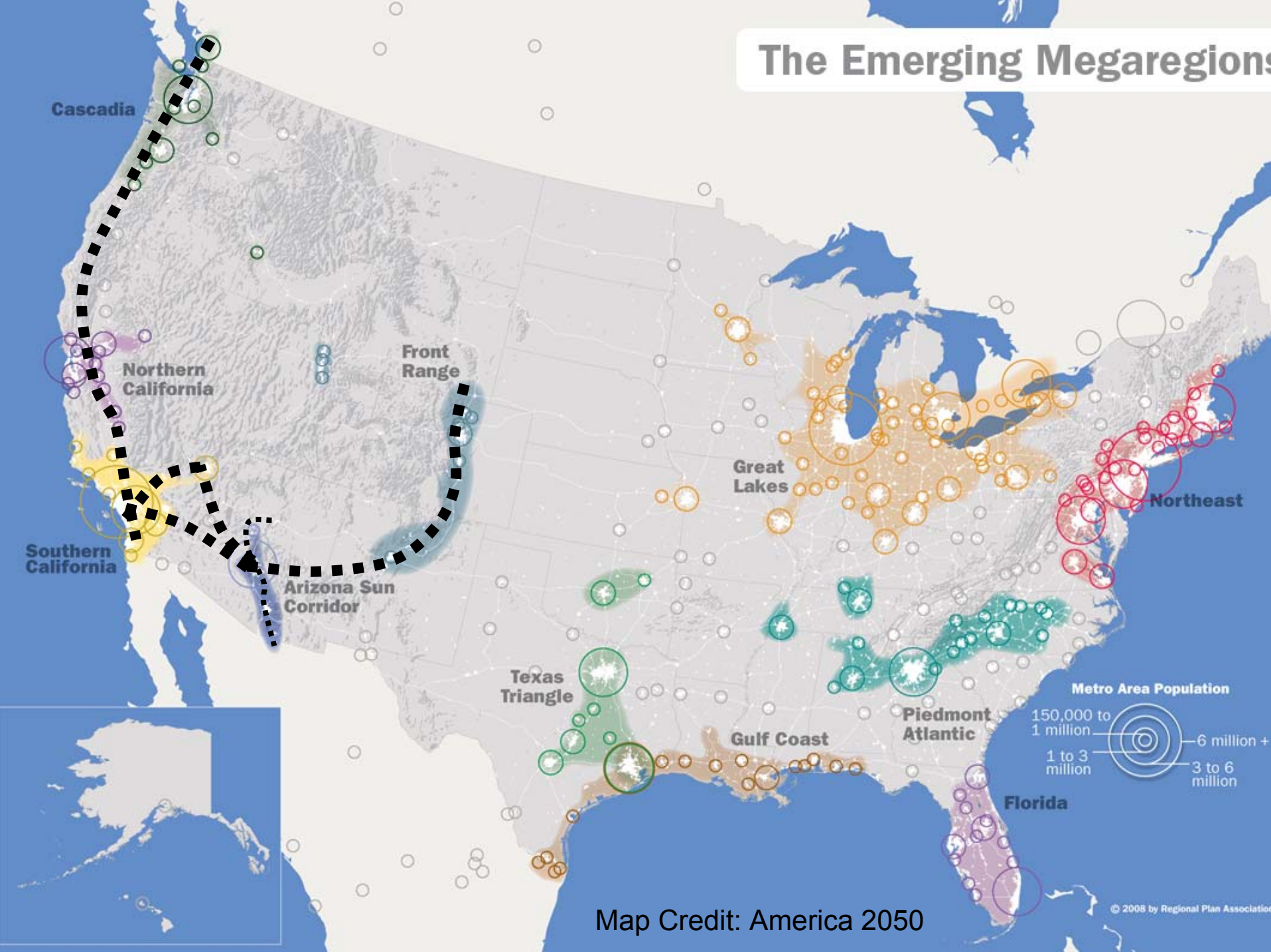
New Mexico



Colorado Rail Corridor Study



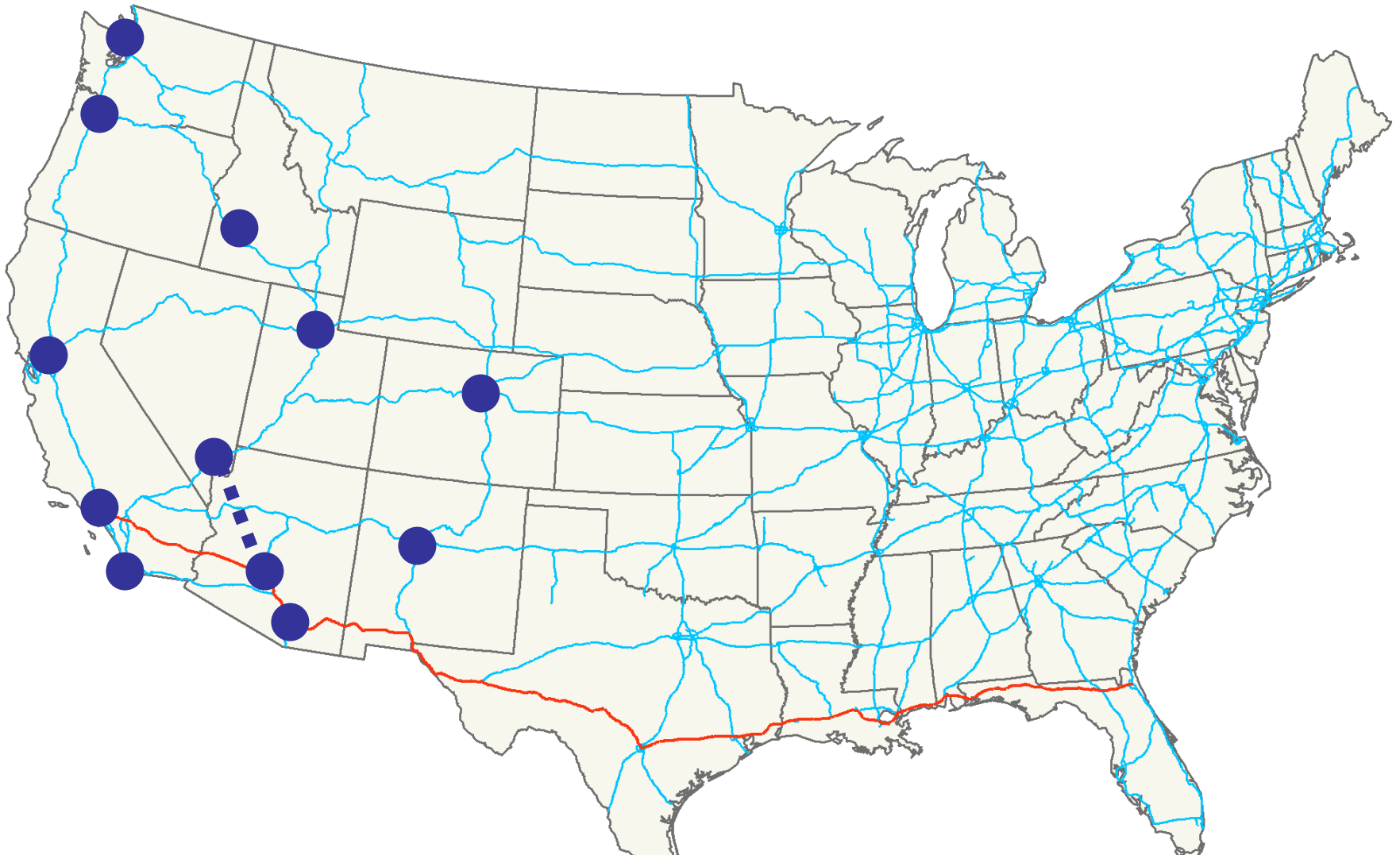
The Emerging Megaregions



Map Credit: America 2050

© 2008 by Regional Plan Association

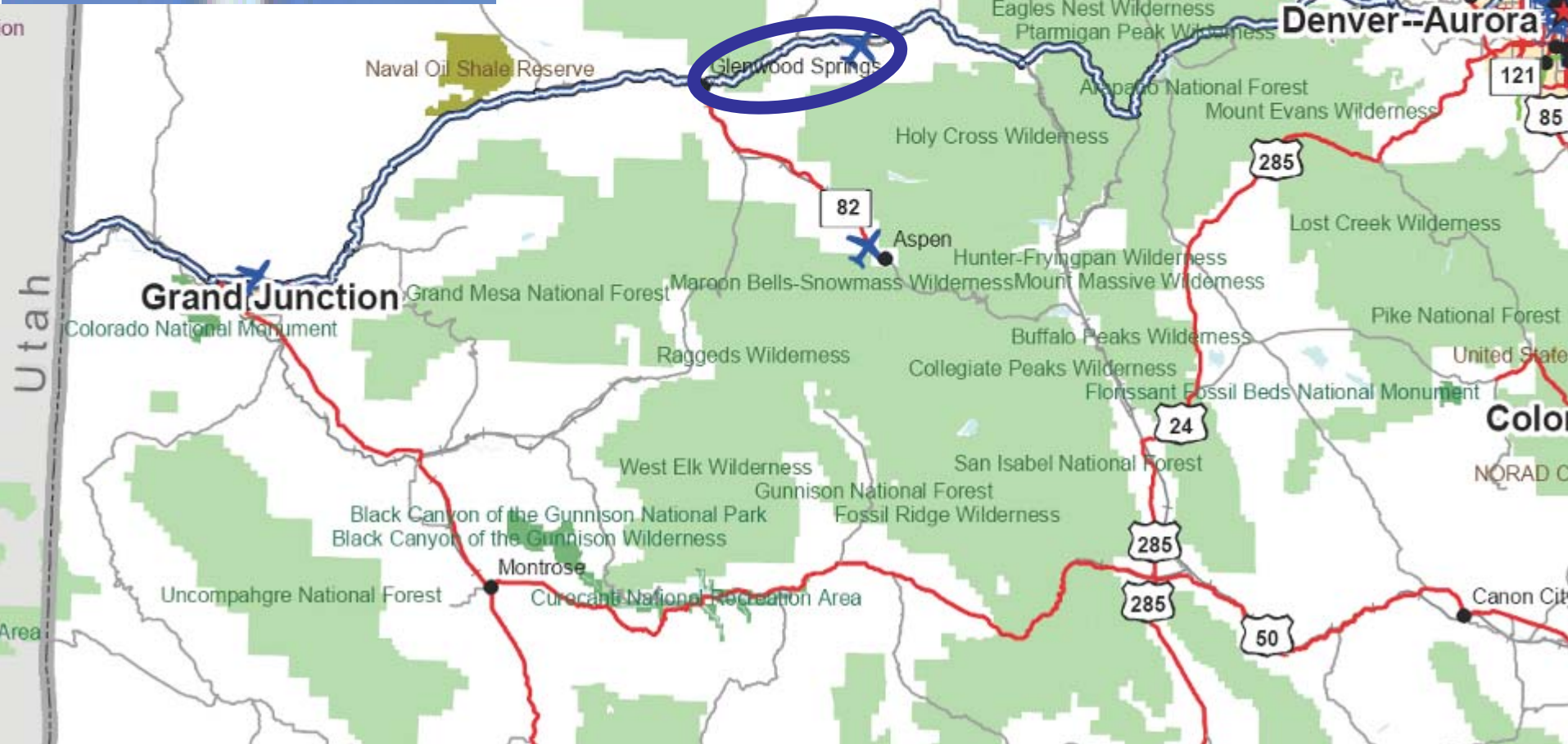
The Missing Interstate Link



Criteria for New Highways

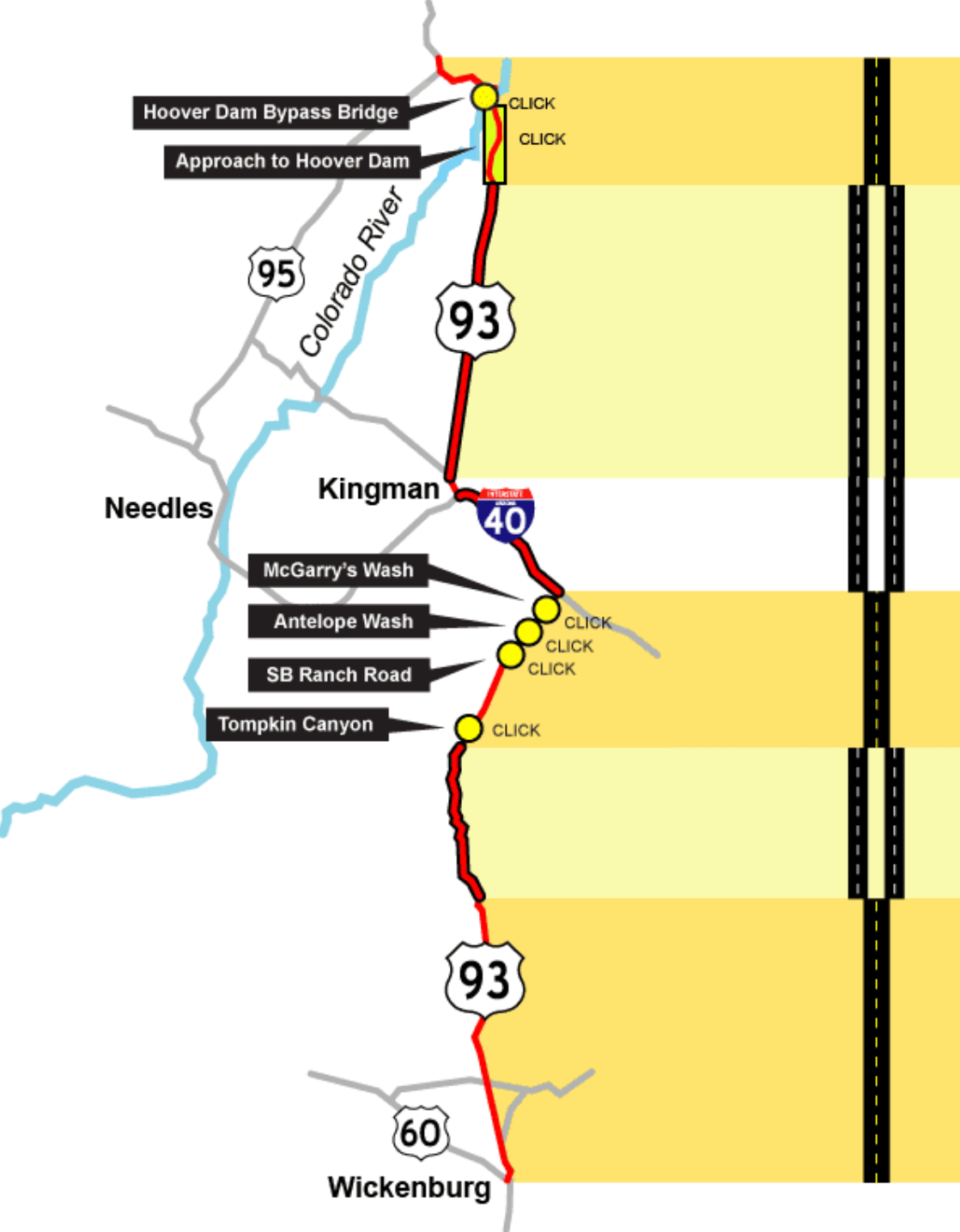


- Connect major cities or regions (pop > 1M) – link economies & drive economic synergies
- No significant damage to fragile or unique environments, communities, neighborhoods or other unique resources (historical, cultural, etc.)
- Chartered with absolute control of access, limiting future connections to existing regional or interstate freeways (i.e. could only be freeways)
- Fully funded as a toll road – all maintenance & capital money from revenues & bonding





Canamex



Connecting the Western Megapolitans



➤ Bottom Line:

1. City Economies Thrive on Synergy
[city pairs and megapolitan areas]
2. Arizona is Getting a Late Start
[but you have advantages to exploit]
3. The State Needs Your Support
[you are late to the game]



Wrapping Up

Providing for Arizona's Future Mobility



Charlier Associates, Inc.

Three Challenges



1. Petroleum Dependency
2. Climate Change
3. Location Efficiency

Three Opportunities



1. The Economic Engine of In-Migration
2. Shaping Urban Arizona with Transit
3. Connecting the Western Megapolitans

Resources

- Energy
 - United States Energy Information Administration, International Energy Outlook 2008, September 2008 <http://www.eia.doe.gov/oiaf/forecasting.html>
 - Arizona energy data, including dollar flow analysis http://apps1.eere.energy.gov/state_energy_program/publications_by_state.cfm/state=AZ
- Climate Change
 - Growing Cooler: The Evidence on Urban Development and Climate Change; Ewing, Keith Bartholomew, Winkelman, Walters, Chen – early versions available on the web; hardcover available on Amazon
 - Hotter and Drier: <http://www.nrdc.org/globalWarming/west/contents.asp>
 - Arizona Climate Action Plan and related resources: <http://www.azclimatechange.gov/>
- VMT Trends
 - State and national data - <http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm>
- Economics
 - Household cost of travel: A Heavy Load - <http://www.nhc.org/index/heavyload>
 - Driven to the Brink: How the Gas Price Spike Popped the Housing Bubble and Devalued the Suburbs, Joe Cortright, May 2008. CEOs for Cities. www.ceosforcities.org/newsroom
 - Raw foreclosure data – national, state, local - http://www.realtytrac.com/pub/landing/optimized_c.asp?a=b&acct=64807
 - Spending the federal ARRA stimulus funds: <http://stimulus.smartgrowthamerica.org/>
 - Transit-Oriented Development and Joint Development in the United States: A Literature Review - <http://pubsindex.trb.org/document/view/default.asp?lbid=726711>
 - Susan Handy – trends in support for development types - <http://www.informaworld.com/smpp/content~content=a792286419~db=all~jumptype=rss>
 - Arthur Nelson – trends in demographics and implications for real estate development - <http://www.informaworld.com/smpp/content~content=a787405757~db=all~order=page>
- Arizona and Transit
 - Arizona PIRG - Arizona's New Frontier: Moving Our Transportation System into the 21st Century - <http://www.arizonapirg.org/home/reports/report-archives/smart-transportation/smart-transportation/arizonas-new-frontier-moving-our-transportation-system-into-the-21st-century>

Thank You



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