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My name is David Omick. I am a 10 year resident of Cochise County and am speaking on behalf of the Cascabel Working Group.

I would like to address some of the most fundamental assumptions on which URS is basing its projections of transportation needs for the time horizons of 2030 and 2050. The findings of acclaimed author and researcher Jared Diamond, in his book "Collapse", which is a look at why societies succeed or fail, can be summed up in one sentence: Societies fail because they are not able to change their world view to accommodate changing circumstances.

What the State Transportation Board and URS are doing by proposing and conducting this study is precisely that. They are employing the dangerously simplistic tactic of predicting future transportation needs based on data from the past few decades. One need only stay abreast of current scientific findings and predictions about climate change, limits to global petroleum availability and consequent projected rises in energy costs, not to mention political instability in petroleum producing areas of the world, to know that the future is unlikely to be as predictable as the past few decades have been.

What we do know is that, particularly by 2050, these global realities are likely to require far different transportation solutions than mere expansion of our current highway system. Instead, we will need to turn to technologies and practices for transporting people and goods that will dramatically increase fuel efficiency and reduce the need to drive. That will not include more highways. It will include greatly expanded rail transport and other mass transit. It will include living closer to where we work, increased ride sharing and telecommuting as well as substantial increases in local businesses and services. It will probably also include slower highway speeds, particularly in high traffic areas. Transportation engineers know that reducing highway speeds by half allows those highways to accommodate 3 times as many vehicles, while at the same time improving both fuel efficiency and safety.

I realize that some of these solutions are not currently popular. However, in the coming decades that this proposal is attempting to address, as fuel costs rise at rates much faster than most sectors of the economy, and as, for example, gas prices rise above \$10 a gallon as they almost certainly will by 2050, these are going to become the solutions we need, and not the dinosaur vision that is currently being proposed and studied. The State Transportation Board is doing the right thing in looking at our future transportation needs, but in doing so it owes our children and our children's children not more of the same, but rather a far-sighted and creative vision that will truly meet the transportation needs of the world they will inherit.

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