



DRAFT FY 2007 MID 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 ADOT, Valley Metro and METRO (light rail) to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities for input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

Following in the tradition of its predecessor, the Transportation Equity Act for the 21st Century (TEA-21), new federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU 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 agency employees, 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 Mariposa Association of Governments (MAG) will continue to adhere to the federal requirements for public involvement, in addition to finding new ways of engaging Valley residents in the transportation planning and programming process.

The Mid-Phase Input Opportunity for the FY 2008-2012 Transportation Improvement Program (TIP) and FY 2007 Regional Transportation Plan (Plan) Update was conducted from February 21, 2007 through March 23, 2007. The Mid-Phase generally provides opportunity for input on the Draft TIP and any draft updates to the Regional Transportation Plan (RTP). Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Draft FY 2007 Mid-Phase Input Opportunity Report, which is presented to the MAG Management Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2007 Mid-Phase Input Opportunity. On Monday, January 15, 2007, MAG staffed a booth at the Martin Luther King Day celebration in Phoenix. Staff was available to answer questions, respond to comments and received suggestions for the Valley's transportation system. On Thursday, January 18, 2007, MAG staffed a booth at the Realtors Transportation Class in Scottsdale. On Tuesday, January 23, 2007, MAG staffed a booth at a Transportation Safety Event at the state capitol. On Saturday, January 27, 2007, MAG staffed a booth at the John F. Long Community Information Fair. On Thursday and Friday, February 8 and 9, 2007, MAG staffed a booth at the African-American Day at the Legislature. On Saturday, February 24, 2007, MAG staffed a booth at the Black Heritage Festival in Phoenix. Staff was available to answer questions and respond to comments and receive suggestions on the Valley's transportation system. On

Wednesday, February 28, 2007, MAG staffed a booth at the Arizona Disability Expo with Valley Metro. Staff spoke with event attendees regarding the Valley's transportation system and handed out information on the Regional Transportation Plan. On Friday, March 9, 2007, MAG, the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee (CTOC), Valley Metro, METRO and the City of Phoenix Public Transit Department co-hosted a Joint Transportation Open House and Public Hearing. 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 Continuous Involvement and Mid-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. Any input obtained during the Mid-Phase will receive a written response in the FY 2007 Mid-Phase Input Opportunity Report.

Martin Luther King Heritage Festival

Phoenix
Monday, January 15, 2007
10:00 a.m. to 3:00 p.m.

African-American Day at the Legislature

Phoenix
Thursday-Friday, February 8 & 9, 2007
8:00 a.m. to Noon

Realtors Transportation Class

Scottsdale
Thursday, January 18, 2007
8:00 a.m. to Noon

Northwest Black History Festival

Peoria
Saturday, February 24, 2007
10:00 a.m. to 5:00 p.m.

Transportation Safety Event

Phoenix
Tuesday, January 23, 2007
8:00 a.m. to 1:30 p.m.

Arizona Disability Exp

Phoenix
Wednesday, February 28, 2007
10:00 a.m. to 4:00 p.m.

John F. Long Community Information Fair

Phoenix
Saturday, January 27, 2007
9:00 a.m. to 2:00 p.m.

Joint Transportation Open House and Public Hearing

Phoenix
Friday, March 9, 2007
Open House – 11:00 a.m. to Noon
Public Hearing – Noon

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 Mid-Phase Input Opportunity is included in the Mid-Phase Input Opportunity Report. A summary of the input received is listed below.

- ▶ DPS and ADOT need to come up with a photo enforcement program to fine drivers who use HOT lanes illegally – especially on SR 51.
- ▶ When are the freeway improvements scheduled?
- ▶ The South Mountain Freeway should not be allowed to go through the South Mountain Park Reserve.
- ▶ Regional Planning & Air Quality MAG and ADOT need to explore options for accelerating the projects in the Regional Transportation Plan.
- ▶ There should be a united transportation alert for the assistants to the various transportation agency boards in case of an emergency that feeds into MAG.
- ▶ I believe construction is one of the number one problems that is polluting our community.
- ▶ I want the agencies to watch those air pollution monitors at the airport, because that area there is integral to our ability to live here in the Valley.
- ▶ What plans are proposed for traffic congestion on Grand Avenue and Bell Road?
- ▶ Proposition 400 made a number of commitments to Sun City and Sun City West, but so far I haven't seen any.
- ▶ When is light rail going to be ready?
- ▶ We need better bus service, including 24-hour bus service.
- ▶ Is light rail going to be expanded? And if so, when?
- ▶ Is there ever going to be rail service to Tucson?
- ▶ We should be multi-modal and also have elevated rail that would take people off the street.
- ▶ I support light rail and we should take advantage of the fact that the Valley is crisscrossed already with rail transportation corridors.
- ▶ I recommend that you extend the downtown corridor on Washington and Jefferson to the west, when you get to 19th Avenue, follow the rail line south until you come to the railway to get across I-10 and going west.
- ▶ The rail should also be looking at corridors out by Grand Avenue for light rail.
- ▶ Input provided by people with disabilities regarding the bus system isn't being taken into account.
- ▶ The ramps on the buses are too narrow for some wheelchairs.
- ▶ When will there be public transportation in Sun City?
- ▶ More needs to be done in the Southeast Valley and Southwest Valley into Pinal County.
- ▶ The Sun Valley Parkway area needs to be developed more, not just the Loop 303.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) continues to emphasize public involvement in the metropolitan transportation planning process that existed under the Transportation Equity Act for the 21st Century (TEA-21). The intent of SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU 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 agency employees, 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

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

transportation planning and programming in the MAG region, in accordance 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 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, 2006. The results of these meetings are included in the *FY 2007 Early Phase Input Opportunity Report* (October 2006).

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 2007 Mid-Phase Input Opportunity Report* (April 2007). 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 2007 Final Phase Input Opportunity Report* (July 2007). 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 MAG 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 (SHIP) 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.)

DEVELOPMENT OF NEW PUBLIC PARTICIPATION PLAN

In December 2006, the MAG Regional Council approved a Public Participation Plan in accordance with new SAFETEA-LU guidelines for metropolitan transportation planning. The plan was advertised for 45-days prior to approval and was developed with all interested parties as defined in the SAFETEA-LU guidelines. The plan retains all of the previous opportunities for input and incorporates SAFETEA-LU's suggested improvements, such as an increased emphasis on visual aids and utilization of the World Wide Web.

Multimodal Regional Planning Process

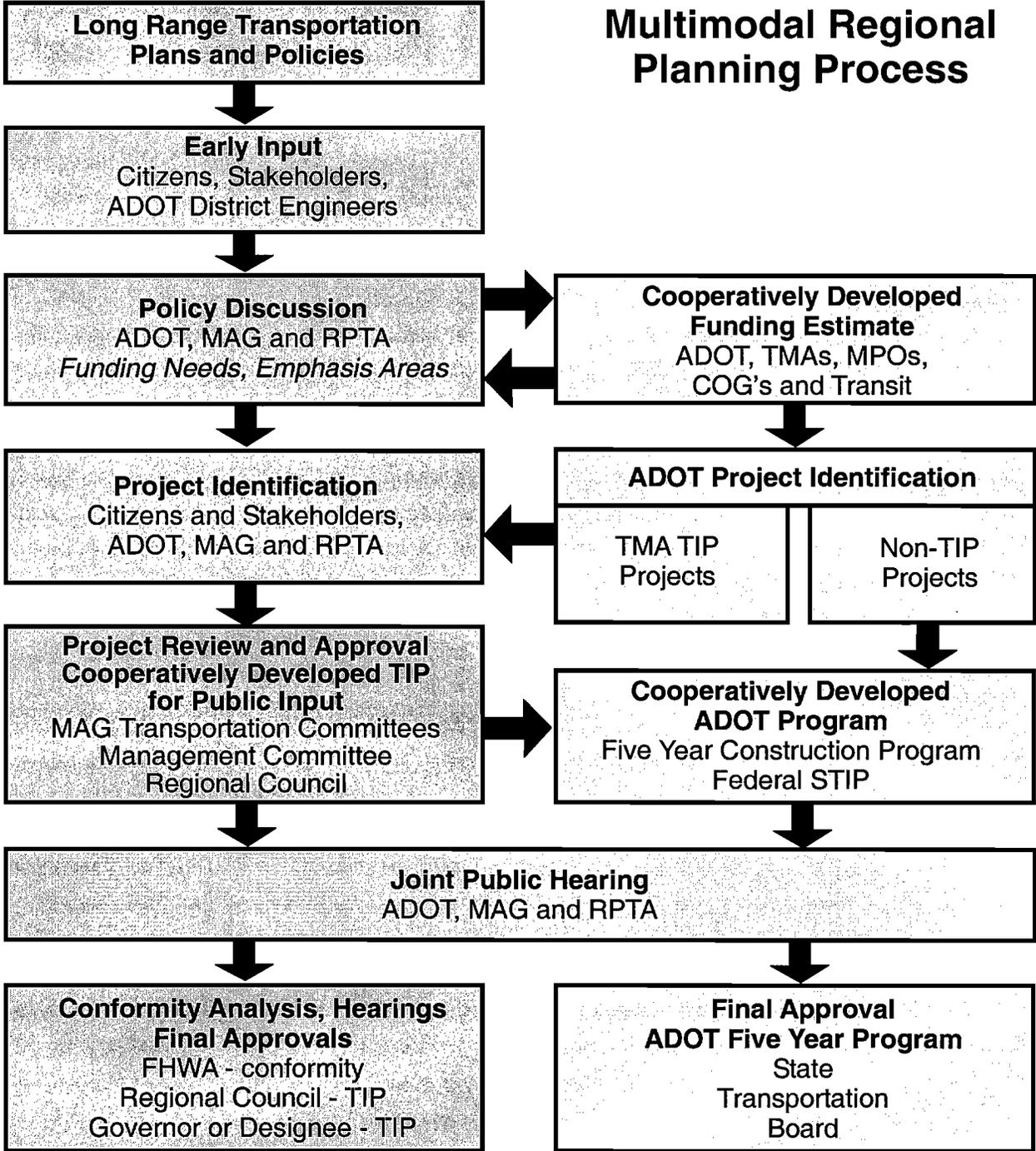


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

- * 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 early phase public involvement events through a variety of methods. The Joint Transportation Open House and Public Hearing was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Presencia 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. MAG was also part of several other events that were advertised in newspapers across the Valley.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the Early 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 Mid-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.

Note: No comments were received during the Regional Council meeting on Wednesday, February 28, 2007.

COMMENTS RECEIVED DURING MID-PHASE JOINT TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON FRIDAY, MARCH 9, 2007.

Comments by David Girona, Valley Resident

Comment: The South Mountain Freeway should not be allowed to go through the South Mountain Park Reserve. Please do not consider an alignment through South Mountain Park to be a done deal, as such a route will be challenged.

Response: The South Mountain Freeway has been included in the MAG Long Range Transportation Plan/Regional Transportation Plan continuously since 1985. The Arizona Department of Transportation (ADOT) is currently conducting its technical work on the South Mountain Freeway (Loop 202), which includes a Draft Environmental Impact Statement (EIS) and Location/Design Concept Report (LDCR) for the western leg of the corridor (I-10 to 51st Avenue). It is anticipated that this document will be available for public review in the fall of 2007. It is expected that a Draft EIS/LDCR for the entire corridor, which includes the eastern leg between 51st Avenue and the Santan Freeway, will be completed for public review in 2008. This draft will include a recommendation for the location of the entire length of the facility, and it is anticipated that a Record of Decision for the final location will be issued by the Federal Highway Administration by the end of 2008.

Comments by DD Barker, Valley Resident

Comment: How about a united transportation alert for the assistance to the various Citizens Transportation Oversight Committee (CTOC), Maricopa Association of Governments (MAG), State Transportation Board, maybe more when there is something of importance or something that is an

emergency that even the rail and all of the transit that they feed into MAG, and that they get this out to various assistants who get it out to you through e-mail or otherwise.

Response: MAG works closely with its partner agencies and other transportation agencies throughout the region and state. These agencies meet in a variety of ways and are in constant communication on transportation and other vital issues. In addition, quarterly meetings of public information officers are held to share information on items of mutual interest.

Comment: Now, people stay out of the airport but MAG. MAG has that as a corridor and so does ADOT. The feds are over there in the city of Phoenix, but you have a role there, too. They determine themselves like it's not really regionally significant. Okay. The 10-year plan went forward, but let's face it. We have a lot of projects going in there. I want you to watch those air pollution monitors there because that area there is integral to our ability to live here in the Valley, so I wish you a lot of luck in the projects. I know that we can be multi-modal if it feels good. I know we can do that. And I just think – you may become humble, but they're grandiose. They cost a lot. Well, guess what? Providing the facts to elevate the trains would help get us off into these corridors when we already own the land.

Response: Maintaining air quality standards is an important component of the transportation planning process. Both the Arizona Department of Environmental Quality and Maricopa County have ongoing programs to monitor air quality, and the Regional Transportation Plan (RTP) must meet federally prescribed air quality conformity tests.

In recent years, METRO has examined opportunities to construct elevated guideways, but those options have been abandoned due to the cost of construction and potential impacts to abutting properties. METRO may consider opportunities for elevated guideways along future light rail extensions during the federal Alternatives Analysis process.

Elevated transit has existed in various forms in several American cities since the late 19th Century. The earliest examples used steam power to propel passenger cars along an elevated iron guideway. Later examples used some form of electric propulsion to propel trains along the corridors. On these systems, all passenger facilities needed to be elevated to allow riders to access the train platforms. In the early days, passenger access was by way of stairs. Later, these were supplemented by escalators and finally elevators as systems attempted to meet the needs of physically challenged riders. While these systems provided fast trips through heavily built up urban areas, this speed came at a cost. The systems were not inexpensive to erect or maintain, the elevated guideways and stations blocked light from reaching the streets which resulted in commercial disinvestment in affected blocks. These liabilities resulted in many of the systems being dismantled over the years in favor of subways and bus transit. A new elevated system would still be affected by these liabilities.

Comments by Chuck Ullman, Valley Resident

Comment: I have three points. Item 1, question: If and when will there be public transportation in Sun City West, a 30,000 community?

Response: Transit service is currently provided by Sun City Area Transit (SCAT). Expansion of transit service in this development would require funding from Maricopa County, and/or the Sun City West Home Owners Association (HOA). Planned regional investments in transit service will also provide some benefits to Sun City West residents. In July of 2007, the North Loop 101 Connector will begin service from Litchfield Road to Scottsdale Road via Bell Road and Loop 101. The route will include a stop at Arrowhead Towne Center and will connect with the West Loop 101 Connector which will provide service to downtown Phoenix. In 2018, Rt. 170 (Bell Road) will be extended west to Litchfield Road. The City of Surprise has undertaken a transit planning study that will identify near term, mid term, and long term transit improvements that can be undertaken by the City using local funding. Some of these services may provide benefits to Sun City West residents or opportunities for extended service into developments with county and/or HOA funding.

Comment: Item 2, as some of you travel Grand and Bell Road under the present conditions, the development of the West Valley, what plans are proposed to relieve and handle the potential increased traffic in the near future and not 15 and 25 years from now?

Response: A project to widen Grand Avenue between 99th Avenue and 83rd Avenue will go to bid for construction during Fiscal Year 2008. In addition, it is anticipated that a project to widen Grand Avenue between Loop 303 and 99th Avenue will go to bid for construction in Fiscal Year 2009.

Comment: Item 3, Prop 400 made a number of commitments to both Sun City and Sun City West communities. To date, I don't think we have seen any.

Response: Work on the Loop 303 freeway, which serves the Sun City communities, will be starting over the next several years. This includes construction of grade separation structures on Loop 303 at Bell Road, Cactus Road and Waddell Road in Fiscal Year 2008, and initiation of construction of Loop 303 between I-10 and Grand Avenue in Fiscal Year 2011. In addition, more immediate improvements will be made along Grand Avenue. A project to widen Grand Avenue between 99th Avenue and 83rd Avenue will go to bid for construction during Fiscal Year 2008. Also, it is anticipated that a project to widen Grand Avenue between Loop 303 and 99th Avenue will go to bid for construction in Fiscal Year 2009.

Comments by Paul Hursh, Valley Resident

Comment: First of all, I'm a big supporter of the light rail transit project. I actually worked in light rail for several years back east. One thing I thought that maybe was a missed opportunity but could still be taken advantage of is the fact that the Valley is crisscrossed already with rail transportation corridors. And instead of always looking to interrupt the street traffic, perhaps you could look more at some of those corridors and alternative ways to get to where you need to go. Just one example would be in the somewhat distant future. You have an extension of that downtown corridor on Washington and Jefferson to the west. I'd recommend that as you proceed west when you get to 19th Avenue, follow the rail line there south until you come to the railway to get across I-10 and going west. There's also corridors out by Grand Avenue along the existing rail, so it's just a way to minimize the utility and construction. I do work for Salt River Project (SRP), so I'm aware of that. And in real estate acquisition, try to make use of the existing railway corridors.

Response: The existing freight rail corridors in Maricopa County have been the subject of numerous studies by ADOT and MAG. These studies have concluded that passenger rail service using these corridors is feasible. That being said, there are several hurdles that must be overcome before utilization of these corridors for some form of rail transit can become a reality. The first obstacle is funding. Currently there are no funds available to construct and operate a rail transit facility in any of these corridors. In order to use these corridors for passenger operations, significant investments in track, signal improvements, stations, parking and grade crossing control would need to be undertaken. Since these are active freight lines, these investments would need to be designed so as to ensure that the corridors can still be used for freight operations as well as passenger service. The second obstacle is the fact that these freight rail corridors are in private ownership. Developing the corridors for passenger rail operations would require either outright purchase of the lines from the railroads or negotiating operating rights with the railroads. The third obstacle would be the potential opposition of owners of abutting properties. Converting a rail line from a lightly used freight corridor to a heavily used passenger and freight corridor could result in noise impacts to abutting property, and traffic impacts associated with frequent closing of grade crossings on major arterials. Another obstacle would be safety. The current rail freight network in the Valley is characteristic of many at-grade street crossings. Some of these crossings lack lights and crossing gates to warn motorists of approaching trains. The higher speed of passenger trains compared to freight trains would give motorists using a grade crossing less time to react to an oncoming train. Addressing this safety issue would at minimum require upgrading all crossings to gates and warning lights. In some cases, it may require additional investment in full grade separation of key crossings on high volume crossings. Overcoming these obstacles will need to occur before the region can move forward with passenger rail transit in the Valley.

Comments by David Carey, Valley Resident

Comment: I would like to express my concern regarding Valley Metro/RPTA to the fact that there are pedestrian busses that give million-dollar contracts to companies to provide the buses. And in some instances, the input we were given was not really taking people with disabilities into account and as a result have violated. When they purchased the buses, some of the ramps were too narrow, and then it also creates a hazard to people that are trying to exit or enter the bus. So as a result, I would hope that in the future a group of people would be consulted first before any more buses are purchased.

Response: The City of Phoenix Public Transit Department has been working with the Mayor's Commission on Disability Issues (MCDI) and the Citizens Transit Committee (CTC) to address particular areas of the buses. Invariably there are comments and questions pertaining to the wheelchair securement areas, ramps, accessibility issues, and maneuverability. Members of these committees are offered the opportunity to review the applicable portions of the technical specifications prior to their public release. All of these items and issues are considered in the final specifications.

However, when the specifications are released in the form of a solicitation, Phoenix is bound by what the industry has to offer. The Department is also limited as to what we can ask for in procurements using federal funds in the interest of full and open competition.

Company "A" may offer a bus that meets all of the requests of the disability (ADA) community but doesn't meet the needs of our operational requirements, duty cycle, warranties, contract terms, delivery schedules, etc. Company "B" may offer all the above, but only offer ADA minimum requirements. The City of Phoenix enters into negotiations with the competitors and meets on middle ground. The proposals are then reevaluated to determine which best meets the needs of the City and its customers.

COMMENTS RECEIVED VIA COMMENT CARDS AT THE MID-PHASE JOINT TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON FRIDAY, MARCH 9, 2007.

Comments from Paul Hursh, Valley Resident

Comment: When planning the Washington/Jefferson St. extension of METRO west of Central – route south on 19th Avenue along existing railroad (RR) corridor to Union Pacific Railroad (UPRR) west to west to cross I-17 and save money.

Response: METRO, as part of its study of the I-10 West extension, will be evaluating various alignments to bring the line into Central Phoenix. Existing rail corridors will be considered as part of this evaluation. Costs and benefits of all identified alignment options will be considered as part of the identification of a locally preferred alternative that will then become the basis for pre-design, design and eventual construction.

Comments from Bob Edwards, Valley Resident

Comment: DPS/ADOT need to come up with a photo enforcement program to fine drivers who use the HOV lanes illegally – especially on SR 51. HOV lanes should be preserved for their original purpose and never converted to toll roads.

Response: The Department of Public Safety (DPS) officers do enforce the high occupancy vehicle (HOV) law and issue tickets to violators. There is no photo enforcement technology available for HOV enforcement. Several states have investigated this but have been unable to identify a suitable technology. MAG plans to include an HOV enforcement pilot project in our proposal to the United States Department of Transportation (USDOT) for the I-10 Integrated Corridor Management System proposal. If our proposal is successful, we will be implementing a system with cameras that would help DPS officers identify potential violators and their license plate numbers for issuing warning letters.

Comments from Lynn Timmons, City of Phoenix

Comment: We appreciate the efforts of all regional agencies to work closely with the elected officials of their member agencies. We strongly support the full build out of the light rail system and welcome the state's involvement in transit, particularly in urban areas, as part of the state transportation system.

Response: ADOT is working with all of its governmental partners (Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs), transit authorities and designated recipients) statewide to identify potential transit programs not already planned for implementation, and to address potential accelerations of some planned programs. The response to the executive order will include general program definitions and will offer some conclusions and recommendations.

Note: No comments were received during the Management Committee meeting on Wednesday, March 14, 2007.

COMMENTS RECEIVED DURING THE TRANSPORTATION POLICY COMMITTEE ON WEDNESDAY, MARCH 21, 2007

Comments from Andrew Marwick, Valley Resident

Comment: Given the congestion in the Valley, commuter rail would be a good option. My suggestion is to do commuter rail from Anthem through Surprise along the 303, then through Scottsdale and the Salt River-Pima Maricopa Indian Community and connect with a Tempe line. With the population about to double in the Valley, I think commuter rail would be a good option.

Response: The Regional Transportation Plan (RTP) recognizes the long-term potential for commuter rail service in the region, and allocates funding for continued development of commuter rail concepts. In cooperation with ADOT, MAG is currently assessing the feasibility of commuter rail service in

Maricopa County and Northern Pinal County. Key tasks will include a SWOT Analysis (Strengths, Weaknesses, Opportunities, and Threats) and development of a strategic implementation plan. It is anticipated the planning process will be completed by March 2008.

COMMENTS RECEIVED VIA E-MAIL FROM JOE RYAN, VALLEY RESIDENT.

(E-mails are attached in Appendix B.)

E-mail comments received on Tuesday, March 14, 2007

Comment: The costly infrastructure of tracks and stations in the middle of the streets and operational procedures will prevent thousands of drivers each day from making a left turn off the LRT route. They will be forced to drive additional miles to a point where new U-turn lanes will replace a highway lane, wait for a green arrow, and then drive back to the point where they wanted to turn. The forced driving of those additional miles, obviously, will create additional air pollutants.

Response: Light rail will take cars off the streets. Fewer cars on the roads will result in fewer pollutants. One light rail vehicle has the potential to take 180 passenger cars off the roads. The METRO light rail system is powered by electrical power, which reduces vehicle pollutants. The METRO system is expected to reduce airborne emissions by more than 12 tons each day compared to emissions associated with the same amount of passengers in cars. In addition, stringent tailpipe standards implemented by the Environmental Protection Agency (EPA) reduce the impact of vehicles miles traveled.

Comment: The computer system that will guarantee the operators of the streetcars, moving at random in all four directions (north, south, east and west), a green light will override the expensive ITS system designed to enhance the ability of drivers on the highways and streets to travel as far as possible without having to slow or stop. The effect of a few, possibly 40 streetcars, having the highest priority at all times will cause thousands of vehicles to make additional stops and to travel at slower speeds. Those delays will cause the production of additional air pollutants.

Response: The light rail will not receive a guaranteed green light at intersections. The system being implemented is called predictive priority and it only increases the mathematical probability that the light rail will receive a green light. It is not unconditional green and was designed with equal preference to motorized vehicles and light rail vehicles.

Comment: The loss of highway lanes and the slight detours of the remaining lanes around the stations will slow the traffic on the remaining lanes. The capacity of a lane, in terms of vehicles that it can carry in a peak hour, is a function of the speed of the vehicles traveling on the lane. The fewer lanes will increase traffic congestion and that will result in more air pollutants being produced. The destroyed lanes would carry far more passengers in a peak period than could the streetcar skeds.

Response: The light rail system is being constructed on arterial streets. One light rail vehicle has the potential to take 180 passenger cars off the roads, which will decrease air pollutants. In the peak period, the light rail system has the potential to operate at 10-minute frequencies with three car trains. In other words, a three-car train would be stopping at a station every 10 minutes. In addition, the Environmental Protection Agency (EPA) has tightened up tailpipe standards, which has led to a reduction in vehicle emissions.

Comment: The statement that the slow streetcar services will pull traffic off the streets and highways appears to be nonsense. People place a value on their time, and many do not have enough time in their days to do what they want to do. The objective of improving transit services means making the services more convenient. Convenience is a function of schedules leaving when the public wants to leave, and the time it takes to make the entire trip from door to door. The FTA's Record of Decision indicates the plans of the MAG are to make existing trip routings longer. The Director of the FTA's 9th District wrote that travelers between downtown Phoenix and the terminals of Sky Harbor International Airport would use the streetcar schedules and a people mover. That indicates the current bus services of the Red Line, direct schedules between the Sky Harbor terminals and downtown Phoenix will be cancelled. Also, a good portion of the passengers who are forecast to embark onto and debark from the LRT schedules at the 19th and Bethany Home station are connections with bus services. That indicates existing bus routes between downtown Phoenix and points beyond that streetcar station will be truncated, increasing the time it will take to make a trip. That's not only the added times waiting on bus and streetcar platforms at the connecting point but also time spent riding the streetcar through up to twelve intermediate trolley stops.

Response: One major advantage of light rail transit is schedule reliability. Trains will pull into stations every 10 minutes during peak times and every 20-30 minutes during non-peak times. The light rail system will be integrated with buses to work as a multimodal transit service.

Comment: Operationally, streetcars are tied to a track so that when one has an accident or is delayed, the entire operation is affected. Trips on the LRT system are slowed down. As you know, on a single bus route, there can be local bus services and express bus services. A delayed bus schedule picks up more passengers than the schedule that follows it. That's because passengers tend to flow into the stations and get on the first available trip to his or her destination. There is more time for passengers to collect prior to the delayed schedule and there is less time for passengers to collect for the following trip that is on time. The gaps are accentuated by the fact that disembarking passengers require more time to get out of a full vehicle and to squeeze into a full vehicle. So, lightly-loaded local and express busses, on the same route, can pass any delayed bus. Streetcars cannot.

Response: Similar to accidents on freeways or other roadways, any minor accidents will result in a small amount of delay for users of the system. Any significant accidents will require passengers to continue their trip on a different train. The entire 20-mile METRO line will not be stopped when an accident occurs. The METRO system has crossovers to allow trains to get around a stationary train and has

standby trains that can be operated when needed. METRO also has measures that include using buses as needed to transport METRO passengers who may need to vacate a train in the case of an emergency or accident situation.

Comment: Streetcars pose a much greater danger to vehicular and pedestrian traffic because they are slow to stop and cannot dodge anything. When you consider the volume of cars, light trucks and busses that can drive up and down the highway lanes destroyed to give way to 40 streetcars, there is no way the LRT and billion-dollar people mover can do anything but increase the costs of living in this region. The transportation planning of the MAG has made transportation in this region more costly in terms of travel times and sickness because of the deterioration of the air quality.

Response: The METRO system is expected to reduce airborne emissions by more than 12 tons each day compared to emissions associated with the same amount of passengers in cars, decreasing the amount of deterioration of air quality.

Comment: An alternate, new mode of transportation that would reduce transportation costs, provide faster services and make land-locked Arizona more competitive with other states and nations is the lightweight, wide-bodied, high-speed vehicles proposed by the late John Shaw. If the legislators would make possible both a mixed company and direct negotiations with other states, including the provinces of Mexico, venture capitalists and manufacturers would do much to pull traffic out of the permanently under-built intersections and provide more dollars to build reasonable interchanges and multimodal terminals. The new system could provide a large portion of Arizona residents with truly rapid transit services to and from the state's gateway to the world, Sky Harbor International Airport. Also, the new system could provide a substantial portion of Arizona's imports and exports, a lower-cost link to and from seaports of California and Mexico.

Response: Regional and state planners continually review new transportation technologies as they become available. Implementation of light rail is the result of voter-approved measures to fund a light rail system in the region. Additionally, the federal funding process included an analysis of possible alternatives and light rail was the recommended alternative for the METRO system.

E-mail comments received on Monday, March 19, 2007

Comment: One aspect of planning "A Solution in Principal" for Arizona's future transportation system is to provide the elements of the transportation system that will support the forecast population, with multimodal terminals serving traffic to and from the critical elements of the region. Obviously, the future education and medical facilities to support Arizona's high-paid workforce of the future, including a new industry (translating for our 16 government intelligence agencies intercepted foreign-language messages by the millions into English) outsourced from Washington, D.C., are critical elements. New education, hospital and other commercial facilities should have immediate access to the high-speed routes of the Desert Planes. Future residents of small cities and rural areas must conveniently and very

efficiently travel to and from those centers of their learning, health care and employment (that has not been outsourced to other states and nations).

The system must interconnect the state's major international airport, Sky Harbor, with both corporate and regional headquarters, industrial parks, wealthy, middle-class and poor residential neighborhoods and the Grand Canyon.

The system must pull highway traffic out of the intersections that, today, are causing much traffic congestion and excessive production of air and highway runoff pollutants.

The system must encourage the development of small cities around Arizona to create an economy that, overall, has a lower cost of living and a lower crime rate. Without such a transportation system, the current trend to migrate toward one big city, as has occurred in Third World nations, will only make the Phoenix area less livable and shrink the skilled, highly-paid working population of the small cities and towns of Arizona. This is a fundamental reason why the name of the game is to get rid of high-cost transportation systems and rid Maricopa County of its high-cost I-10 and I-17 bottlenecks.

These matters have been overlooked in Arizona's transportation plan for the 16 million people who are forecast to live in this state by the end of 2025. If you think the traffic congestion and the air quality are bad these days, think of what they will be if the latest transportation plan for the period 2006 to 2025 is not changed! It is time to note what Prop 400 does, though its ads read "Finish The Highways," and to wake up the planners. See the Citizens' Transportation Oversight Committee (CTOC). They meet tomorrow! An outline of proposed early routes and new education facilities, concentrating on much-needed skills, is in the attachment. I plan to address these concepts at the CTOC meeting.

Response: The Regional Transportation Plan provides a strategic blueprint for transportation investments over the next 20 years. The Plan is multimodal, recognizing that different improvements are needed in different parts of the region. For example, the Plan provides funding to construct the Loop 303 in the rapidly growing West Valley, and for high capacity transit investments in Central Phoenix. A wide range of transportation options, including highway, arterial streets, and transit, will be needed to meet future mobility needs.

A future development scenario created by the Maricopa Association of Governments (MAG) shows Arizona's population at 16 million by 2050. Clearly, if the state is to reach that population over the next 43 years, significant transportation investments will be needed. Statewide growth and transportation issues are currently being addressed on three fronts. First, the Governor's Growth Cabinet is coordinating growth and development issues at a statewide level. Second, the Governor's Executive Order 2007-02: Expanding Arizona's Transportation Options, calls for the Arizona Department of Transportation (ADOT) to report on opportunities to increase transit service across the state. Third, MAG, ADOT, and other Arizona Councils of Governments and Metropolitan Planning Organizations are set to launch a statewide infrastructure reconnaissance study. The study will provide guidelines for

identifying near term transportation needs and will include an action plan for addressing Arizona's future transportation issues.

The elevated transit option was examined when the Regional Transportation Plan was being developed and has been part of the various transit studies that have been conducted in this region over the past 20 years. The concept as outlined in the comment purposes a system of elevated guideway throughout the state based on a concept proposed by a deceased engineer named John Shaw. The Shaw concept includes a rubber-tired vehicle operating on an elevated roadbed supported by an A-frame structure. The roadbed has a central T-shaped, electrified guide beam which provides power and guidance to the vehicle. To the best of our knowledge the concept has not been tested and is not used in any transit application. In addition, the cost to build elevated fixed guideway systems as proposed does not make this affordable. The recent construction of the Las Vegas Monorail, constructed and operated by a private company, was about \$150 million per mile. A 100-mile route between Phoenix and Tucson, would cost about \$15 billion, much more than alternative solutions.

E-mail comments received on Wednesday, March 21, 2007

Comment: Placing Valley Metro Rail stations in the middle of streets is the most dangerous place where you can locate them. Operating a heavy, fixed-rail vehicle in the middle of streets, without safety bars that drop across grade-level crossings, is the most dangerous way you can operate a trolley car system. One of the several reasons that streetcar tracks, all over the world, have been paved over is the traffic chaos that ensues after a streetcar accident.

Response: Safety is METRO's highest priority. The future light rail system incorporates the best design elements and safety considerations to maximize personal safety, both for light rail passengers and the traveling public. Both curbside and median alignments for the LRT corridor were evaluated during preliminary project planning. As a result of this evaluation, a median alignment was selected for the initial operating segment. Signalized pedestrian crossings will be provided to allow for safe access to the median stations from both sides of the roadway.

Comment: A rose by any other name is still a rose. What has been foisted on Maricopa County taxpayers, what county mayors call a light rail vehicle, has the power supply system of a trolley car, has the motors of a trolley car, has the passenger cabin of a trolley car, is staffed like trolley cars are staffed and has the high costs of operating trolley car services.

Response: LRT vehicles are not trolley cars. Trolleys were so named because they featured a trolley pole with a wheel at the tip that gathered power from an overhead wire. LRT vehicles use a pantograph and draw power from an overhead catenary. Trolleys were high floor vehicles. LRT vehicles are generally low floor vehicles that allow for easy boarding and alighting by passengers. Trolleys had cable actuated or compressed air actuated tread brakes. LRT vehicles use modern power activated disk brakes and regenerative braking that pumps power back into the power grid. Trolleys were staffed by an

operator and a conductor who operated the vehicle and collected the fares. An LRT uses off vehicle fare collection which eliminates the need for a conductor. Off vehicle fare collection also allows for passenger boarding by all doors allowing for shorter dwell times at stops. Trolleys generally operated as single cars, though some could operate as double (power car pulling an unpowered trailer). LRT can operate as a single or as a multiple car train. This allows for scalability of service to meet demand without having to add additional operators. Trolleys did not benefit from traffic signal priority or dedicated corridors. LRT features both signal priority and dedicated corridors that allow for faster travel times even in heavy auto use corridors.

Comment: If vehicles operate where there is little danger of a collision with other vehicles, their structures do not have to be stressed to protect passengers in the event of a collision. The lighter the vehicle, the less fuel it will consume. Also, with a given amount of power, the lighter the vehicle the faster will it accelerate, producing more miles traveled during a day. That reduces both the direct operating costs and the overhead burden for each and every revenue passenger mile that it carries.

Response: Modern LRT vehicles are manufactured with lightweight but strong materials and use state-of-the-art power and braking systems. The fact that they can operate in multiple car trains with a single operator results in significant cost savings. While a fully grade-separated transit line can travel faster than at-grade light rail transit, the significantly higher capital costs associated with a subway or elevated line in most instances outweigh the benefits of such systems.

Comment: For a price, manufacturers will be willing to make any new and different product. So, why buy a vehicle that has a propensity to jump the tracks either when driven around a turn too fast, or when steel rails become distorted and their gauge increases because of excessive heat or lateral pounding? Why has there been no Request for Proposals (RFPs) to manufacturers for a wide-bodied, light-weight vehicle that, initially, could operate on external power, similar to that of a monorail, with no power seepage that exists with trolley tracks?

Response: Due to the amount of risk involved in bringing a new transportation technology to market, manufacturers are reluctant to engage in such development unless they see a guaranteed payoff for their efforts. The price they would require in order to undertake such a research and development effort would be greater than what could be borne by a single transit agency.

Comment: If the infrastructure were mass-produced, as would be the elevated structures of the proposed “Desert Plane,” its cost per mile would be lower than the cost of an infrastructure that has to be laid down, foot by foot, on the surface of existing highways. Furthermore, the activity of destroying existing highway lanes, and in some cases sidewalks, is an extremely costly activity. Just the destruction of the highway assets, the loss of those costly assets from the cities’ balance sheets, is extremely costly in two ways: (a.) The traffic-carrying ability of the destroyed lanes is lost and (b.) The replacement values of the assets, regardless of their values recorded on the balance sheets, are lost.

Response: Fixed route transit systems do not lend themselves to mass production. Systems are designed for a specific corridor and a specific environment. Transit vehicles designed to handle the heat of Arizona summers would not necessarily handle the cold and snow of a winter in Buffalo, New York. Transit alignments are also designed on a case-by-case basis to address the issues and needs identified during the environmental scoping process. American with Disabilities Act accessibility, glare, sound impacts, traffic circulation, security, etc., all figure into the final design of stations and the placement of guideways.

Comment: A prior study to reduce traffic congestion on Grand Avenue, paid for by the MAG, resulted in a presentation of the consultant's recommendation that commuter rail would solve the problem. The obviously unqualified consultant recommended three commuter trains, each carrying 600 passengers, operate in the mornings on the single BNSF track between Surprise and downtown Phoenix. Then, in the evenings, the three trains would return to Surprise. That is a typical example of a government telling how and when others should travel. Of all the hundreds of thousands of O&D trips made in the northwest corridor, most likely less than 900 persons would find those nine itineraries attractive. A single 80-passenger vehicle, scheduled 15 minutes apart, during a 10-operating-hours-per-day, would produce 40 departures a day in each direction. That schedule would produce 1,600 different round-trip itineraries, far more attractive to the general public than the consultant's nine itinerary straight jacket. Furthermore, the consultant's program would produce excessive operating losses because of its low utilization of material and human resources.

Response: The proposed commuter rail service would address peak period, work related trips in the Grand Avenue corridor. This corridor links bedroom communities in the northwest Valley with employment centers located in central Phoenix. While such service would not address all possible work and non-work trip needs, it would provide congestion relief during peak morning and afternoon travel periods. By taking cars off the road during these peak travel times, the regional road system that would otherwise handle these trips is able to more efficiently handle remaining traffic during these peak travel periods.

Comment: The "Life Cycle Certification" of the Regional Transportation Plan carries letters of certification from ADOT's Chief Financial Officer and State Engineer. The costs, updated by an ADOT Group and three consulting firms, total \$17,748 billions. According to a certified chart on Page 8, the total of design, right-of-way acquisition and construction comprise only 64 percent of the total costs, yet the costs per mile of right-of-way acquisitions are said to be the highest in the United States. All of the Regional Transportation Plan costs will be paid with revenues estimated at \$17,748 billions.

Response: It is estimated that 64 percent of the projected \$17.7 billion in revenues will be available for design, right-of-way acquisition and construction on the Regional Freeway/Highway System through fiscal year 2026. The remaining 36 percent is applied to interest expense incurred in connection with bond issues and other financing mechanisms, transfers to the Regional Public Transportation Authority, and allowances for inflation.

Comment: There's a nice balanced budget that, unfortunately, includes major oversights. The map of improvements and additions shows interchanges, already overloaded, where the existing dangerous situations will be made worse. The ADOT plan is to widen Loop 202, widen I-10 and widen I-17. That will feed more traffic into already-overloaded interchanges and the jam-packed Deck Park Tunnel. The faulty design of the Loop 303/U.S. 60 has been brought to the attention of the CTOC, the MAG and engineers of both MCDOT and ADOT. In spite of the forecast doubling of the Valley's population, there is no plan to attract traffic out of the already overloaded intersections.

Response: The Regional Transportation Plan calls for a 60 percent increase in freeway capacity over the next 20 years, which will help deal with the growth in travel demand in the region resulting from population increases. As part of this program, the capacity of six major freeway-to-freeway interchanges is being expanded through the addition of exclusive, High Occupancy Vehicle (HOV) ramps through the interchanges, which will facilitate movement of HOV users and help alleviate demand placed on general purpose lanes.

Comment: In an elaborate forecasting exercise, reported on 23 pages in a document dated November 2004, a panel of 11 experts came to the conclusion that the Maricopa County Transportation Excise Tax will produce, during the 20 fiscal years from 2005 to 2026, less than \$15 billions, half coming from retail store sales. This county's population growth, some forecasters expect, will be an increase of three million residents in the MAG's overall region. Most likely, two million of those additional residents will live in the West Valley. To serve their rapidly-growing highway and arterial road needs, the West Valley highway and arterial road system will need around \$30 billions worth of new infrastructures. The official revenue plan misses the needs by more than a mile. At the present time, there appears to be no effort to legislate population growth controls, such as residential real estate zones where the minimum-size of a lot for a single-family home would be four acres, or three acres, or just one acre.

Response: MAG describes the West Valley as all land west of the Phoenix Municipal Planning Area. Based on the 20-year period between 2005 and 2025, the 2003 MAG Interim Projections calculate the increase in population in the West Valley to be approximately one million residents. At the present time, there is no activity underway by either the legislative or executive branches of Arizona government to implement a form of growth management to enable the planning provisions you propose at a statewide, COG/MPO, county, or municipal level.

E-MAIL CORRESPONDENCE RECEIVED THROUGH THE MAG WEB SITE.

E-mail comments from E. Burtrum, Valley Resident, received on Tuesday, February 27, 2007

Comment: Sirs. the building or expansion of existing roadways will NEVER solve the traffic problems in Arizona. Would suggest that every dollar in the roadway fund should be spent on mass transit. This will also benefit the pollution problem that being created from autos/trucks. All of the governments

continue state that other causes are the source of this brown cloud, when in fact that untrue. If you think that paving the state border to border will improve traffic conditions, just look west to California.

Response: Public transportation is an integral component of the region’s multimodal transportation system. As called for in the Regional Transportation Plan, more than \$5.9 billion in half-cent sales tax revenues will be invested in transit services over the next 20 years. Combined with federal and local revenue sources, the total 20-year transit investment is estimated at over \$13 billion in 2007 dollars. Key transit service includes the completion of a 57-mile light rail system, and the implementation of 31 Bus Rapid Transit/Express routes and 32 regional “Supergrid” routes. To support this level of transit service, the plan also includes funding to purchase more than 2,000 buses, 1,000 dial-a-ride vehicles, and more than 1,400 vanpool vans.

E-mail comments from John Salley Nuerenberg, Valley Resident, received on Sunday, March 18, 2007

Comment: Some time ago I read an article about how the Valley has to clean up their dust problem. One of the issues causing dust is both construction and dirt roads. Coming from Michigan, some of the time in rural mid-Michigan, I remember the county sprinkling the dirt roads in the country with oil to help keep the dust down. We use water here, which is really foolish in a desert climate.

I would like to consider going a step further with this a if oil were a consideration, it can be a mixture of oils, including auto oil, restaurant oils, and any other source of oil that would otherwise be disposed of in some legal or illegal method. Make the program voluntary so business would either drop it off at a central location or have a truck pick the oils.

Response: The U.S. Environmental Protection Agency (EPA) prohibits the use of used oil as a dust suppressant under 40 Code of Federal Regulations 279.82. EPA is currently studying the effectiveness of dust palliatives and their impact on the environment (e.g. water quality). More information on treatments for stabilizing surface soil is expected to come soon from the EPA.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

JOINT TRANSPORTATION PUBLIC HEARING

Friday, March 9, 2007

12:00 Noon

302 N. 1st Avenue, Second Floor, Saguaro Room

I. CALL TO ORDER/OPENING REMARKS

- Surprise Councilmember Cliff Elkins will call the meeting to order and facilitate introductions.

II. PRESENTATIONS

- *Draft 2007 Update of the Regional Transportation Plan*
MAG Senior Project Manager Roger Herzog
- *Draft FY 2008-2012 MAG TIP (Listing of Projects)*
MAG Transportation Programming Manager Paul Ward
- *Tentative FY 2008-2012 MAG Regional Transportation Plan Freeway Program and Regional Freeway System Program*
Special Assistant Regional Freeway System Bill Hayden
- *Valley Metro/RPTA Update*
Deputy Executive Director Bryan Jungwirth
- *METRO Update.*
Acting Director of Design and Construction Brian Buchanon
- *MAG Human Services Coordination Transportation Plan.*
Human Services Manager Amy St. Peter

III. PUBLIC COMMENT

- Valley residents will provide their input on plans and programs.

IV. ADJOURN

MAG

MARICOPA ASSOCIATION OF GOVERNMENTS

JOINT TRANSPORTATION PUBLIC HEARING

Draft 2007 Update of the Regional Transportation Plan

Draft FY 2008-2012 MAG TIP (Listing of Projects)

Valley Metro/RPTA Update

METRO Update

MAG Human Services Coordination Transportation Plan

Tentative FY 2008-2012 MAG Regional Transportation Plan
Freeway Program and Regional Freeway System Program

Phoenix, Arizona
March 9, 2007
12:00 p.m.

Prepared For:

MARICOPA ASSOCIATION OF GOVERNMENTS
(Copy)

Prepared By:

LORENA K. WAGNER
Court Reporter

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MARICOPA ASSOCIATION OF GOVERNMENTS
JOINT TRANSPORTATION PUBLIC HEARING

commenced at 12:00 p.m. on March 9, 2007, at the offices of Maricopa Association of Governments, 302 North First Avenue, Suite 300, Phoenix, Arizona, before LORENA K. WAGNER, a Court Reporter in and for the County of Maricopa, State of Arizona.

* * * * *

A P P E A R A N C E S

Cliff Elkins - Councilmember, Surprise, Chairman

STATE TRANSPORTATION BOARD:

Joe Lane
William J. Feldmeier
Gilbert Householder
Barbara Ann Lundstrom
Robert Montoya
S.L. Schoor
Felipe Zubia

CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE:

F. Rockne Arnett
George Davis
Nelson Ladd
Jack Lunsford
Terry Rainey

MAG
A P P E A R A N C E S (Continued)

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- Kenneth Kessler - Budget Analyst Phoenix Public Transit
- Brian Buchanan - Director of Design and Construction,
Metro
- Bryan Jungwirth - Valley Metro/RPTA
- Martha Bails - Councilmember, Surprise
- Dick Esser - Vice Mayor, Cave Creek
- Richard Travis - Deputy Director, ADOT
- Dennis Smith - Executive Director, MAG
- Eric Anderson - Transportation Director, MAG
- Bill Hayden - Special Assistant to the Director, ADOT
- Roger Herzog - Senior Project Manager, MAG
- Bryan Jungwirth - Valley Metro/RPTA

MAG

12:00 p.m.

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PROCEEDINGS

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MR. ELKINS: Good afternoon.

9

You can see we're technically challenged

10 here.

11

I'd like to call this hearing to order.

12

I am Cliff Elkins, councilmember from the

13

City of Surprise and also a member of the MAG

14

Transportation Policy Committee.

15

I'll be cochairing this hearing today with

16

the chairman of the State Transportation Board, Joe Lane.

17

To those of you who came to attend this

18

hearing today, I thank you for taking the time.

19

Those who drove to the meeting who parked

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in the garage can have their tickets validated. Those

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that use transit can get a transit ticket with the

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presentation of a valid transfer to the MAG staff.

23

If we can please stand for the Pledge of

24

Allegiance to our Flag.

25

(The Pledge of Allegiance was stated.)

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1

MR. ELKINS: Thank you very much.

2

This public hearing is one component of the

MAG

3 MAG Mid-Phase Public Involvement Opportunity. Prior to
4 this hearing, MAG participated in a number of events with
5 ADOT, Valley Metro, and METRO where staff was available
6 to answer questions and respond to comments from Valley
7 residents.

8 For the past few years, MAG and ADOT have
9 successfully coordinated the planning process of the MAG
10 Regional Transportation Plan, the MAG Transportation
11 Improvement Program, and the ADOT Statewide
12 Transportation Plan and Program. This hearing today is
13 your opportunity in the region to provide comments on
14 both the MAG plans and the ADOT plans at the same time,
15 with our State Transportation Board, Valley Metro, and
16 METRO, Citizens Transportation Oversight Committee, and
17 the City of Phoenix Public Transit Department
18 representatives who are in attendance.

19 This is also our opportunity to listen.
20 We're interested in hearing what you have to say
21 regarding the valley's transportation system.

22 Those who wish to comment will have three
23 minutes to express your concerns on any issue related to
24 transportation in the Valley. Any comments that are
25 received today will be taken down verbatim by the court

7

1 reporter, and staff will provide written responses to
2 your comments. The comments and responses will be
3 included in the Fiscal Year 2007 MAG Mid-Phase Input

MAG

5 (A discussion was held off the record.)

6 MR. LANE: Can you hear me now?

7 Board members sitting here on my left
8 starting with Felipe Zubia with Western Maricopa County,
9 Bob Montoya from Flagstaff, Gilbert Householder from
10 Thatcher, Barbara Ann Lundstrom from Nogales,
11 Bill Feldmeier from Prescott, Vice-Chairman S.L. Schoor
12 from Tucson.

13 MR. ELKINS: We also have with us today
14 members of the Citizens Transportation Oversight
15 Committee known as CTOC. The CTOC chairman is
16 Roc Arnett.

17 Roc, would you please call CTOC to order
18 and introduce the members of the CTOC board in
19 attendance?

20 MR. ARNETT: We don't yet have a quorum,
21 Mr. Chair; and so therefore I will introduce my board
22 at -- when we receive a full quorum, we'll notify you.

23 MR. ELKINS: Thank you.

24 MR. ARNETT: On my right is Jack Lunsford,
25 a member at large of the CTOC board; and representing

9

1 district board, George Davis.

2 We have a newly-appointed member in the
3 audience, and I'd like to have Jeff Schwartz please
4 stand. And please welcome Jeff as a new member of the
5 CTOC board not yet approved.

MAG

7 today.

8 First, we will have brief presentations
9 given by MAG, ADOT, Valley Metro, and the METRO staff.
10 Following these presentations, we will take public
11 comment on any of the information presented here today
12 after which we will adjourn.

13 For those of you wanting to make comments
14 on the material presented here today, a Speaker's Request
15 Form is available from the MAG staff at the registration
16 table. Please complete this form so we're able to give
17 everyone an opportunity to speak.

18 As you come up to the podium, please state
19 some information for the formal record, which would
20 include your name, who you represent, and your address.

21 Traditionally, members of the panel do not
22 answer questions nor respond to comments from the hearing
23 attendees. However, should a member of the panel feel
24 compelled to speak, they may do so at their own
25 discretion.

11

1 To start off with, we are going to Item 1,
2 which is the Draft 2007 Update of the Regional
3 Transportation Plan; and that will be presented by MAG
4 senior staff Project Manager Roger Herzog.

5 Thank you, Roger.

6 MR. HERZOG: Thank you, Mr. Chairman.

7 I'd just like to provide a real brief

MAG

8 overview of the 2007 Update of the RTP. Following me on
9 the agenda, you'll have a briefing in detail of the
10 individual modal programs.

11 The 2007 Update is the latest in the series
12 of the updates to the RTP. The Regional Transportation
13 Plan was adopted in 2003 initially. That represented the
14 major update that led to Proposition 400, but we've had
15 additional updates as you can see over the years. And
16 all of those updates have met air quality conformity
17 requirements, which have been approved through FHWA and EPA.

18 The 2007 Update focuses on a variety of
19 issues. In particular, it complies with SAFETEA-LU.
20 SAFETEA-LU is the Federal Safe, Accountable, Flexible,
21 Efficient, Transportation Equity Act, a legacy for users.

22 This is the federal funding and general
23 transportation legislation that was approved in 2005.
24 And in particular, the Regional Transportation Plan has
25 to comply with the planning requirements in this act if

12

1 it is adopted after July 1, 2007. Now, that is our
2 target for adoption -- actually late July, so the
3 2007 Update does in our view comply with all the
4 requirements of SAFETEA-LU.

5 Also the 2007 Update includes updated modal
6 Life Cycle Programs for freeways, arterials, and transit,
7 as well as it covers the cost revenue outlook.

8 So far as complying with SAFETEA-LU, the

MAG

9 2007 Update has included a series of items, as you can see,
10 which in particular are called for in the SAFETEA-LU
11 legislation. We have an expanded consultation element
12 addressing environmental mitigation and resource
13 conservation issues. We also have an updated Public
14 Participation Plan that was adopted by the MAG Regional
15 Council in December.

16 We have a coordinated human services plan
17 element which you'll be hearing about later in the
18 agenda. Also we have covered our transportation
19 enhancement program and have included an extended
20 planning outlook that addresses those studies that are
21 ongoing now and that will yield information for future
22 updates of the plan.

23 Also we're addressing congestion management
24 and performance monitoring in the plan and have included
25 a discussion of transportation security in the MAG

13

1 region.

2 Another key element included in the
3 2007 Update are the Modal Life Cycle Programs. This
4 chart shows the Regional Funding Sources going into the
5 programs. As you can see, the half-cent sale tax
6 provides over half of the funding. ADOT funds spent on
7 the freeway and highway system in the MAG region are
8 another very significant source. And also included are
9 federal transit and federal highway funds dedicated to

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10 the MAG region.

11 Also we've included the STAN monies. Those
12 are the statewide transportation acceleration needs
13 monies that were approved in the 2006 session of the
14 legislature. That totals \$ 193 million going to projects
15 on the state highway system in the MAG region.

16 The regional funding is distributed among the modal
17 programs as shown here. As you can see, about 60 percent
18 goes to freeways; ten percent to arterials; the remaining
19 30 percent to transit systems, including both bus and
20 light rail transit.

21 So far as some of the key changes in the
22 freeway/highway element that are included in the
23 2007 Update, the STAN projects are one of the more
24 significant elements.

25 As you can see, we've got acceleration

14

1 projects on I-10, I-17, covering general purpose lanes.
2 On Loop 101, we have HOV lane acceleration; on Loop 303,
3 some grade separation and TI acceleration; and then on
4 the Williams Gateway Freeway, some funding for early
5 right-of-way protection.

6 For the arterial system, the adjustments
7 are primarily project scope adjustments including
8 projects on McKellips, Mesa Drive, and Southern, which
9 involved emphasizing intersection improvements over a
10 general widening of the facility.

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11 Also at the intersection of Warner and
12 Greenfield, that project was dropped because of
13 eligibility requirements; but the funding will remain in
14 the arterial Life Cycle Program and the allocation to a
15 project in Gilbert.

16 And then finally the north terminus of the
17 Pima Road project was shifted south by a quarter of a
18 mile to Stage Coach Road.

19 For the transit element, we have some
20 service start-date adjustments both for the regional grid
21 route system and the BRT system, some advancements and
22 some delays. These were adjusted in order to align the
23 service patterns with capital improvements such as
24 park-and-ride lots, transit centers, and that sort of
25 thing.

15

1 And then finally the RTP addresses the
2 Cost/Revenue Outlook. And based on current revenue and
3 cost estimates, the Life Cycle Programs in the RTP are in
4 balance; but as you all know, over the past several
5 years, we have been experiencing construction-cost
6 increases both in terms of materials, contracting, and
7 also in terms of reassigning the scope on some of these
8 projects. So we do expect major-cost issues in the
9 future and especially as some of the design concepts,
10 environmental assessments, and other design work is
11 completed.

13 Improvement Plan, and the results of the Air Quality
14 Conformity Analysis; and then in July, consider the plan
15 in TIP for final adoption.

16 Mr. Chairman, that concludes my
17 presentation.

18 MR. ELKINS: Thank you very much, Roger.
19 What our procedure will be on public
20 comment is after all the presenters have finished their
21 presentation, we'll then go into public comment.

22 Next will be the draft of the MAG
23 Fiscal Year 2008-2012 Transportation Improvement Program,
24 which will identify projects.

25 So Item 2 please. That's by Paul Ward.

17

1 I have trouble reading apparently. I'm
2 sorry.

3 MR. WARD: Thank you.

4 Good afternoon, Mr. Chairman, members of
5 the panel, and members of the audience. My name is
6 Paul Ward, and I am the MAG Transportation Programming
7 Manager.

8 My main responsibility here at MAG is to
9 ensure that the Regional Transportation Improvement
10 Program, which is known as the TIP, is developed
11 correctly and in accordance with federal requirements.

12 The Fiscal Year 2008 to 2012 Draft MAG TIP
13 is a listing of projects at the current time and is a

14 document that contains the ^{MAG} major transportation projects
15 that are scheduled to be carried out within our
16 metropolitan planning area within the next five years.
17 This Draft TIP builds on the last program for fiscal
18 years 2007 through 2011 and has followed the normal cycle
19 for its development.

20 The following slides describe the TIP
21 development process, and they pose the following
22 questions: why do we need to develop a TIP, and what
23 does it need to include? when does it need to happen?
24 where does the data come from? And what data is actually
25 required?

18

1 First of all, why do we need to develop a
2 TIP; and what does it include?

3 Federal guidance requires metropolitan
4 areas such as ours to periodically develop a TIP. This
5 TIP shall include all projects utilizing Title 23,
6 Federal Transportation Funds, with some exceptions
7 regarding safety, emergency, and/or planning funds.

8 In addition, as our region is in
9 nonattainment for a variety of federally recognized air
10 quality pollutants, the TIP is also to include all
11 regionally significant projects regardless of their
12 funding source. A simplified description of regionally
13 significance is whether the project is likely to have a
14 measurable effect on air quality. Furthermore, due to

15 air quality concerns, all ^{MAG} regionally significant projects
16 within the region need to be analyzed by a rating system
17 called the Congestion Management System.

18 In general, the TIP is a federally required
19 document; but due to the additional projects that are
20 included by several area agencies, the TIP is also
21 regarded as a reasonably good guide to transportation
22 investments within the region.

23 When does it need to happen?

24 The TIP needs to be developed every four
25 years. However, to stay completely up to date with air

19

1 quality plans and to allow maximum flexibility in what is
2 an extremely fast growing region, the MAG TIP is usually
3 developed every year. The Fiscal Year 2008 to 2012 Draft
4 TIP has been primarily based on the previous program and
5 incorporates most of the remaining projects contained in
6 the first five-year phase of the Regional Transportation
7 Plan and has started to include some of the projects from
8 the second phase.

9 New MAG federally funded projects for
10 Fiscal Year 2012 were reviewed -- were submitted and
11 reviewed -- in October and November of 2006 and have now
12 been added to the Draft TIP. The new ADOT and transit
13 projects were added by the end of December. New locally
14 funded projects were added, and existing projects of all
15 types were reviewed, and changes were submitted in

16 January.

17 The initial version of this Draft TIP was
18 published in mid February and is expected to be approved
19 to undergo an Air Quality Conformity Analysis by the end
20 of April. The conformity analysis is expected to be
21 completed by June.

22 And as Roger mentioned, the MAG Regional
23 Council is expected to approve the update to the Regional
24 Transportation Plan and the Transportation Improvement
25 Program by the end of July of this year.

20

1 Next, what data is needed, and who actually
2 provides the input are shown on the next two slides.

3 As you can see, federal regulations state
4 that in nonattainment areas, the projects to be included
5 in the TIP must be specified in sufficient scope and
6 detail to allow a conformity analysis to be included.
7 Essentially that means you have to tell us where the
8 project is; where it starts; where it ends; how many
9 through lanes are being added to the project; and in this
10 specific case, how much is it going to cost. All of
11 these details are described in the data entry system for
12 the TIP which are passed out to MAG member agencies and
13 have been submitted in the time frame that I've
14 described.

15 The actual projects that are listed in the
16 TIP are as follows: There are 671 street projects, 297

17 transit projects, 125 freeway projects, 89 Intelligent
18 Transportation System projects. Those are mainly traffic
19 signal coordination. The combined number of bicycle and
20 pedestrian projects are 82, 36 projects that directly
21 affect air quality or transportation demand management
22 issues, 15 bridge projects, and eight projects classified
23 as other. The other category comprises studies and funds
24 reserved for contingencies.

25 The following slide -- In this particular

21

1 case, the following slide describes where the funds come
2 from; and this is for the next five-year cycle.

3 Currently, the largest component is just
4 under \$2 billion in regional funds -- regional highway
5 funds. That amounts to about 28 percent of the total
6 funds available. Federal highway and transit funds are
7 next at just over \$1.7 billion. That's 24 percent.
8 Local funds being committed for highway and transit
9 projects combined total just over \$1.5 billion. That's
10 about 21 percent of the pie. State highway and transit
11 funds are at \$1.2 billion. That's 17 percent.

12 The remaining three percent -- if you've
13 been adding up quickly -- comes from private funds from
14 developers. The total of \$7.2 billion over the next five
15 years represents an annual increase of more than 12 and a
16 half percent from the previous program. And this
17 increase is generally spread across all funding sources.

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18 The next slide shows where the money is
19 being targeted.

20 As you can see, the funds available are
21 shared between three major components. However, street
22 projects which include bicycle, pedestrian, Intelligent
23 Transportation System, and a share of the safety and
24 maintenance projects will receive a 57 percent share.
25 That's more than \$4 billion, and that's larger than the

22

1 30-percent increase from the previous program.

2 The freeway percentage has slipped from 30
3 percent in the last program to 23 percent at this time,
4 and that's \$1.6 billion. Transit shows a slight
5 percentage decrease from 20 percent to 19 percent, but
6 the amount of funding has stayed constant at \$1.4
7 billion. And the remaining \$90 million goes on air
8 quality projects, regional studies, and contingencies.

9 The final slide shows where MAG federal
10 funds are being committed.

11 The percentage of MAG federal funds being
12 committed to freeways has, once again, dropped slightly
13 from 37 percent to 36 percent. Street projects have
14 slipped sharply from 23 percent to nine percent;
15 although, this amount is expected to go back up in the
16 final version pending further information being provided.

17 Transportation system projects are constant
18 at 11 percent, and bicycle and pedestrian projects have

19 slipped from a combined ^{MAG} 14 to ten percent. Specific air
20 quality and transportation demand management projects
21 have stayed level at seven percent, but transit is the
22 big gainer rising from 11 percent to almost 24 percent.
23 The remaining three percent is in studies and
24 contingencies.

25 And although I will be happy to address any

23

1 questions following this hearing, having served at MAG
2 for over 12 years and having participated in more than 20
3 public hearings, I am finally leaving MAG and soon will
4 move on to a position in the private sector. As a
5 result, any future questions after today should be
6 forwarded to Eileen Yazzie who is taking over from me as
7 MAG's Transportation Programming Manager.

8 Mr. Chairman, that concludes my
9 presentation.

10 MR. ELKINS: Thank you very much, Paul.

11 You're going to be sorely missed, and
12 somehow I don't think you'll completely fade away into
13 the sunset. Your efforts have been greatly appreciated,
14 so thank you again.

15 MR. WARD: Thanks.

16 MR. ELKINS: Our next item will be
17 Valley Metro/RPTA Update that will be presented by the
18 deputy executive director, Bryan Jungwirth.

19 MR. JUNGWIRTH: Thank you, Mr. Chairman,

20 members of the committee. MAG

21 I'll give you a little update today on
22 transit in the valley today.

23 we have 63 local routes, 19 express routes,
24 and five circulator routes. We have about 311 active van
25 pools, and this program has grown to about 56 since 2005.

24

1 our daily boardings are about a quarter of
2 a million. And to give you an idea about the ridership
3 increases, we have seen a 55 percent ridership increase
4 since the year 2000. And to give you an idea of what
5 that means nationally, most transit agencies would be
6 happy with, like, a three-percent increase in transit
7 growth; so I think we're doing really well.

8 The Dial-A-Ride program: Throughout the
9 valley, there is nine different systems and almost 300
10 vehicles. I mentioned about 311 active van pools. And
11 as far as Fleet, growing by 56.

12 What I'd like to do today is cover a little
13 bit of these different items: Putting service on the
14 street, the regional planning studies, leveraging the
15 regional program with some local investments we've seen,
16 talking about the TIP, and then the Transit Life-Cycle
17 Program of Prop 400.

18 The Fiscal Year 2006 service improvements
19 that we took over as far as transit go, we started paying
20 for mostly all of the express busses and the Rapid Bus

MAG

21 service that you see on the street today. And this
22 basically -- A lot of these things that we've got is
23 liberated funds at the local level; so there is
24 additional investments at the local level that are being
25 made that I'm not addressing, per se, on the operating

25

1 front that is helping to expand the transit system
2 through the region.

3 In this fiscal year, we started one of our
4 first new supergrid services, which is Scottsdale and
5 Rural Road through Chandler, Tempe, and Scottsdale. And
6 we also put in two new rural connector services in
7 Wickenburg and Gila Bend.

8 For the next fiscal year, which starts in
9 July of this year, we're putting out our first new
10 freeway based transit improvements of what we call a
11 connector service that will allow passengers to travel
12 from different parts of the Valley quickly across the
13 Valley to make connections to other local routes and so
14 forth.

15 And we have a north Loop 101 connector that
16 will basically go across from Surprise to Scottsdale Road
17 basically, and it stops in between to funnel people south
18 onto the transit system.

19 And we've also got a west Loop 101
20 connector as well that will go from 79th Avenue and
21 Beardsley through Arrowhead and Glendale and then to the

22 79th Avenue Park-And-Ride^{MAG} and downtown. And it's our
23 hope that by April these type of services people will
24 choose to use transit because it won't be necessarily
25 just express service to downtown but will feed them

26

1 throughout the system and address that suburb to suburb
2 type of community that is out there.

3 Some other supergrid services that we plan
4 to put in: Chandler Boulevard. We'll extend that out to
5 Williams Gateway Airport and then Route 24, which is
6 24th Street that cuts across Lincoln and Glendale Avenue
7 and will go out to Luke Air Force Base.

8 To deliver the program and Prop 400, we
9 have to do quite a few different studies. Some of the
10 more important studies that we're working on right now is
11 the Mesa Main Street Bus Rapid Transit Corridor. This
12 would be our first arterial bus Rapid Transit Service.

13 It would begin in December of 2008 with the
14 start of the light rail service and would actually feed
15 passengers from Superstition Springs Mall. And these are
16 limited-stop bus services with usually bigger busses that
17 are a little more sleeker like the Rapid busses that you
18 may see in Phoenix.

19 We also have an Express bus -- freeway Bus
20 Rapid Transit operating plan that will basically put
21 together the operating capital characteristics of the
22 freeway bus program.

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23 We're doing the Service Effectiveness
24 Efficiency study. The State will be out looking at the
25 performance of the transit system, all the different

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1 modes, along with CTOC as well. And we've had a
2 consultant develop all of the performance indicators that
3 will measure the system so that we can improve the system
4 and make adjustments as the system progresses.

5 We're also working on a Regional Safety and
6 Security Plan to make sure our employees and passengers
7 are safe traveling on the busses and the rail system.

8 Bus Stop Survey and Design Guidelines:
9 we're looking to make sure that the investments made in
10 bus stops are done in the right fashion and meet certain
11 criteria.

12 We're also working on a Valley Metro
13 Strategic Plan, and our board has given us direction to
14 look into combining all the different transit operators
15 into a single transit agency in the future, so we're
16 working on that.

17 The Regional Para-transit Study is kind of
18 a similar study to the strategic plan or element to look
19 at all the existing Dial-A-Ride operations that exist.
20 The consultants are done with this. They suggested a
21 number of improvements to improve the effectiveness and
22 efficiency of those systems. And then we're looking at
23 regionalizing the air transit system throughout the

24 valley as well.

25 We did a Life Cycle audit where we hired an

28

1 independent consultant, and they've basically shown that
2 we can build the plan with the dollars that are forecast
3 from Prop 400 along with the federal investments. And
4 the consultant will also come up with what we call the
5 project assessment reports that divide all of the
6 operating characteristics for each new service that's
7 going to be implemented.

8 We're also working with the many, many
9 different cities throughout the valley; but I just wanted
10 to point out a couple of things that are going on.

11 Peoria passed a sales tax for transit.
12 We're working with them on coming up with a transit plan.

13 Surprise is also working on a transit plan,
14 and Surprise did implement a new express service on
15 Route 571 that goes from Surprise to downtown Phoenix
16 along Grand.

17 Similarly Queen Creek has stepped up; and
18 with the congestion and the difficulty to commute to
19 Queen Creek, they have provided an Express bus to the
20 City of Tempe as well.

21 These are just to give you a flavor of how
22 much money there is, and this is all capital dollars that
23 are in the Transportation Improvement Plan for transit
24 totaling out at \$457 million. When you look at the

25 local, federal, and regional dollars, this does not

29

1 include any of the operating funds for the transit
2 system.

3 similarly in 2008 through 2012 TIP, this is
4 what it's paying for as far as replacement and expansion
5 to include most of the bus transit side. It's all the
6 replacement and expansion throughout the para-transit
7 rural busses, and these are the numbers on those.

8 we also provide funding through the TIP for
9 the facility and capital improvement. We've got a number
10 of passenger improvements, 330 bus stop improvements, 30
11 bus pull-outs, seven transit centers, 11 new
12 Park-And-Rides.

13 we're repaying the construction of the
14 maintenance and operation facilities in Tempe and
15 Phoenix, designing regional heavy maintenance and transit
16 facilities in the valley, and then upgrades to the
17 existing facilities. And then we have associated capital
18 maintenance, BRT corridor improvements, and different
19 computer and support services.

20 The Transit Life Cycle Program audit that I
21 talked about a little bit before has basically said that
22 we could build the planning with the revenues that we
23 have. The revenues do exceed all the expenditures. I
24 believe the last number was about \$73 million after 20
25 years that would be available. And we have made some

1 timing adjustments for the projects that Mr. Herzog
2 mentioned previously.

3 Some other highlights of the Transit
4 Life Cycle Program: Over the next five years, we're
5 looking at ten new local routes, ten new freeway BRT
6 routes, two arterial BRT routes.

7 And the other funds that are being made for
8 light rail improvements, Prop 400, include the
9 maintenance facility, light rail vehicles, Tempe
10 Town Lake Bridge, utility relocation costs, and
11 preliminary design work for the new extensions of the
12 light rail system.

13 And I'm sure Brian will cover those in his
14 presentation.

15 The Transit Life Cycle Program: These are
16 the dollars that we're looking at in the first five years
17 of Prop 400 for transit: Bus operations, nearly 300
18 million; bus capital, nearly 500; and then 561 million
19 for the light rail capital.

20 And with that, I'll be happy to sit down
21 and let Bryan or somebody else come up and talk to you.

22 Thanks.

23 MR. ELKINS: Thank you, Bryan.

24 Next item will be the METRO update, and it
25 will be done by the Acting Director of Design and

1 Construction, Bill Buchanon.

2 MR. BUCHANON: Chairman, and members of the
3 committee, thank you for the opportunity today to come
4 and talk to you about the METRO light rail system.

5 A couple of corrections: My name is
6 Brian Buchanon. And I am no longer acting; thank you.

7 Okay. A little bit about the initial
8 20-mile project we have going out there today: Once
9 again, construction will be completed by mid 2008. METRO
10 opens at the end of 2008. We have 16 miles of rail
11 currently installed across the 20-mile system. The
12 construction is about 51 percent complete, and the
13 overall project is about 58 percent complete.

14 The overall project to take into account is
15 the light rail vehicles and all the other stuff
16 associated with building and operating and maintaining a
17 light rail system.

18 This is the particular vehicle of 101B at
19 our Operations and Maintenance Facility on 44th Street
20 and Washington. We have 11 of our 50 vehicles on the
21 ground and prepared for final assembly and is being done
22 out at our Operations and Maintenance Facility.

23 The initial 20-mile project was broken down
24 to five-line sections: The Operations and Maintenance
25 Center, Town Lake Bridge contract, and we have a

1 Park-And-Ride contract. All of these contracts are
2 currently under construction or completed with the
3 exception of the Park-And-Ride contract, which will be in
4 the next couple of months which will provide 3500 parking
5 spaces for the light rail system once it opens.

6 This is a picture of the corner of
7 Camelback and Central Avenue where we cut the corner, a
8 pretty good idea of what we're doing as far as
9 construction. Down in the bottom of the frame here is
10 actual track construction, and then you can see that
11 Camelback is actually being widened.

12 This is a better picture of Line Section 2
13 where we're also building track down by Central
14 High School and up in the upper downtown district of
15 Phoenix.

16 Line Section 3, which is right outside your
17 front door here, is one of our most intense line sections
18 as far as construction is going on. You'll notice a lot
19 has happened during the day; but if you're ever down here
20 at night, this contractor works in the evening hours.

21 Line Section 4 is our section that is the
22 most furthest of all. It was bid first. This contractor
23 is basically through the 44th Street and Washington
24 intersection and completed with rail construction to the
25 east and is working their way west.

1 Line Section 5 is the section of line in
2 Tempe and Mesa near ASU. We're completed mainly on the
3 western end of that line section through the ASU campus.
4 And most of all construction over the next six to eight
5 months will be on Apache Boulevard in Tempe and Mesa.

6 A little bit about what's coming in the
7 very near future: At the end of this month on
8 Washington Street, we will actually have Light Rail
9 vehicle 101B running on the track under its own power and
10 starting testing. So there's a stretch from about
11 56th Street to about 44th Street and Washington where we
12 will actually be running the vehicle from about one a.m.
13 to five a.m. in the morning testing the vehicle and
14 making sure all the dynamics and the computer system and
15 the braking and diagnosing the software for the future
16 vehicles.

17 Every vehicle will have to run this section
18 many, many, many times. About a thousand miles of
19 testing needs to be put on these vehicles before we put
20 the general population on it.

21 That concludes my presentation.

22 MR. ELKINS: Thank you, Brian.

23 We have been chastised for our slip here.
24 And also congratulations in getting the acting out of
25 your title.

1 MR. BUCHANON: Thank you.

2 MR. ELKINS: Our next presentation will be
3 MAG Human Services Coordinator Transportation Plan, and
4 that would be presented by the MAG Human Services
5 Manager, Amy St. Peter.

6 MS. ST. PETER: Thank you very much,
7 Mr. Chairman, members of the panel, and members of the
8 audience.

9 I'm very pleased today to have this
10 opportunity to share with you some information that we
11 have about our Human Services Coordination Transportation
12 Plan.

13 This has been developed in compliance with
14 SAFETEA-LU, and it affects very specifically three
15 different funding sources. This includes Section 53-10
16 which include individuals with disabilities;
17 Section 53-15, reverse commute; and Section 53-17 are new
18 freedom.

19 This plan has been developed in partnership
20 with all the cities and towns within the MAG region,
21 especially the City of Phoenix as the designated
22 recipient with transportation providers, non-profit
23 agencies, and consumers as well.

24 A few of the people in the room have helped
25 and have shared their expertise and their time and their

MAG

1 energy to develop this plan, and I'd like to thank them
2 for doing so.

3 This plan includes an inventory of the
4 current services and assessment of needs and three
5 short-term coordination strategies. The strategies
6 include trying to assess the current strategies that are
7 being implemented by the agencies today. That will
8 happen through the applications for all three of those
9 sections.

10 We will also be establishing meetings on a
11 subregional basis, so we can help the providers to get to
12 know one another so they can work together better as well
13 as to identify and implement some very promising
14 strategies in the local level.

15 And we will have a regional meeting to
16 bring all of those local strategies up to a regional
17 level and to be able to replicate them as available and
18 also to provide a matrix online, a really good resource
19 actually to try to combine the private resources with the
20 public resources and try to increase the accessibility to
21 that information.

22 We believe that the resource information
23 strategies will lay the foundation for better
24 coordination and for more seamless transportation in our
25 area. We will be updating this plan next year for two

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1 reasons: One, because we want to simplify the findings

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2 from the transport study and also because we think we
3 will be in a better position next year after we have the
4 foundation laid to get some additional strategies.

5 And in order for the plan to move from
6 paper to practice, the assessment requires community
7 support. And we are very thankful to have the people at
8 this table to share their expertise with us and their
9 time with us to make sure that this plan is truly
10 responsive to the needs of the community and to be in a
11 good position to offer some effective coordination
12 strategies that will help to improve human service
13 transportation.

14 I'm available to answer any questions.

15 Thank you.

16 MR. ELKINS: Thank you very much, Amy.

17 I understand at this time that CTOC now has
18 a quorum.

19 And, Roc, would you like to call the board
20 to order?

21 MR. ARNETT: I'll introduce Nelson Ladd who
22 has joined us.

23 welcome.

24 And we can now call the CTOC committee to
25 order.

37

1 MR. ELKINS: Thank you, Roc.

2 A final presentation is going to be --
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MAG

3 Joe, I believe you're going to introduce us
4 at this point.

5 MR. LANE: That's right.

6 Our final presentation, Item 6, on the
7 agenda is the Fiscal Year 2008 to 2012 MAG Regional
8 Transportation Freeway Program. Our presenter is
9 Bill Hayden.

10 MR. HAYDEN: Thank you, Mr. Chairman, and
11 committee members.

12 Yes, I will present the tentative
13 Fiscal Year 2008 through 2012 program; and I'm going to
14 begin with two slides and briefly summarize the
15 completion of those current projects under construction
16 that close out Proposition 300 projects and give you a
17 quick overview of projects that are underway or will be
18 underway in 2007.

19 I'll begin with this one. I'm going to
20 very briefly go through these.

21 In the East Valley, I have four projects.
22 One will be a -- is the completion of a general purpose
23 lane and HOV lanes on US 60 between Gilbert Road and
24 Power Road, which will be completed later this summer.

25 The second project is the completion of the

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1 Super Red Tan traffic interchange.

2 MR. ELKINS: Excuse me, Bill.

3 If you could try and use the microphone to
Page 36

4 the extent possible.

5 MR. HAYDEN: Thank you very much.

6 I'll go back just very briefly and mention
7 that the -- No. 1 represents the construction activities
8 on US 60 to Gilbert Road and Power Road. And that
9 includes general purpose lane and HOV lane.

10 The second item, Item 2, is a completion of
11 the Super Red Tan traffic interchanges that connect with
12 San Tan, Red Mountain; and US 60 will be completed later
13 this summer.

14 Followed by Item 3, which is the
15 Red Mountain extension from University south to the
16 interchanges itself.

17 And then Item 4, which is about a 4.5 mile
18 completion of the Red Mountain Freeway to Power Road to
19 University. That will be completed -- not in
20 Fiscal Year 2007 but in late summer of 2008 with two
21 other minor projects.

22 Here on Interstate 10, we have a bridge
23 widening on Ray Road, which will be completed this
24 summer. And then in the far west valley, we have the
25 North Bethany Home traffic interchange being completed

39

1 later this fall.

2 The second map I'm not going to go into as
3 much detail because I'll be doing that in just a second;
4 but suffice to say, we'll begin.

MAG

5 Here in the north valley is Interstate 17.
6 The freeways are projects, which would include new
7 traffic interchange construction and mainline
8 construction.

9 The west valley on I-10 we are going to add
10 HOV lanes between Loop 101 and Sarival and a traffic
11 interchange at Bullard Avenue. The mid Phoenix
12 construction is already underway with the six-mile
13 extension of HOV lanes from Shea Boulevard to the 101
14 including connections with HOV connections with the 101.

15 Item 4 is simply an initiation of HOV lanes
16 later this summer from Princess Drive in Scottsdale south
17 to the 202 interchange.

18 And lastly, a very small project in the
19 East valley, which is the Higley Road traffic interchange
20 construction already underway.

21 To begin with, each of you have been
22 provided a handout, which includes all projects included
23 in that five-year program; and I'm only going to address
24 the major construction items in that program.

25 So I'll begin with Interstate 10, which is

40

1 a median -- well, I'll go back one second and say this:
2 This project is a good example of financial partnering
3 between governments: ADOT, and four west valley
4 communities who desire to accelerate adding lanes in the
5 west valley to address the significant congestion

6 problems that are occurring due to the health from the
7 far west valley.

8 The project itself consists of two
9 elements. This first of which is adding a general
10 purpose lane and HOV lane between Loop 101 and just east
11 of Sarival Road. That's the construction in the median.
12 It's important to note that the construction there has
13 been advanced from the Regional Transportation Plan,
14 which was 2014 that resulted in financial partnering and
15 have been advanced six years to 2008.

16 The second component to this project is
17 adding general purpose lanes from Sarival Road to
18 Dysart Road beginning in 2009. This also includes a
19 two-year advancement in the program that was able to --
20 The process to facilitate and accelerate the program was
21 predicated in part to the use of a help loan to advance
22 the design of the projects and a note for \$122 million to
23 accelerate construction.

24 The second project was a continuation of
25 that project and will tie specifically into those two

41

1 projects and will add another 5.5 mile section from
2 Sarival Road to Verrado Road. And in this case, we're
3 using STAN funds to advance that construction and which
4 will begin in 2009 and be consistent with the freeway
5 just to the east of that.

6 Again the total project mileage for the two
Page 39

MAG

7 eastern projects -- And this will be adding a total of
8 14.5 miles of general purpose lanes and/or HOV lanes in
9 the west valley so something we're very anxious to get
10 started on.

11 Proceed then to the East Valley or mid
12 East Valley Loop 202 San Tan Freeway south to Riggs Road:
13 we'll construct general purpose lanes and HOV lanes
14 beginning in Fiscal Year 2010 to the cost of \$65 million.

15 And then the project that has received the
16 most notoriety publicity is the I-10 collector
17 distributor system plan for Interstate 10 to
18 State Route 51 and Baseline Road. This also includes the
19 Broadway Curve where quite a bit of publicity was
20 announced when it was quoted as saying that that
21 particular section might include 24 lanes. well, that
22 caused a great stir of phone calls from residents and
23 many others asking is that really true.

24 well, we'll see.

25 The total cost of that project from

42

1 40th Street to Baseline Road is \$350 million and will
2 address the Broadway Curve, and we are hoping to begin
3 construction through the years of Fiscal '10 to
4 Fiscal '12.

5 Jump up to Interstate 17: I've included
6 both the '07 projects and '08 projects in this list. we
7 are going to begin with adding nine miles of general

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8 purpose lanes and HOV lanes from Loop 101 to the
9 Carefree Highway of State Route 74 beginning this summer.

10 we have a second project following on the
11 heels of that, which will continue north to add five
12 miles of general purpose lanes between Carefree Highway,
13 State Route 74 and Anthem way; the cost of about \$31.1
14 million. We will begin construction in Fiscal '09 again
15 using STAN funds.

16 Continuing on with other projects, we'll
17 construct traffic interchanges at Dixileta and Jomax Road
18 beginning this spring. We've already received bids on
19 those projects.

20 we'll continue on I-17 by adding the
21 Dove Valley traffic interchange in Fiscal '08.

22 we will begin construction this summer of
23 the State Route 74 traffic interchange again at
24 Carefree Highway at a cost of \$24 million.

25 Grand Avenue: We have improvements

43

1 including general purpose lanes between Loop 303 and
2 99th Avenue with the cost of \$40 million beginning in
3 Fiscal Year '09.

4 State Route 85: we will complete the
5 remaining sections of the four-lane divided roadway
6 between I-10 and I-8 in the three years, Fiscal '08
7 through '10 at \$137 million, which is a project we've
8 been working on for quite a few years now. We're finally

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9 going to complete this project, but I should add one
10 footnote. The \$137 million does not include a traffic
11 interchange which connect State Route 85 with
12 Interstate 8, which will truly be accomplished.

13 we have a series of HOV lanes on the
14 Loop 101. We will add 30 miles of HOV lanes, which will
15 extend from State Route 51 on the west through
16 Scottsdale; south, through Tempe and Chandler; and will
17 connect to the 202. Some of these projects have been
18 funded through STAN funds and through regular RTP funds.

19 we have, I believe, about 73 miles of HOV
20 lanes in the valley. And with the implementation of the
21 Regional Transportation Plan, we will have a total of 158
22 miles of HOV lanes.

23 Other new construction: The Loop 202,
24 Red Mountain Freeway. We have a seven-mile section of
25 the Red Mountain Freeway from State Route 51 to the

44

1 Loop 101, 202 traffic interchange. Construction will
2 begin in Fiscal '09 at a cost of 105.5 million.

3 we have a second project on the
4 Red Mountain adding additional HOV lanes, which will add
5 six miles. And again from the 101, 202 traffic
6 interchange eastward to Gilbert Road at a cost of about
7 29 million.

8 And the South Mountain Freeway: This
9 five-year program will include the onset for construction

10 on the west side or western section of the 202 freeway
11 beginning at approximately 55th Avenue and proceeding
12 southerly to 51st Avenue. And we will begin this
13 construction in Fiscal '10; however, it will last, of
14 course, for several years. And the program amount for
15 that section of roadway is \$420 million, so the remaining
16 elements is somewhat administrative.

17 New construction on the other major
18 northwest valley projects, the Loop 303: we will begin
19 construction in '08 of the 13.5 miles, which will connect
20 Interstate 17 on the east. Lone Mountain Road will
21 continue westerly -- southwesterly to Happy Valley Road,
22 and this is another rather expensive project. \$311
23 million are estimated.

24 Besides that in the west valley, we have
25 two other important projects. we will construct a

45

1 partial traffic interchange at Bell Road on the 303 in
2 Fiscal '08 using STAN funds for \$11 million.

3 And south of Bell Road, we have two
4 cross-road improvements for Wadwell Road and Cactus Road
5 on the 303 also occurring in Fiscal '08, also using again
6 STAN funds or about \$9.2 million.

7 we will complete the rubberized asphalt
8 program, and I think I pointed out we were going to be
9 doing some work. Construction is ongoing here in the
10 west valley between Dysart Road and 67th Avenue.

MAG

11 We have another project here in the central
12 valley, which is I-10 from Van Buren Street moving down
13 to Baseline Road; and that will be going on this spring.

14 And we have two other projects, however,
15 which is State Route 143 and a section of the roadway
16 here on I-10 from Ray Road down to Wild Horse Pass, which
17 is going to be about a \$14.5 million program to complete
18 those two projects. And when those are completed, we
19 will have rubberized 155 miles of freeways in the
20 metropolitan Phoenix area.

21 So I'll summarize then what we're going to
22 do.

23 We have a great deal of -- I mentioned only
24 the major projects of work underway here for the next
25 five years: 133 miles, existing corridor widening on

46

1 many of those projects; 75 miles of new HOV lanes around
2 the valley; six new traffic interchanges and, of course,
3 an HOV connector at 51 and 101; new interim and freeway
4 construction -- multiphase new construction includes the
5 Loop 303 and, of course, the South Mountain Freeway; 27
6 miles of new right-of-way acquisition for alignment
7 corridor protection.

8 We will complete 75 miles of studies around
9 the valley. That includes the I-10 reliever project in
10 the west valley; State Route 74 in the northwest valley;
11 the I-10 connector distributor system that is currently

MAG

12 underway; and in the far east valley, Williams Gateway
13 study. We will also include during this five-year period
14 34 miles of the rubberized asphalt.

15 This is the part that's really important, I
16 guess, to all of us; and that's a summation of the
17 dollars that we anticipate will be expended during this
18 five-year construction period.

19 As you can see, it's a very large number,
20 \$3.64 billion, but the largest five-year program the
21 department has ever initiated and will be a real
22 challenge to deliver the program. And we intend to do
23 that.

24 I do have one footnote to this comment --
25 two things. First, the \$762 million scheduled for 2008

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1 represents the single largest annual expenditure of funds
2 for any of the projects including the Regional
3 Transportation Plan as well as the Regional Freeway
4 System. So this is a milestone for us, and you can see
5 we're continuing on with a lot of major construction work
6 in the next five years.

7 I think I'm going to add a footnote to that
8 construction, however, and Roger alluded to this in his
9 presentation. He mentioned construction and right-of-way
10 costs. And although it appears in the last year that
11 construction and commodity costs may have somewhat
12 stabilized, still overall, the construction costs are

MAG

13 about 20 to 30 percent higher than they were in 2004.

14 Secondly, the same thing applies to the
15 right-of-way costs. The right-of-way costs continue to
16 increase rather dramatically. And in '05, '06, and early
17 '07, some of our appraisals have indicated that those
18 costs -- right-of-way costs -- have increased as much as
19 30 to 50 percent. So we are quite concerned about those
20 costs, and hopefully we will see some trends here.

21 Now, I was going to mention one example,
22 the Interstate 17 projects, Jomax, and Dixileta. We just
23 received the bids on those in February, and it turns out
24 that the low bid for those two interchanges is 5.5
25 million less than the State's estimate; so we are hoping

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1 this is a positive trend.

2 The Department of Transportation will
3 continue to have public involvement opportunities. We
4 have three public hearings scheduled: Two in April; one
5 in May in which we will provide this program with much
6 more detail for the public for their review, comments,
7 and input.

8 That concludes my presentation,
9 Mr. Chairman.

10 MR. ELKINS: Thank you very much, Bill.
11 It's appreciated.

12 Now, we're in the portion of the program
13 for public comment.

MAG

14 Just to review our procedure so that
15 everyone has time to speak, we are requesting that you
16 limit your comments to three minutes. A timer is on the
17 podium to assist you in making your presentations. When
18 two minutes have gone by, the yellow light will come on
19 to notify the speaker you have one minute to sum up.

20 At the end of the three-minute time period,
21 the red light will come on, followed by a beeping sound.
22 And again just to review, all comments that are made will
23 be recorded verbatim; and responses will be sent by Staff
24 to anyone who is making a presentation.

25 So we'll call our first speaker, and I'll

49

1 in advance apologize if I mispronounce your name. I'm
2 sure it's not your handwriting.

3 Our first speaker will be David Gironda.
4 And again, your name, your address, and who you
5 represent.

6

7

* * * * *

8

9

PUBLIC COMMENTS

10

11 MR. GIRONDA: My name is David Gironda. I
12 reside at 1515 East Las Palmaritas in Phoenix, Arizona.

13

14

I'm representing myself as a concerned
citizen even though there is rather a consortium of

MAG

15 groups over this particular issue that might have to come
16 forward.

17 I'm here to speak about the southwest loop
18 or South Mountain Freeway. It should not be allowed to
19 go through the South Mountain Park Reserve. Even if it
20 were proposed to go through flatland areas, federal
21 highway funds for the entire freeway system could be
22 jeopardized.

23 The fact that it would cut through two
24 mountain ridges in spite of it being a feasible route, it
25 will not ever be a more prudent route given the higher

50

1 cost of excavation and construction.

2 Please do not consider an alignment through
3 the South Mountain Park Reserve to be a done deal as such
4 a route will be challenged.

5 I'm going to thank you all for the jobs
6 that you are doing for transportation in the Valley, and
7 hopefully we'll look into this matter if it does arise.
8 Hopefully things will be worked out where the South
9 Mountain Park Reserve will not be violated.

10 If you have any questions, I'm here at your
11 disposal.

12 Thank you.

13 MR. ELKINS: Thank you very much for taking
14 the time, Mr. Gironda.

15 Our next speaker will be D.D. Barker.

MAG

16 MS. BARKER: Good afternoon, Mr. Chairman
17 and panel. Thank you for this time in allowing me to
18 speak and also for your participation.

19 I have an idea here, and really -- well,
20 it's an acronym. I have some libertarian friends that
21 say, Gosh, you're beginning to sound like government
22 people using acronyms; but how about united
23 transportation alert for the assistance to the various
24 CTOC, MAG, State Transportation Board, maybe more when
25 there is something of importance or something that is an

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1 emergency that even the rail and all of the transit that
2 they feed into MAG. And they get this out to these
3 various assistants who get it out to you through e-mail
4 or otherwise. So maybe you have it, but it might
5 expedite this because there's a lot of paperwork
6 involved. So thank you for that.

7 I guess I'm really here in support of
8 better air quality. I have been able to live in the
9 valley without a car ownership, and it's not that I don't
10 have a license.

11 I use basically the bus and the bicycle
12 now, and there's so much traffic and a lot of projects
13 that are going on. And in that respect, I see that ADOT
14 is having an executive committee to bring projects for
15 these three counties due at the end of the project; and
16 Roger Herzog has talked about air quality.

MAG

17 I believe that construction is one of the
18 number one problems that is polluting our community here,
19 and that is really particulates. So we better watch out
20 where we are going because we have a lot of projects.
21 Some of them may be very good but when you have -- And
22 this is a problem with the administrative law is no one
23 should judge themselves. You have a State administrative
24 code that says the region determines its political
25 significance for air quality.

52

1 Now, people stay out of the airport but
2 MAG. MAG has that as a corridor and so does Arizona
3 Department of Transportation. The feds are over there in
4 the city of phoenix, but you have a role there too. They
5 determine themselves like it's not really regionally
6 significant.

7 Okay. The ten-year plan went forward, but
8 let's face it. We have a lot of projects going in there.
9 I want you to watch those air pollution monitors there
10 because that area there is integral to our ability to
11 live here in the valley, so I wish you a lot of luck in
12 the projects.

13 I know that we can be multimodal if it
14 feels good. I know we can do that. And I just think --
15 You may become humble, but they're grandiose. They cost
16 a lot. Well, guess what? Providing the facts to elevate
17 the trains would help get us off into these corridors

MAG

18 when we already own the land --

19 MR. ELKINS: I'm sorry for interrupting,
20 but your three minutes are up.

21 MS. BARKER: And thank you, sir. I just
22 want to conclude.

23 If we want something different, then you
24 know you need to do something different. So let's do
25 multimodal, and let's do it right and fast.

53

1 Thank you.

2 MR. ELKINS: Thank you, Ms. Barker.

3 All right. Our next speaker will be
4 Paul Hursh.

5 MR. HURSH: Good afternoon. My name is
6 Paul Hursh. I reside at 2551 South Salida del Sol in
7 Mesa, Arizona.

8 Although I'm on the Mesa Transportation
9 Advisory Board, I'm not representing them, just myself.

10 First of all, I'm a big supporter of the
11 light rail transit project. I actually worked in light
12 rail for several years back east. One thing I thought
13 that maybe was a missed opportunity but could still be
14 taken advantage of is the fact that the valley is
15 crisscrossed already with rail transportation corridors.
16 And instead of always looking to interrupt the street
17 traffic, perhaps you could look more at some of those
18 corridors and alternative ways to get to where you need

MAG

19 to go.

20 Just one example would be in the somewhat
21 distant future. You have an extension of that downtown
22 corridor on Washington and Jefferson to the west. I'd
23 recommend that as you proceed west when you get to
24 19th Avenue, follow the rail line there south until you
25 come to the railway to get across I-10 and going west.

54

1 There's also corridors out by Grand Avenue
2 along the existing rail, so it's just a way to minimize
3 the utility and construction. I do work for SRP, so I'm
4 aware of that. And in real estate acquisition, try to
5 make use of the existing railway corridors.

6 Thank you.

7 MR. ELKINS: Thank you very much,
8 Mr. Hursh.

9 Our next speaker is David Carey.

10 MR. CAREY: Thank you, Mr. Chairman and
11 members, for giving me this opportunity today.

12 My name is David Carey. I reside in Tempe,
13 Arizona.

14 I would like to express my concern
15 regarding Valley Metro/RPTA to the fact that there are
16 pedestrian busses that give million-dollar contracts to
17 companies to provide the busses. And in some instances,
18 the input we were given was not really taking people with
19 disabilities into account and as a result have violated.

MAG

20 when they purchased the busses, some of the ramps were
21 too narrow, and then it also creates a hazard to people
22 that are trying to exit or enter the bus.

23 So as a result, I would hope that in the
24 future a group of people would be consulted first before
25 any more busses are purchased.

55

1 Thank you.

2 MR. ELKINS: Thank you very much,
3 Mr. Carey. We appreciate you taking the time and effort
4 to make your views known.

5 The last card I have for a request is from
6 Chuck Ullman.

7 Chuck?

8 MR. ULLMAN: Mr. Chairman and members of
9 the panel, my name is Chuck Ullman; and I represent
10 Sun City West.

11 I have three points. Item 1, question: If
12 and when will there be public transportation in
13 Sun City West, a 30,000 community?

14 Item 2, as some of you travel Grand and
15 Bell Road under the present conditions, the development
16 of the west Valley, what plans are proposed to relieve
17 and handle the potential increased traffic in the near
18 future and not 15 and 25 years from now?

19 Item 3, Prop 400 made a number of
20 commitments to both Sun City and Sun City west

MAG

21 communities. To date, I don't think we have seen any.

22 Thank you.

23 MR. ELKINS: Thank you very much,

24 Mr. Ullman.

25 Prior to my turning the meeting over to

56

1 Mr. Lane, I want to thank you all very much for coming
2 and providing us with your input. Thank you ADOT,
3 Valley Metro, METRO, and the City of Phoenix Public
4 Transit Department for joining us.

5 For those of you who provided input today,
6 your comments will be included in the official record and
7 made part of our decision-making process.

8 Thank you again, and we hope to see you at
9 the next hearing.

10 Joe it's now turned over to you.

11 MR. LANE: Thank you very much, Cliff.

12 ROC, do you want to adjourn your CTOC

13 meeting?

14 MR. ARNETT: The CTOC meeting is adjourned.

15 MR. LANE: Thank you.

16 Does the State Transportation Board have a

17 motion?

18 Those in favor, vote aye.

19 STATE TRANSPORTATION BOARD: Aye.

20 MR. LANE: So we're adjourned.

21 MR. ELKINS: Again, thank you very much and

MAG

22 happy motoring and transit traveling.

23 (The proceedings concluded at 1:13 p.m.)

24

25

57

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

3

4

5

6

7 I HEREBY CERTIFY that the foregoing was
8 taken before me, LORENA K. WAGNER; that all proceedings
9 had upon the taking of said hearing were recorded and
10 taken down by me on a stenograph machine as a backup and
11 thereafter reduced to writing by me; and that the
12 foregoing 56 pages contain a full, true, and correct
13 transcript of said record, all done to the best of my
14 skill and ability.

15

16 WITNESS my hand this 16th day of March,
17 2007.

18

19

20

21

22

LORENA K. WAGNER
Court Reporter

MAG

23

24

25

**IV. APPENDIX A.
PUBLICITY MATERIAL**

Transportation Public Hearing

Friday, March 9, 2007, 12:00 p.m.
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the State Transportation Board, Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee (CTOC), Valley Metro/Regional Public Transportation Authority, Valley Metro Rail (METRO) and the City of Phoenix Public Transit Department will conduct a public hearing on the Draft Fiscal Year 2008-2012 MAG Transportation Improvement Program (Listing of Projects); Draft 2007 Update of the Regional Transportation Plan; Tentative FY 2008-2012 MAG Regional Transportation Plan Freeway Program; and Regional Freeway System Program.

An informational open house will begin at 11:00 a.m., prior to the hearing. Agency staff will be available to answer questions and respond to comments made by those who attend.

The draft documents are available for review at the MAG offices, third floor library, from 8:30 a.m. to 5:30 p.m., Monday through Friday. All comments and questions received during the open house and public hearing will be included in the FY 2007 MAG Mid-Phase Input Opportunity Report.

For more information or to arrange disability accommodation, contact Jason Stephens at (602) 452-5004 or via e-mail at jstephens@mag.maricopa.gov.

Please Join Us!

You are invited to a transportation public hearing being held by the *Maricopa Association of Governments* in cooperation with the agencies shown below. Representatives from these agencies will be present to receive input from Valley residents on the short range five-year transportation program and 20-year Regional Transportation Plan Update.

Your participation is greatly appreciated.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking validation is available and bus tickets will be provided to those who use transit to attend the meeting. To provide input via email, send your comments to jstephens@mag.maricopa.gov.



Joint Transportation Open House and Public Hearing

**Friday, March 9, 2007
Open House: 11:00 a.m.
Public Hearing: Noon**

MAG Office, Suite 200—Saguaro Room
302 North 1st Avenue, Phoenix



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MAG Office, Suite 200—Saguaro Room
302 North 1st Avenue, Phoenix



**MARICOPA
ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!



**MARICOPA
ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

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**MARICOPA
ASSOCIATION of
GOVERNMENTS**
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

You're invited!

ON THE MOVE
PARTNERS IN PROGRESS

Joint Transportation Open House and Public Hearing

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MAG Office, Suite 200—Saguaro Room
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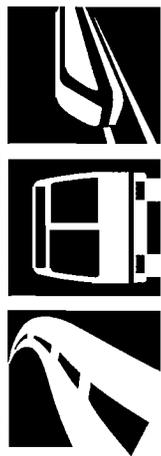
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City of Phoenix
PUBLIC TRANSIT DEPARTMENT

ON THE MOVE



PARTNERS IN PROGRESS

Casa Abierta y Audiencia Pública Sobre Transporte

Viernes, 9 de marzo, 2007

Casa Abierta: 11:00 a.m.

Audiencia Pública: Mediodía

Oficina MAG, Suite 200, Salón Saguario
302 N. 1st. Avenue, Phoenix

¡Por Favor Acompañenos!

Los invitamos a una casa abierta y audiencia pública organizadas por la Asociación de Gobiernos Maricopa (MAG) en colaboración con el Departamento de Transporte de Arizona, Valley Metro, METRO y la Ciudad de Phoenix. Representantes de estas agencias estarán presentes para recibir comentarios de residentes del Valle sobre el programa de transporte a corto plazo de cinco años y la Actualización del Plan Regional de Transporte de 20 años.

Su participación es sumamente apreciada.

Para más información o para solicitar acomodación especial debido a discapacidades, favor de llamar a Carlos Jurado, especialista en relaciones comunitarias, al 602-254-6300. Los boletos de estacionamiento en el sótano serán sellados gratis y se darán boletos para los que asistan a la reunión usando transporte público. Sugerencias o comentarios pueden ser enviados por correo electrónico a jstephens@mag.maricopa.gov.



City of Phoenix
PUBLIC TRANSIT DEPARTMENT

ON THE MOVE



PARTNERS IN PROGRESS

Joint Transportation Open House and Public Hearing

Friday, March 9, 2007

Open House: 11:00 a.m.

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MAG Office, Suite 200—Saguaro Room
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For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at 602-452-5004. Parking validation is available and bus tickets will be provided to those who use transit to attend the meeting. To provide input via email, send your comments to jstephens@mag.maricopa.gov



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

Jason Stephens

From: TMCMRyan@aol.com
Sent: Thursday, November 23, 2006 1:22 PM
To: dteam10@yahoo.com; MAG General Mailbox; Eric Anderson; MARGEO928@aol.com; eneville@dot.state.az.us; Jason Stephens; Dennis Smith; Kelly Taft
Cc: bobmcknight@cox.net; WBeyer5312@aol.com; mwwilson@mail.maricopa.gov; jhrtp@msn.com; burges@myexcel.com; senator_mccain@mccain.senate.gov; Mary.Peters@ost.dot.gov; kkang@dot.state.az.us; bob.robb@arizonarepublic.com; jon.talton@arizonarepublic.com; ken.western@arizonarepublic.com; gcunningham@az.gov; bhayden@dot.state.az.us; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; pora@suncitywest.org; ron.fisher@fta.dot.gov; jack@westmarc.org
Subject: Proposal for a Better Maricopa County Transportation System

DD, and both members and executives of the Maricopa Association of Governments:

Some parties to the County's transportation and airport parking lot (cash cow) racket apparently have no interest in an alternate program for the improvement of the County's and the State's future welfare. Yesterday, I was told to request a place on the January agendas of our designated transportation planner, the MAG, by contacting an employee of VMRI! Since when is the VMRI organization the control point of the City Managers' and City Mayors' meetings? The person to whom I spoke, yesterday, is John Ferry (602-744-5550). He tried to give me the party line that "the voters overwhelming voted for the light rail" in March of 2000. My prior written documents apparently were ignored, as was the very-detailed engineered proposal of John Shaw. What to do to get the truth out to the mayors who apparently want a common citizen to make only a three-minute "presentation" that they apparently do not really hear?

Perhaps someone should tell them that federal regulations require an opportunity for a citizen to comment on the expenditure of billions of federal dollars. In my opinion, no association has the authority to override such a mandate. If granted adequate time, I would give the MAG, in person, examples of how the improper and unprofessional use of federal dollars has caused terrible traffic jams not only in downtown Phoenix but also in the suburbs. I have listened to MAG's consultants give at MAG meetings reports, such as one on commuter rail, that are non-sense. So, I now request to be given an hour on each of the three January 2007 agendas of the Management Committee, the VMRI Directors' and the Regional Council. So the general public can attend the meetings, I suggest the well-advertised meetings begin at 7:00 PM and last as long as it takes for all persons present, especially the Mayors, to ask questions and to give all of their criticisms and concurrent suggestions for improvements. (Holding meetings in just a one-hour period, 12 Noon to 1 PM, is most inconvenient for employed residents of the County and allows only a few minutes for the public to speak during a 15-minute "call to the public". Besides, most residents of the County have no idea that the MAG's "call to the public" exists.)

Here are just a few problems that indicate the members of MAG who set the agendas should guarantee my request is carried out:

1. A MAG PowerPoint presentation showed significant reductions in the production of air pollutants by surface vehicles in each of the four 5-year periods of the current 20-year plan. The question "How is that possible?", made by former CTOC Chairman William Beyer and others, was never answered.
2. The marketing of Proposition 2000 in 2000 as a "rapid transit" operation, with stations that were shown NOT in the middle of streets.
3. The marketing of Proposition 400 (with 4X8 signs "Finish the Highways!") in 2005, a badly-flawed plan that significantly under-funds the County's obvious highway needs between 2006 and 2025.
4. The plans for and construction of major Interstate intersections ramp active lanes and brake-down lanes in AZ vs. in NC and NJ.
5. The plans for major intersections at Loop 303/US 60, the location where SMF will meet I-10 (at 55th Avenue rather than at Loop 101), and future major interchanges farther west on I-10. Those intersections will serve at least another two million residents who will be living west of the north-south line of 83rd Avenue/Loop 101, especially around Lake

Pleasant, in Avondale and Goodyear and at all points (not all in Maricopa County) west of the White Tank Mountains. Close to three-quarters of a million will be living in Buckeye alone! Already, land developers have signed up to build 120,000 new homes west of the White Tank Mountains, not counting those that Mr. Jerry Colangelo plans for his property near Wickenburg.

6. There is no reasonable plan to pull traffic out of the existing traffic jams and to prevent further production of such jams during the rest of the current 20-year planning period.

7. The need for policies to create faster, lower-cost and - above all - more convenient passenger and cargo transportation. That is the opposite policy to the current policy to use heavy, slow, costly light rail vehicles with stations in the middle of the streets. An apparent scheduling policy is to reroute fixed bus route current traffic to light rail schedules by truncating today's bus routes and forcing today's through bus traffic to wait for connections in both directions of a passenger's trip on the light rail station platforms in the middle-of-the-street, one way, and on bus stop sidewalks in the opposite direction. Just look at the mix of traffic forecast to board the light rail services at the 19th Avenue and Bethany Home station. Today's bus travelers' trips are made longer, more costly and obviously less convenient.

8. Maricopa faces the same import/export transportation cost and site convenience problems as do the states, provinces and nations around the world that are not at or close to an ocean or a navigable body of water that leads to the sea. That problem will be aggravated by the nature of our existing links to Long Beach, California, for example, and future shortages of hydrocarbon fuels for highway transportation.

9. I propose use of John Shaw's RapiTran design in RFPs to be sent to manufacturers, such as Honeywell and Schuff Steel, that call for a potential answer to the Maricopa County's economic problems.

In closing, I urge the MAG and VMRI managements to place on next January's agendas the subject of RapiTran and how John Shaw's system would make Maricopa County a healthier and more prosperous land. An abbreviated presentation should take 60 minutes of the Mayors' and City Managers' time..

J. B. Ryan
Sun City West
(623) 584-3300

Jason Stephens

From: TMCMRyan@aol.com
Sent: Wednesday, November 29, 2006 8:54 AM
To: dteam10@yahoo.com; Jason Stephens; Dennis Smith; Kelly Taft; CCan2@aol.com; bobmcknight@cox.net
Cc: legend61@cox.net; katie_boyd@kyl.senate.gov; burges@myexcel.com; mwwilson@mail.maricopa.gov; phil.gordon@phoenix.gov; Mary.Peters@ost.dot.gov; senator_mccain@mccain.senate.gov; deb_jacobus@mccain.senate.gov
Subject: Re: Question per Jason's 11-27-06 Ph Call

Regarding the federal requirement for the designated transportation planner of this region, the MAG, being "responsive", at no time has a member of the MAG Regional Council or the MAG Management Committee asked me a question about what for years I have been recommending, nor has anyone of those two groups put any of the subjects on one of their agendas.

Examples of what I have been talking about are (a) the replacement of the relatively dangerous, relatively-slow, inconvenient and relatively-costly light rail services with efficient rapid-transit services proposed by the late Engineer John Shaw, and (b) making a high-speed interchange where now the plan is to have a traffic light for all 4 left-turning traffic flows 25 feet under Grand Avenue and perhaps 50 feet below Loop 303. The MCDOT and ADOT engineers who told me, in effect, that is "what the computer says" are blind to the fact that they built "what the computer called for" where Loop 101 and I-17 intersect in North Phoenix. That ridiculously under-built interchange caused inbound and outbound traffic jams shortly after it was completed. Re-striping one-lane ramps into two-lane ramps and widening Loop 101 westbound just west of that interchange did not prevent continued traffic congestion in the Year 2005. On two recent afternoons, traffic came to a complete halt IN THE LEFT, HIGH-SPEED LANE that this writer's car was in. That infrastructure does not produce economic, safe and or convenient transportation.

What will the production of air and highway-runoff pollutants be at those two under-built intersections be when the forecast additional millions of Maricopa County residents, their visitors and their suppliers are using those under-built interchanges? What do "the computers say" ?

Unless the executives of the two MAG groups will give me an adequate amount of time (a) to inform them of ways they will create major problems spending federal funds, and (b) to outline better ways to spend those resources, I will not drive for two hours to and from their meeting room and watch a bunch of their unanimous votes in order to be given three minutes of their time during a 15-minute "call to the public".

Joe Ryan
Sun City West

Jason Stephens

From: TMCMRyan@aol.com
Sent: Thursday, November 30, 2006 4:07 PM
To: TMCMRyan@aol.com
Subject: METRO Planners Lower Area Economic Potentials

MAG METRO Planners Lower Area Economic Potentials – Opinion of Joseph B. Ryan at SCW, 11/30/06

Two front-page articles of “The Arizona Republic” (Thursday, November 30, 2006) provide indications of the direction in which the economy of metropolitan Phoenix is headed. On the front page, the picture of jammed vehicular traffic, beyond the light rail transit (LRT) tracks, tells more than meets the eye. The use of LRT, whether the LRT stations will be placed inside or outside of the I-10’s lanes, not only will cause additional traffic jams on the feeder routes that lead to and from I-10 but also will inconvenience hundreds of thousands of persons who use West Valley highways and streets.

The traffic jam, as pictured on the first front page, is one cause of County’s transportation problems. Traffic jams create both the wasted time of travelers whose trips and travel costs are increased but also the additional illness-causing production of air pollutants. The designated transportation planner for our region and the expenditure of federal funds is the Maricopa Association of Governments (MAG). The MAG is responsible for the design and construction of the infrastructures connecting 75 MPH highways with one-lane 40 MPH ramps. For example, immediately after the under-built interchange that connects Loop 101 and I-17 was completed, traffic jams developed both before and beyond that infrastructure.

On Page 1 of the Business Section, Columnist Jon Talton reports on the loss of corporate headquarters to other states. There are a few key factors that affect the relocation decision-making of corporate executives. The quality of local schools and health care providers is extremely important. No less important is the time spent traveling to and from home, work, the airport, and locations where specialty services, such as bicycle repair shops and symphony orchestras, are located. Transportation of both people and goods between all those locations must be convenient and efficient in terms of time and money.

The planned truncating of existing bus routes at stations along the planned Valley Metro Rail (METRO) routes contributes to the inflated forecast ridership of the LRT vehicles. What will be the effect of truncating existing bus routes that link suburbs and downtown areas? It’s bad news, not mentioned in LRT marketing programs. The travel time spent by affected travelers between their homes and places of work (or shopping or watching a sports event, or any other activity) will be substantially increased. Passengers who presently use affected bus schedules will spend additional time in each direction: in one direction, standing at a LRT station platform in the middle of a street, waiting for a connecting streetcar; in the opposite direction, standing at a bus stop on the side of a street, waiting for a connecting bus.

In the late 1990s, at the “open houses” in public libraries of 4 cities, where LRT was being sold to area voters, the proponents’ pitch was for “rapid transit”, words that were spread around – even literally printed on the March 14, 2000 special election ballots! One of Valley Metro’s marketing posters carried the data that rapid transit light rail vehicles could travel at 65 MPH. At that time, manufacturers of LRT vehicles published 55 MPH as their design speeds. There were photographs of LRT stations that are not in the middle of the streets. METRO’s tracks and stations are in the middle of the streets. The overall speeds of METRO’s schedule are lower than the speeds of the traffic on their LRT routes. The design speeds of cars, light trucks (the federal category that includes SUVs, vans and mini-vans) and most other highway vehicles, such as busses, are substantially higher than 55 MPH. Furthermore, “through” passengers on all LRT schedules endure a speed of 0 (zero) MPH while the LRT vehicle in which they are sitting (or standing) is stopped at an intermediate station.

The MAG plans to modify the existing traffic light cycling systems to give all LRT trips green lights at all of their street crossings. So, the planned PRIORITY to be given a tiny fraction of one percent of area’s travelers will be to slow the trips of millions who drive on Phoenix, Mesa and Tempe streets. Valley Metro’s LRT vehicles are costly, relatively-dangerous, heavy and inefficient consumers of electricity, generated by burning fossil fuels. Obviously, the LRT program also will produce more air pollutants.

All of the LRT infrastructure is at grade level. Heavy LRT vehicles cannot be quickly stopped or swerved to the right or left by an operator. So, as experienced in comparable situations, the LRT system will cause additional deaths, injuries,

material damage and the lost value of increased travel time of both directly-affected and indirectly-affected travelers. Proponents of LRT have sold to area taxpayers a costly loser.

Jason Stephens

From: TMCMRyan@aol.com
Sent: Friday, January 05, 2007 2:07 AM
To: sean.holstege@arizonarepublic.com; opinions@arizonarepublic.com;
doug.maceachern@arizonarepublic.com; bob.robb@arizonarepublic.com;
Mary.Peters@ost.dot.gov; gcunningham@az.gov; eneville@dot.state.az.us;
mwwilson@mail.maricopa.gov; jhrtp@msn.com; burges@myexcel.com; hotline@oig.dot.gov;
tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; khildebrand@auditorgen.state.az.us;
jburges@azleg.gov; leslie.rogers@fta.dot.gov; Jason Stephens;
senator_mccain@mccain.senate.gov; phil.gordon@phoenix.gov; Dennis Smith
Cc: katie_boyd@kyl.senate.gov; rarnett@evp-az.org; deb_jacobus@mccain.senate.gov;
ed.pastor@mail.house.gov; Robert.Hollis@fhwa.dot.gov; Keeganjc@aol.com;
david.krietor@phoenix.gov; mayorhawker@cityofmesa.org; Randall.Overmyer@surpriseaz.com;
peccouncil.support@gsa.gov; JohnS@Peoria.AZ.com; pora@suncitywest.org; Kelly Taft;
amity@westmarc.org; jack@westmarc.org
Subject: Light rail will do more than slow Valley traffic

To the Editors (with copies to concerned parties):

Reporter Sean Holstege produced the first balanced story that The Arizona Republic has printed (January 4, 2007) about the County's planned light rail operations. He wrote about the fact that "light rail will slow Valley traffic". That's a great beginning!

Other effects of the ill-planned and fraudulently marketed transportation system include lowering the quality of transportation now provided bus riders, increasing the cost of their trips and increasing the production of air pollutants and added safety hazards.

Hundreds of travelers, who now enjoy a complete trip on a bus, will spend more time en route waiting for connections between bus and streetcar sectors of their future trips. To insure higher ridership on the new streetcars, the region's designated transportation planner, the Maricopa Association of Governments (MAG), will permit existing bus routes to be truncated at streetcar stations. The schedule changes will force riders on affected routes to wait on streetcar platforms in the middle of streets and bus platforms on the side of streets for connections to complete their trips. Because of the high costs of providing the streetcar system, their trips will cost more both in terms of the added connecting times, the lack of express streetcar services and the higher subsidies to be paid by local, county and federal taxpayers.

Tens of thousands of drivers who, today, make left turns off the planned streetcar routes will have their trips lengthened. To reach their destinations, they will have to drive to a point, up to a mile farther down the road, before they will make a U-Turn and return to the point where they now turn left. This is because the vast majority of points where left turns are made into streets, alleys, parking lots and entrances to drive-through pick-up windows will not be accessible. Today's routes will be blocked either by the light rail infrastructure or by a "no left turn" sign. The effect of all this will be to increase the consumption of hydrocarbon fuels, creating more carbon-monoxide, carbon-dioxide, ozone and many tiny particulates from greater wear of tires and brakes. That extra driving will be costly to travelers both in terms of added time and added driving costs.

The costs of added pedestrian and vehicular accidents along the route of the heavy, slow-to-stop streetcars, with its stations in the middle of the streets, cannot be measured just in terms of money.

Little has been done to make the system safe. Absent from the Valley Metro plan are expected safety features such as a second exit from each station for the handicapped and tie-downs to secure each wheelchair inside the streetcars.

Joseph B. Ryan
13311 Paintbrush Drive, Sun City West, AZ 85375 - Telephone (623) 584-3300

January 5, 2007

Jason Stephens

From: TMCMRyan@aol.com
Sent: Thursday, January 11, 2007 8:38 PM
To: TMCMRyan@aol.com
Cc: senator_mccain@mccain.senate.gov
Subject: How to Make Friends and Deter Potential Terrorists

An open letter to President Bush –

Dear Mr. President:

I have the honor of renewing to you assurances of my highest consideration. This is in reply to your request for strategies that have a greater likelihood for success in “the war against terrorism”. First of all, one must recognize a key factor in our failures of the past.

It appears you may not be aware of strong feelings among peoples around the world toward the American government. They think American leaders are “two faced”. They heard propaganda that the State the Israel is the only democracy in the Middle East and know the fact that all of the clans in Israel do not have the freedoms enjoyed by citizens of the USA. They saw, for 30 days, the Israeli Defense Forces (IDF) dropping American anti-personnel munitions on thousands of Lebanese civilians. They see American military and “other security” personnel, both in and out of their uniforms, at literally hundreds of locations around the world. They know the American military power is greater than that of all other nations, combined! On worldwide TV, today, your Secretary of Defense Gates stated his intention to ask for over 90,000 more American soldiers.

Mr. President, now is not the time for more propaganda and theatrics. Almost three years after a young Marine corporal was killed in Iraq, and just hours after you presented your so-called new strategy to win the war on terrorism, you made a very-emotional, televised presentation of the Medal of Honor to his parents. That was a very sad use of tears.

Peoples all over the world heard you, Mr. President, say our systems of government, including our legal system, are the best and should replace the systems of Middle East nations. They know your administration has flouted our system of justice in every case of extraordinary rendition and in interrogation actions of military and contract personnel at off-shore “detention centers”, for example at the facility at the Gitmo Bay naval base.

A Hope Program has been proposed to improve the dismal image of America where it is needed the most, where hundreds of millions of poor people need medical care and jobs. Those programs are not “reconstruction projects”. Hope Projects should be implemented by experts in the technical functions of manufacturing and service jobs that should be created in local share companies. Where impartial police are needed to make possible the creation of those new added-value industries, the trainers must be policemen and police supervisors who speak the local languages. The trainers of police should not be soldiers and contract soldiers, in and out of uniform, a few of whom speak the local dialects so badly that none of them would ever qualify as teachers in an education institution.

Mr. President, during the past 24 hours, neither you nor Secretary of State Rice has made any mention of a massive reorganization of the U.S. Agency for International Development. Reorganizing the

USAID bureaucracy should be a key element of a better strategy to reduce the risk of terrorist actions against Americans and our interests.

Respectfully submitted, Joseph B. Ryan, Sun City West, Arizona - January 11, 2007

Jason Stephens

From: TMCMRyan@aol.com
Sent: Sunday, February 04, 2007 3:31 PM
To: MAG General Mailbox; Eric Anderson; Dennis Smith; mwwilson@mail.maricopa.gov; jhrtp@msn.com; burges@myexcel.com; MARGEO928@aol.com; rarnett@evp-az.org; eneville@dot.state.az.us; Jason Stephens; mayorhawker@cityofmesa.org; pora@suncitywest.org; jvanover@cox.net; tverscho@azleg.state.az.us
Cc: rblendu@azleg.state.az.us; jennifer.dokes@arizonarepublic.com; doug.maceachern@arizonarepublic.com; bob.robb@arizonarepublic.com; katie_boyd@kyl.senate.gov; gcunningham@az.gov; deb_jacobus@mccain.senate.gov; mary.peters@ost.dot.gov; hotline@oig.dot.gov; ed.zuercher@phoenix.gov; frank.fairbanks@phoenix.gov; phil.gordon@phoenix.gov; david.krietor@phoenix.gov; tax.wienke@epa.gov; Robert.Hollis@fhwa.dot.gov; senator_mccain@mccain.senate.gov; rpullen8@cox.net; jack@westmarc.org
Subject: Planning better future transportation systems for Arizona

Members of CTOC and MAG, fellow travelers and taxpayers:

There are several happenings that will increase the time and the cost it takes drivers to travel into, around, through and out of Maricopa County. One is inevitable - the increase in volumes of passenger and freight traffic that will travel the highways and under-built intersections of this County. Note that roughly half of the State's economy is in our County. The forecast millions of additional passengers and tons of freight, most certainly coming to Arizona, will make traffic congestion and air quality worse while slowing travel speeds, increasing travel times and increasing the consumption of hydrocarbon fuels, none of which are produced in Arizona.

Another factor that will slow traffic, increase miles driven (where current left-turns will be prohibited), and nullify some of the benefits of the planned intelligent transportation (traffic light synchronization) systems (ITSs) will be additional grade-level crossings of light rail and commuter rail vehicles. Rail vehicles' operation control systems are being planned to override the street ITS systems along the rail right-of-ways to give all moving rail vehicles preferential green lights before they reach all grade-level crossings. Since the streetcars will be moving at random in both directions of routes that have both north-south and east-west sectors, all planned non-stop flows of street traffic, created by the ITS, will be slowed and stopped - at great costs!

The population of Maricopa County is forecast to double during this 20-year planning period, 2006 to 2025. Another factor that has and will continual to have a detrimental effect on transportation in Maricopa County, including international travel via Sky Harbor International Airport, is the strategy to widen, and thereby increase the theoretical capacity of the highways that lead to and from the under-built interchanges. During peak periods, because the interchange ramps are both too narrow and have too short a radius, dropping attainable highway speeds from 75 MPH to between 40 and 35 MPH, traffic backs up on both the inbound and the outbound sides of those interchanges. To handle even current traffic volumes, not to mention what will come, some of those one-lane ramps, that have no full-size break-down lane, should have been built as three-lane ramps with a break-down lane in both sides. Today, bumper-to-bumper traffic, in portions of the fast lanes of Interstates 10 and 17, Loop 101, US 60 and other highways, comes to a complete halt. When traffic in the fast lane approaching and/or leaving an under-built intersection comes to a dead stop, the capacity of that lane literally is zero vehicles per hour. So, why put precious resources into widening those highways leading to under-built interchanges?

A preferable strategy to pull traffic out of those traffic jams and attain several objectives would be to create and

implement a new method of transportation. A few objectives are to reduce America's reliance on foreign fuel, reduce air pollution, to reduce the cost of passenger and cargo transportation and to provide faster and more convenient ways to travel. The automobile and the airplane were proven in Detroit and Kitty Hawk by the Fords and the Wright brothers. Why not find some venture capital group that would, together with cooperating AZ governments, at state, county and local levels, would adopt the inventions of the late John Shaw to accomplish some or all of the above-mentioned objectives? It appears to this financially-oriented transportation planner that the proposed system would earn profits for the share-holders of the proposed RapiTran Share Companies. Keep in mind the saying, "Nothing ventured; nothing gained".

A program to develop and put into service a new, wide-bodied, light-weight, high-speed vehicle on an elevated infrastructure is an important subject. I ask all members of both the Citizens' Transportation OVERSIGHT Committee (CTOC) and our region's designated transportation planner, the Maricopa Association of Governments (MAG), to discuss and act upon it during well-advertised open meetings that might last from 7PM to Midnight, several days in a row.

/s/ Joe Ryan

Joseph B. Ryan, Sun City West

Telephone (623) 584-3300 - February 4, 2007

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Tuesday, October 31, 2006 4:46 PM
To: jcavanaugh@goodyearaz.gov; Dennis Smith; Kelly Taft; Jason Stephens; bobmcknight@cox.net; TCMRyan@aol.com
Subject: Follow Up: To: MAG Chairman & MAG Director

Dear Mayor Cavanaugh:

Thank you for confirming that the citizen process will be reviewed for a more a more citizen friendly and open local and federal supported process.

In your conversation with MAG Director Dennis Smith at last Wednesday's Regional Council meeting, Mayor Cavanaugh, it is understood that the MAG Regional Council will place upon it's next agenda for discussion and possible action a written public, publicized policy covering public meeting including as follows

- (1) Citizen access placing an item on MAG agenda.
- (2) Allowance of more speaking time when necessary.
- (3) The knowledge of where MAG does/will publicize the citizen's specific input and placing written or verbal comments of other citizens upon MAG public record ?

Thank you for your time and attention. It would be good to know the proactive response of MAG after your direction of such, Mayor. MAG simply responded after I initiated a call regarding this matter that they didn't know when anything may be done. Also, I am including with this email a copy to Mr. McKnight and William Crowley, citizens who have received in the past ,a letter on October 24th 2003 from Director Smith thanking us for our ides to improve public involvement while copying Mr. Ryan who is obviously concerned, too.

Sincerely,
Dianne Barker
3219 E. Camelback Rd., #322
Phoenix, AZ 85018
(602) 999-4448

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Monday, November 06, 2006 9:54 AM
To: jcavanaugh@goodyearaz.gov; Dennis Smith; Kelly Taft; Jason Stephens; frank.fairbanks@phoenix.gov; bobmcknight@cox.net; TMCMRyan@aol.com
Subject: Second Week - Citizen Follow Up

Dear MAG,

Your help is appreciated before MAG Manager's meeting this Wednesday noon. What is the progress of the determined citizen involvement at last Regional Council meeting please (below **) ?

Sincerely,

Dianne Barker
US Citizen
(602) 999-4448
dteam10@yahoo.com

c: Frank Fairbanks, Bob Mcknight, Joe Ryan

**

> Dear Mayor Cavanaugh:
>
> Thank you for confirming that the citizen process will be reviewed for
> a more a more citizen friendly and open local and federal supported
> process.
>
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> Wednesday's Regional Council meeting, Mayor Cavanaugh, it is
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>
> (2) Allowance of more speaking time when necessary.
>
> (3) The knowledge of where MAG does/will publicize the citizen's
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> Smith thanking us for our ides to improve public
> involvement while copying Mr. Ryan who is obviously
> concerned, too.
>
> Sincerely,
> Dianne Barker
> 3219 E. Camelback Rd., #322
> Phoenix, AZ 85018

> (602) 999-4448
>

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Tuesday, November 07, 2006 2:13 PM
To: Kelly Taft; Jason Stephens
Subject: MAG Public Process & Your Report: Siemens Electrical Anomalies

Dear Joe et al,

Will ask MAG to enter your concerns when I attend their meetings, particularly since it appears that Siemens has been given the contract to operate our local light rail in the MAG Region. Your report as follows:

Houston's light rail problems-

- > Subject: After 4 Months of TXPIA Requests METRO Caught Up Letter To
- > Siemens About Electrical Anomalies Detected at Buffalo and Braes
- > Bayou Bridges

Regards,
DD

PS. It appears that Siemens has the major baggage security contracts in most US major airports and it will be supplying the Phoenix Aviation Department, it's PeopleMover, with vehicles besides and again is to operating our light rail.

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Tuesday, November 14, 2006 3:18 PM
To: Dennis Smith; Kelly Taft; Jason Stephens
Cc: TCMCRyan@aol.com; mary.peters@ost.dot.gov; hotline@oig.dot.gov; terry.goddard@azag.gov
Subject: Agenda Request & MAG Federal Certification

Dear MAG Director Smith & Staff,

Mr. Ryan is traveling and has asked me to forward the contents of this email for MAG's review.

Therefore, being that your 45 day period for public participation re-certification is ongoing and it's directive for a "proactive" process, your response is requested regarding whether Chairman Cavanaugh, MAG Chairman, will place Mr. Ryan's seven (7) points on next Regional Council meeting agenda for discussion and possible adoption as can be while permitting Mr.

Ryan a reasonable excess of three (3) minutes for taking questions and explanation.

Than you for your time and consideration.

Sincerely,

Dianne Barker,
US Citizen, Maricopa County
(602) 999-4448
c: Interested parties

--- TCMCRyan@aol.com wrote:

> From: TCMCRyan@aol.com
> Date: Tue, 14 Nov 2006 15:42:48 EST
> Subject: Re: Requirements : FTA EIS & MAG Public
> Participation Plan
> To: legend61@cox.net, dteam10@yahoo.com
> CC: beckyfenger@cox.net, mary.peters@ost.dot.gov, hotline@oig.dot.gov,
> gcunningham@az.gov
>
> Fellow citizens:
>
> Regarding the federal approvals of the Central Phoenix/East Valley
> Light Rail Transit (LRT) project, I personally have pointed out to the
> CTOC and to the MAG and to the FTA's OIG several significant flaws in
> not only the FEIS but also in the FTA's Record of Decision. Some
> bureaucrat in Washington replied to me with what looked like a form
> letter that said, in effect, that they found no merit in my
> objections. A few of my observations are:
>
> 1. The Director of the 9th Region of the FTA, in his Record of
> Decision, made statements that are false. For example, he wrote that
> travelers between downtown Phoenix and the terminals of Sky Harbor
> International Airport would save a specific number of minutes per
> trip by using the LRT and the airport's people mover. Even if the
> connection points were at 20th Street and both Jefferson (outbound)
> and Washington (inbound), or at 22nd Street and those "stations", or
> at 24th Street and those "stations" - for there were plans at
> different times (including detailed street drawings that I saw and
> pointed out to a S. R. Beard employee had been drawn and dated by a
> Parsons engineer AFTER January 1st of the year following the December
> cut-off of the FEIS), that devious routing could not possibly be

> faster than the direct route of the Valley Metro Red Line between
> downtown Phoenix and the PHX terminals. (Now, the LRT/people mover
> connection point has been moved beyond the airport, with respect to
> downtown, east to where 44th Street crosses Washington and the cost of
> the people mover project has risen to a billion dollars, substantially
> increasing the cost per trip of the Director's passengers between
> downtown Phoenix and the airport terminals!)

>

> 2. Also, I pointed out omissions, from the descriptions of the
> Project, of some very important elements of the LRT infrastructure
> that will force drivers to pass the locations where, today, they make
> left turns off the streetcar-route-to-be and after the construction of
> curbs beside the tracks and additional "no left turn" signs are
> erected, the vast bulk of the drivers who still will not be using the
> LRT operations will have to drive additional mileage and then make
> U-Turns, waiting at zero MPH for extra-long traffic light cycle
> times, before returning to where they would have made left turns.
> There goes more fuel and more pollutants caused by the Project.

>

> 3. Also, I pointed out that some of the "saved"
> vehicle miles driven,
> traffic shown on the streetcars, were not "new transit miles taken out
> of cars" but were today's bus riders who will be forced onto the
> streetcars, with mid-trip waits for connections between buss schedules
> and trolley schedules in both directions of each commute. Why?
> Because some of today's bus routes are to be truncated at the LRT
> stations, making public transit trips longer and more costly to the
> passengers in terms of wasting their
> time. If convenience is
> a factor in selecting a mode of travel, and I believe it is, the
> plans of VMRI and Valley Metro will make using private vehicles more
> attractive and move some of today's bus passengers back into cars and
> car pools.

>

> 4. Also, I pointed out that in one forecast mix of traffic, I saw
> significant errors in a data input document, for use in some federal
> model that converts a grand total of vehicle miles driven
> (VMD) first into VMD by type of
> vehicle and then, using average fuel consumption data, calculates the
> forecast production of air pollutants and highway run-off pollutants
> (if the EPA should forecast the latter). The Exhibit used in an air
> quality study showed too small portions of the traffic mix to be
> forecast for vehicles that use per VMD the highest amount of
> hydrocarbon fuels: gasoline, diesel and natural gasses.
> The official document, that carried no one's signature, said the mix
> would
> be:

- > * Cars = 75 %
- > * Light Trucks (including pick-up trucks that have been gaining
weight, vans, mini-vans, all SUVs and, I believe, all Cadillacs
weighing more than 6,000
pounds!) = 20 %
- > * Other (including RV's, 5th wheeler rigs, city busses, OTR busses,
school busses, a few private busses, trucks, tractors, ambulances,
and off-road
vehicles) = 5 %

>

> Anyone who just looks at a Maricopa County parking lot, that contains
> not a single truck, will see the portion of cars among the total
> parked vehicles is between 40 and 60 percent. If you're at a
> Wal-Mart parking lot, the share of cars might drop to 30 to 50
> percent, not counting the RVs that are parked there overnight (on
> Wal-Mart's invitation) !

>

> In short, when you put garbage into a computer program, you get
> garbage out!

>

> 5. Also, I pointed out that the cost of the Central Phoenix/East Valley LRT Project, according to generally-accepted accounting methods, must include the loss of existing assets, worth hundreds of millions of dollars, that are destroyed during the construction of the LRT infrastructure. I refer to the value of three street lanes along the entire LRT route that should, today, be on the cities' balance sheets. If an elevated system with a weathered steel infrastructure were used, as has been looked at for one hundred years in Brooklyn, Queens and the Bronx, the value of the valuable streets, that still would be used by traffic, would not go to ZERO, an instant cost, and the cost of the weathered steel structure could be amortized over at least 40 years.

> 6. The City of Phoenix has gone to great expense to develop an Intelligent Traffic Control System (ITS). What it does is coordinates all of the traffic lights so that traffic flowing in any direction will not have to stop for a red light. I believe that can be accomplished where the streets are laid out in a grid with major street crossings one mile apart, which is what this street lay-out appears to be. My math indicates that if the lights' cycle time is 90 seconds and the traffic flows at 45 MPH, you have uninterrupted north-south and east-west flows in both directions.

> Now comes the plan for the Light Rail services. Keep in mind the streetcars will be traveling in all four directions at various points along their route. The plan is to schedule every stop at 27 stations to last for 20 seconds. So that the streetcars will never have to slow for a yellow light, or stop for a red light, I heard that the consultants have worked out a system that will always anticipate when a streetcar will be leaving a station - that is 20 seconds after it arrives at a station. And their traffic light control program will always give the streetcars, operating in both directions, priority over all of the traffic to, from, within and through this area - both private and commercial traffic traveling on millions of itineraries from millions of true origins to millions of true destinations. Their plan is to give the streetcars, carrying a tiny portion of the overall traffic, priority - stopping all cross traffic before the streetcars arrive at crossings, literally blocking off a few of the existing cross streets, and literally eliminating the existing left-turn lane in the middle of the route, all of which actions will cause the general public's travel speed to be reduced, their driving times to be increased (and the consultants evidently put no value on the added time of people spent "on the road"), their travel costs to go up, and the production of air pollutants to go up!

> 7. I think that covers reasons why almost all of the trolley tracks that, between the late 1800s and the early 1900s, were laid on the major downtown streets of my original hometown, Philadelphia, have been paved over since WW II.

> I remember situations where the trolleys resembled elephants at the circus, nose to tail to nose to tail to nose to tail when there was an accident or when the lead vehicle was picking up all the traffic that was waiting for that delayed trip and the following trolleys were almost empty. That's when I learned how to schedule local, skip-stop and non-stop services where vehicles and airplanes can pass each other on the same route. (Valley Metro schedulers might try that technique on the Red Line to and from Sky Harbor.)

> Those observations should indicate to future Committees of the legislature and to the incoming appointees in Washington that the current Republican executives in some key offices have been blind to the facts, approving expenditures for projects that are uneconomic and do not conform to existing laws and regulations to the detriment of the American public's future welfare. But first, surely they will take a hard look at expenditures for the war in Iraq.

> Joe
>

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Tuesday, November 28, 2006 10:59 AM
To: Jason Stephens; Dennis Smith; Kelly Taft; dteam10@yahoo.com; TMCMRyan@aol.com; ccan2@aol.com; bobmcknight@cox.net
Subject: Question per Jason's 11-27-06 Ph Call

Dear MAG,

It is understood from the voicemail message that Jason imparts MAG's policy regarding the federal public process as first step "timeliness" is that MAG responds to the inquirer within a 24 hr. period that MAG will get back to them on their issue.

However, where is the reasonable 2nd step policy that conveys when the work , the communication, of the ANSWER to the citizen will happen ? Why would anyone merely seek just a response MAG will get back and how does this "lack of the elevator going to the top floor" support the the guaranteed public process?

Your 24 hr response is appreciated with details of the timeliness of the answer or maybe you have the answer sua sponte as we have had had previous meetings and discussions on this (below).

Sincerely,
Dianne Barker
Maricopa Citizen
(Address & Ph # on Record)

--- Dianne Barker <dteam10@yahoo.com> wrote:

> This article speaks about policy makers learning from the public.
>
> I have just spoken with MAG about better defining the public process
> with recommendation that MAG (a meeting 1/2 hour ago with Dennis
> Smith & Jason Stephens). Asked them to be expedient and professional
> as they expect of citizens.
>
> TMCMRyan@aol.com wrote:
> 061107 inequities of an RPTA system can be remedied in federal
> courts Transportation Equity in
> Los Angeles: The MTA and Beyond By Environmental
> Defense attorney Robert Garcia
> Posted on: 12/01/1999
> Urban transit systems in most American cities [are] a genuine civil
> rights issue...
> -Martin Luther King, Jr.
> Los Angeles, the most car-conscious city in the country, also has
> the greatest unmet demand for public transportation. People without
> cars and the working poor with limited access to cars are
> disproportionately low-income people of color, low-income women, the
> elderly and the disabled.
> Equitable transportation policies must insure that these communities
> have access to jobs, loved ones, doctors, food stores, churches, parks
> and other basic needs of life that many of us take for granted.
> In 1996, a federal district court recognized the inequities in the
> Los Angeles transit system in a historic civil rights class action
> suit on behalf of 350,000 L.A. bus riders, entitled Labor/Community
> Strategy Center v. Los Angeles County Metropolitan Transportation
> Authority (MTA). Under the terms of a court-ordered Consent Decree,
> the MTA agreed to the largest settlement in civil rights history,
> committing to invest over one billion dollars in bus system
> improvements over the next 10 years. This article describes the case,
> discusses how Environmental Defense is extending that precedent

> through non-litigation forms of advocacy, and suggests specific
> proposals for improving transportation equity for low-income and
> minority communities.

> How the Case Was Won

> The MTA case is a landmark victory, the first time that Title VI of
> the Civil Rights Act of 1964 was successfully used against a major
> transportation agency. Title VI and its regulations prohibit federally
> funded agencies from both "intentional discrimination" and "adverse
> disparate impact discrimination" on the basis of race, ethnicity or
> national origin. The Consent Decree signed by Judge Terry J. Hatter,
> Jr., was won because the plaintiff class provided ample evidence of
> such discrimination, there was a broad spectrum of support for their
> cause, and the settlement provided the most equitable and efficient
> solution to L.A.'s transportation problems.

> The Evidence

> The MTA case documented an extensive history of disparate impact and
> intentional discrimination over the past 30 years. MTA discriminated
> against low-income people of color through vast overspending on its
> rail projects, which disproportionately benefited white communities,
> and through its funding for suburban buses and for MTA's own buses
> which served a primarily white ridership.

> For example, while 94 percent of its ridership are bus riders, MTA
> customarily spends 70 percent of its budget on the six percent of its
> ridership that are rail passengers. Despite increasing demand, MTA
> reduced its peak hour bus fleet from 2200 to 1750 buses in the last
> decade. 1992 data reveal a \$1.17 subsidy per boarding for an MTA bus
> rider. The subsidy for a Metrolink commuter rail rider was 18 times
> higher (\$21.02); for a suburban Blue Line light rail passenger, more
> than nine times higher (\$11.34); and for a Red Line subway passenger,
> two-and-a-half times higher (\$2.92).

> MTA customarily tolerated overcrowding levels of 140 percent of
> capacity on its buses. In contrast, there is no overcrowding of riders
> on Metrolink and MTA-operated rail lines.

> MTA documents show huge disparities in spending for the personal
> security of its riders. While only three cents was spent for the
> security of each bus passenger in fiscal year 1993, 43 times as much
> (\$1.29) was spent for the security of each passenger of Metrolink and
> the MTA Blue Line and 19 times as much (57 cents) for each passenger
> on the MTA Red Line subway.

> Such disparate treatment has devastating social consequences. The
> Report of the Governor's Commission on the Los Angeles Riots, commonly
> known as the McCone Report, found that transportation agencies in Los
> Angeles County "handicapped minority residents in seeking and holding
> jobs, attending schools, shopping, and in fulfilling other needs."
> The "inadequate" and "prohibitively expensive" bus service contributed
> to the isolation that led to the
> 1964 Watts riots and rebellion, the report continued. Thirty years
> later, following the riots and rebellion in Los Angeles in the wake of
> the acquittals in the Rodney King beating, MTA commissioned a new
> study on inner city transit needs that echoed the recommendations of
> the McCone Report. MTA and its predecessors did not comply with the
> recommendations to provide adequate bus service.

>

> The Support

> Even with this overwhelming body of evidence, the MTA settlement
> might not have occurred without the support of an unusually broad
> coalition of civil rights advocates, environmentalists, libertarians,
> grassroots community organizers, and transportation experts from
> across the political spectrum. The NAACP Legal Defense & Educational
> Fund, Inc., served as lead counsel in the case. Environmental Defense
> advised the plaintiffs and the class on transportation, economics and
> equity issues.

> Institutional plaintiffs included the
> Labor/Community Strategy Center, the Bus Riders Union, the Southern
> Christian Leadership Conference and the Korean Immigrant Workers
> Advocates. The settlement was supported by Republican Mayor Richard
> Riordan, the libertarian Reason Foundation, transportation experts

> from UCLA, and free-market economists and efficiency advocates from
> the University of Southern California. It was settled through
> mediation before Donald Bliss, a Republican and former Acting General
> Counsel to the Department of Transportation. Clearly, it would be hard
> to accuse such diverse interests of sharing an ideological or ethnic
> bias in the transportation dispute. Their historic victory highlights
> the need for broad-based coalitions to build healthy communities and
> to advance race relations.

> The Settlement

> The settlement proved to be not only the most equitable solution to
> transportation problems in L.A., but the most efficient and
> environmentally sound. The settlement improved equity and mobility,
> reduced pollution and congestion, improved the bus system and blocked
> the MTA's runaway plans for an exorbitantly expensive and inefficient
> rail system in Los Angeles County. MTA even suspended its rail program
> in the wake of the settlement. Today, the most significant step
> towards a more just and efficient transportation system in Los Angeles
> County lies in MTA's successful implementation of the Consent Decree.

> Recommendations for Greater Transportation Equity

> Even greater transportation progress can be achieved by extending
> the valuable precedent of the MTA case through non-litigation forms of
> advocacy.

> Environmental Defense is doing just that, working with policy makers
> and the United States Department of Transportation to improve
> transportation options for all low-income communities and communities
> of color. We offer the following proposals to realize this goal.

> Improve Equity through Better Transportation Planning. As a result
> of the Consent Decree, MTA's long-range plans, major capital projects,
> and annual budgets now require a section addressing the needs of the
> transit-dependent. Agencies around the nation should follow this model
> and demonstrate compliance with Title VI of the Civil Rights Act.
> Agencies should create the data necessary to analyze the impact of
> transportation policies on low-income people of color. Plans should
> specifically analyze distribution of costs and benefits and the impact
> of various proposals on different communities. The information should
> be publicly available as part of the planning process, allowing
> communities to influence the impact of transportation policies on
> their lives.

> Environmental Defense is currently working in this way with the
> Southern California Association of Governments (SCAG) on their
> regional transportation plan for the next 20 years. The final plan
> explicitly makes transportation equity one of its major goals. The
> plan presents transportation data in terms of performance standards -
> which Environmental Defense pioneered - that communities can
> understand to assess the impact of agency actions on their lives.
> Under SCAG's initial draft plan, the people who live below the poverty
> line - fully 13 percent of the regional population - would have
> received only two percent of the benefits from planned transportation
> investments. The final plan represents a potential improvement with
> its proposed creation of eleven major busways in Southern California
> and the addition of 8,000 shuttles.

> Learn from the People. Policy makers should diversify the planning
> process by including representatives from community-based
> organizations, grassroots groups, environmental groups, civil rights

=== message truncated ===

Do you Yahoo!?
Everyone is raving about the all-new Yahoo! Mail beta.
<http://new.mail.yahoo.com>

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Wednesday, November 29, 2006 1:39 PM
To: Kelly Taft; Jason Stephens; Dennis Smith; TCMRyan@aol.com; CCan2@aol.com; bobmcknight@cox.net
Cc: legend61@cox.net; katie_boyd@kyl.senate.gov; burges@myexcel.com; mwwilson@mail.maricopa.gov; phil.gordon@phoenix.gov; Mary.Peters@ost.dot.gov; senator_mccain@mccain.senate.gov; deb_jacobus@mccain.senate.gov
Subject: MAG's Timely Answer -To Ms. Taft & Interested parties

Dear Ms. Taft:

Simply focusing on my main point of reasonable, timely communication with MAG's full federal public involvement , it is understood from you , Kelly, I am receiving a letter in a couple of days . This letter is regarding my questions brought forward at Nov 8th meeting. (note: theset were same questions asked at MAG Regional Council in October.)

Therefore, would you say that MAG will initially respond to a citizen with 24 hr and will answer the question(s) within 2 months ? Will you give the citizen a progress report typical of best practices during the two (2) month wait period which appears extremely long time to wait?

Sincerely,
Dianne Barker
3219 E. Camelback Rd., #322
Phoenix, AZ 85018
(602) 999-4448
c: interested parties
Enc : Attached MAG correspondence (below)

--- Kelly Taft <ktaft@mag.maricopa.gov> wrote:

> Dear DD~
>
> We sent a letter to you today as a follow up to the meeting that you
> had with Dennis and Jason November 8, 2006, which we hope will answer
> some of your questions as to MAG public involvement procedures. You
> should be receiving the letter within a day or two.
>
> In regard to your question about response times, our practice is to
> respond in a timely manner, in accord with federal requirements.
> Timely is not defined under federal law, but as Jason indicated, every
> attempt is made to get you answers as quickly as possible and we do
> attempt to stay in communication with you to apprise you of progress
> being made.
> Technical questions are forwarded on to the appropriate technical
> staff person, while policy questions are typically sent through our
> management staff. Please note that we have a small, very hardworking
> staff, who work hard to respond to the public as quickly as they can.
>
> One of the reasons that MAG implemented its public records request
> form was to expedite citizen requests for public documents. We
> encourage the use of this form when requesting public records.
> These request forms
> enable us to quickly assess what information is requested and to
> obtain the appropriate record .
>
> Kelly Taft, APR
> Communications Manager
> Maricopa Association of Governments

> (602) 452-5020 (direct)
> (602) 254-6309 (fax)
>
>
> -----Original Message-----
> From: Dianne Barker [mailto:dteam10@yahoo.com]
> Sent: Tuesday, November 28, 2006 10:59 AM
> To: Jason Stephens; Dennis Smith; Kelly Taft;
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Cheap talk?
Check out Yahoo! Messenger's low PC-to-Phone call rates.
<http://voice.yahoo.com>

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Wednesday, November 29, 2006 8:32 PM
To: Kelly Taft; Jason Stephens; Dennis Smith; jcavanaugh@goodyearaz.gov; Valerie Day; TMCMRyan@aol.com; CCan2@aol.com; bobmcknight@cox.net
Cc: legend61@cox.net; katie_boyd@kyl.senate.gov; burges@myexcel.com; mwwilson@mail.maricopa.gov; phil.gordon@phoenix.gov; Mary.Peters@ost.dot.gov; senator_mccain@mccain.senate.gov; deb_jacobus@mccain.senate.gov
Subject: Doesn't sound "pro-active", Kelly

Dear Kelly,

Thank you for responding today. It is now abundantly clear to me that you want me to believe you are proactive when the truth is your response proves that you otherwise.

Simply, the true history of these matters is you only reacted AFTER it was necessary for this citizen to contact Chairman Cavanaugh, well over a week, after he and MAG Director agreed on MAG answering my three questions presented before the October 25th Regional Council meeting which you attended.

Furthermore, the November 8th meeting with Director Dennis Smith, initiated by myself through Jason, came AFTER the MAG Manager's meeting. I was completely taken that I wasn't informed the previous day by yourself for rightful citizen participation in the adoption process of the new federal MAG public for the coming Manager's meeting being it was the prime topic of our discussion on the lengthy 10 minute phone call you made to me on my Verizon cell phone. During the brief meeting, Director Smith sat and asked if staff got back to me. I spoke of my extraordinary efforts for a timely response, yet not receiving word for over two weeks. This was definitely not MAG's 24 hr initial response time.

Finally, I'm sorry your response was late, incomplete and evasive, Kelly and ever more saddened that you'd think that I'm so dumb to believe you,. The truth is it has taken going on two month's til you say I will have a letter. What will the letter say? Will it be proactive and inviting for me to get any necessary clarification, have best practices for follow-up by MAG? Will you happily reach out instead of placing the citizen, often overlooked as a MAG stakeholder being put -off til they decide to retreat or MAG creates a citizen pest?

Finally, MAG is not government, but it receives money from constitutional oath officials in jurisdictions at the local, state and federal levels. It is in the best interest of MAG to do the public process proactively as is lawful, don't your think ?.

Sincerely,
Dianne

RE: MAG's Timely Answer -To Ms. Taft & Interested parties
Date: Wed, 29 Nov 2006 17:35:17 -0700
From: "Kelly Taft" <ktaft@mag.maricopa.gov> Add to Address Book Add Mobile Alert
To: "Dianne Barker" <dteam10@yahoo.com>
CC: "Jason Stephens" <jstephens@mag.maricopa.gov>

Dear DD:

I don't think your summary is an accurate reflection of what has transpired in terms of our responsiveness to your requests and questions. If you recall, I called you personally after you sent an e-mail to Mayor Cavanaugh on October 31st to let you know that we would include information during the December 13th Regional Council meeting about how citizens can request items be put on the agenda. We explained that one of the items on the agenda was the Draft Public Participation Plan, and that it would be an appropriate opportunity for us to provide additional information about MAG public involvement practices. I noted

that the Regional Council was not meeting in November due to the Thanksgiving holiday, and I stated that I wanted to provide you the information over the phone to avoid having you wait that long for an answer to your questions.

I provided you specifically with information as to where you could find the direct link to the Draft Public Participation Plan on the MAG Web site. And although I noted that we would cover the information in December, I verbally answered all of your questions regarding MAG's practices as to how items are placed on the agenda, the allowance of more speaking time, and what happens when written documents are submitted for the MAG record. We did not intend to follow up with you in writing since we felt your questions had been answered during that telephone call, and because we would be including the information during the Draft Public Participation Plan agenda item at the December Regional Council meeting. However, due to continued communications from you on this matter, we decided to provide the letter as a follow up to all of these conversations to ensure clarification as to the information provided.

On November 8, you met with Dennis Smith and Jason Stephens after the Management Committee meeting, where they again provided you verbally with the information regarding MAG public involvement practices.

During the Thanksgiving holiday weekend, you left a message on Jason Stephens' voice mail, which he returned the very day he received it, which was Monday, November 27, 2006. Mr. Stephens briefly summarized the federal regulations regarding timeliness during that call, and he noted we would get back to you with additional information.

You followed up with another e-mail the next day on November 28, 2006 regarding the timeliness of responses. I wrote you back that day responding to that question.

We believe this timeline demonstrates that MAG staff makes every effort to respond to citizens in a timely manner, and that your questions were repeatedly answered within hours or days, not months, as you state below.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

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> policy regarding the federal public process as first step
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> Sincerely,
> Dianne Barker
> Maricopa Citizen
> (Address & Ph # on Record)
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--- Dianne Barker <dteam10@yahoo.com> wrote:

> Dear Ms. Taft:

>
> Simply focusing on my main point of reasonable, timely communication
> with MAG's full federal public involvement , it is understood from you
> , Kelly, I am receiving a letter in a couple of days . This letter is
> regarding my questions brought forward at Nov 8th meeting. (note:
> theset were same questions asked at MAG Regional Council in October.)

>
> Therefore, would you say that MAG will initially respond to a citizen
> with 24 hr and will answer the
> question(s) within 2 months ? Will you give the citizen a progress
> report typical of best practices during the two (2) month wait period
> which appears extremely long time to wait?
>
> Sincerely,
> Dianne Barker
> 3219 E. Camelback Rd., #322
> Phoenix, AZ 85018
> (602) 999-4448
> c: interested parties
> Enc : Attached MAG correspondence (below)
>
>
>
> --- Kelly Taft <ktaft@mag.maricopa.gov> wrote:
>
> > Dear DD~
> >
> > We sent a letter to you today as a follow up to
> > the
> > meeting that you had
> > with Dennis and Jason November 8, 2006, which we hope will answer
> > some of your questions as to MAG public involvement procedures. You
> > should be receiving the letter within a day or two.
> >
> > In regard to your question about response times,
> > our
> > practice is to
> > respond in a timely manner, in accord with federal requirements.
> > Timely is not defined under federal law, but as Jason indicated,
> > every attempt is made to get you answers as quickly as possible and
> > we do attempt to stay in communication with you to apprise you of
> > progress being made.
> > Technical questions are forwarded on to the appropriate technical
> > staff person, while policy questions are typically sent through our
> > management staff. Please note that we have a small, very hardworking
> > staff, who work hard to respond to the public as quickly as they
> > can.
> >
> > One of the reasons that MAG implemented its public records request
> > form was to expedite citizen requests for public documents. We
> > encourage the use of this form when requesting public records.
> > These request forms
> > enable us to quickly assess what information is requested and to
> > obtain the appropriate record .
> >
> > Kelly Taft, APR
> > Communications Manager
> > Maricopa Association of Governments
> > (602) 452-5020 (direct)
> > (602) 254-6309 (fax)
> >
> >
> > -----Original Message-----
> > From: Dianne Barker [mailto:dteam10@yahoo.com]
> > Sent: Tuesday, November 28, 2006 10:59 AM
> > To: Jason Stephens; Dennis Smith; Kelly Taft; dteam10@yahoo.com;
> > TCMRyan@aol.com; ccan2@aol.com;
> > bobmcknight@cox.net
> > Subject: Question per Jason's 11-27-06 Ph Call
> >
> > Dear MAG,
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> Check out Yahoo! Messenger's low PC-to-Phone call rates.
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Do you Yahoo!?
Everyone is raving about the all-new Yahoo! Mail beta.
<http://new.mail.yahoo.com>

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Monday, December 04, 2006 2:12 PM
To: Kelly Taft; Jason Stephens; Dennis Smith; jcavanaugh@goodyearaz.gov;
TMCMRyan@aol.com; bobmcknight@cox.net
Subject: "MAG "Answer"

Dear Kelly,

Thank you for your letter dated November 28th, 2006.

It appears that it is over a month from my request for a answer to my questions at the October MAG Regional meeting. So can the issue of timeliness be resolved that MAG will now automatically respond to the

inquirer initially within a 24hr period giving them

an estimate of reasonable time to provide he answer?

Will MAG sua sponte endeavor to give a status update prior to the answer please?

In review of your letter on MAG's current practice, it's understood as follows:

(1) Call to the audience is for issues under MAG's jurisdiction, but not on the consent agenda .

Technical committees, open for public input, can forward recommendations to policy committees. MAG Chairs set the agenda ,but staff may forward public suggestions to be considered for the agenda to the appropriate MAG Chairs.

(2) MAG Chair persons/designees, since 1996, may increase/decrease the three (3) minute citizen "comment" time allowance.

(3) MAG notes receipt of public documents in it's meeting minutes and "Public Opportunity Phase Reports".

Finally, this question is outstanding as previously stated, when can the public expect a timely answer from your initial 24 hr response and status update concerning the above mentioned topics and others in MAG's jurisdiction?

Sincerely

Dianne

C; MAG: Chairman Cavanaugh & Director Smith

CITIZENS: McKnight & Ryan

)

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> response proves that you otherwise.

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> Simply, the true history of these matters is you only reacted AFTER it

> was necessary for this citizen to contact Chairman Cavanaugh, well

> over a week, after he and MAG Director agreed on MAG answering my

> three questions presented before the October 25th Regional Council

> meeting which you attended.

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> Furthermore, the November 8th meeting with Director Dennis Smith,

> initiated by myself through Jason, came AFTER the MAG Manager's

> meeting. I was completely taken that I wasn't informed the previous
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> constitutional oath officials in jurisdictions at the local, state and
> federal levels. It is in the best interest of MAG to do the public
> process proactively as is lawful, don't your think ?.

>
> Sincerely,
> Dianne

>
>
> RE: MAG's Timely Answer -To Ms. Taft & Interested parties
> Date: Wed, 29 Nov 2006 17:35:17 -0700
> From: "Kelly Taft" <ктафт@mag.maricopa.gov> Add to
> Address Book Add Mobile Alert
> To: "Dianne Barker" <dteam10@yahoo.com>
> CC: "Jason Stephens" <jstephens@mag.maricopa.gov>

>
> Dear DD:

>
> I don't think your summary is an accurate reflection of what has
> transpired in terms of our responsiveness to your requests and
> questions. If you recall, I called you personally after you sent an
> e-mail to Mayor Cavanaugh on October 31st to let you know that we
> would include information during the December 13th Regional Council
> meeting about how citizens can request items be put on the agenda. We
> explained that one of the items on the agenda was the Draft Public
> Participation Plan, and that it would be an appropriate opportunity
> for us to provide additional information about MAG public involvement
> practices. I noted that the Regional Council was not meeting in
> November due to the Thanksgiving holiday, and I stated that I wanted
> to provide you the information over the phone to avoid having you wait
> that long for an answer to your questions.

>
> I provided you specifically with information as to where you could
> find the direct link to the Draft Public Participation Plan on the MAG
> Web site. And although I noted that we would cover the information in
> December, I verbally answered all of your questions regarding MAG's
> practices as to how items are placed on the agenda, the allowance of
> more speaking time, and what happens when written documents are
> submitted for the MAG record. We did not intend to follow up with you
> in writing since we felt your questions had been answered during that
> telephone call, and because we would be including the information
> during the Draft Public Participation Plan agenda item at the December
> Regional Council meeting. However, due to continued communications
> from you on this matter, we decided to provide the letter as a follow
> up to all of these conversations to ensure clarification as to the
> information provided.

>
> On November 8, you met with Dennis Smith and Jason Stephens after the
> Management Committee meeting, where they again provided you verbally
> with the information regarding MAG public involvement practices.
>
> During the Thanksgiving holiday weekend, you left a message on Jason
> Stephens' voice mail, which he returned the very day he received it,
> which was Monday, November 27, 2006. Mr. Stephens briefly summarized
> the federal regulations regarding timeliness during that call, and he
> noted we would get back to you with additional information.
> You followed up
> with another e-mail the next day on November 28,
> 2006
> regarding the
> timeliness of responses. I wrote you back that day responding to that
> question.
>
> We believe this timeline demonstrates that MAG staff makes every
> effort to respond to citizens in a timely manner, and that your
> questions were repeatedly answered within hours or days, not months,
> as you state below.
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> Communications Manager
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> (602) 452-5020 (direct)
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> From: Dianne Barker [mailto:dteam10@yahoo.com]
> Sent: Wednesday, November 29, 2006 1:39 PM
> To: Kelly Taft; Jason Stephens; Dennis Smith; TCMRyan@aol.com;
> CCan2@aol.com; bobmcknight@cox.net
> Cc: legend61@cox.net; katie_boyd@kyl.senate.gov; burges@myexcel.com;
> mwwilson@mail.maricopa.gov; phil.gordon@phoenix.gov;
> Mary.Peters@ost.dot.gov; senator_mccain@mccain.senate.gov;
> deb_jacobus@mccain.senate.gov
>
=== message truncated ===

Need a quick answer? Get one in minutes from people who know.
Ask your question on www.Answers.yahoo.com

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Wednesday, December 06, 2006 9:48 AM
To: Kelly Taft; Jason Stephens; Dennis Smith; jcavanaugh@goodyearaz.gov; TCMRryan@aol.com; bobmcknight@cox.net
Subject: MAG's Need for a Written Working policy

Dear Kelly & All,

It is abundantly clear , particularly from review of the past few months MAG would greatly benefit from adopting a WRITTEN, ENFORCED working plan and policy. This will add efficiency and better communication with citizens/inquirers to the present process.

This new plan and policy will empower MAG and citizens. It will not frustrate the process with MAG's need to provide a redundant defense that wavers itself from the truth, Facts prove below that this citizen's inquiry was made ongoing two months ago for simple answers on MAG public participation plan . Still the response time, status review and final answer are not sufficiently assured nor communicated to a reasonable degree befitting a FULL, just public involvement.

Finally, it is this citizen's recommendation that MAG soon adopt a concrete, written plan/policy with reasonable, definite details and time lines for all initial responses, answers, status reviews .

Sincerely,
Dianne Barker

Responses to Requests
Date: Tue, 5 Dec 2006 17:20:09 -0700
From: "Kelly Taft" <ktaft@mag.maricopa.gov> Add to Address Book Add Mobile Alert
To: "Dianne Barker" <dteam10@yahoo.com>
Dear DD -

MAG is committed to providing information requested by citizens in a prompt and timely fashion. As we have communicated, the timeliness of responses will vary on whether the material or information you request is within MAG's jurisdiction, whether the items requested are public records, and whether the information is on hand or requires additional staff research or time. Public records requests, for example, are processed almost immediately upon receipt of a Public Records Request and are fulfilled as soon as the archived document is accessed and copying can be completed. Questions of a technical nature or that require staff time to develop a response may take longer. Although Jason mentioned that we always try to provide status updates as quickly as possible, we cannot guarantee that we will respond to you in 24 hours.

As I have noted, the letter you received was sent to you as a clarification only AFTER we had already provided you the information via telephone within a few days of your request.

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: Dianne Barker [mailto:dteam10@yahoo.com]
Sent: Monday, December 04, 2006 2:12 PM
To: Kelly Taft; Jason Stephens; Dennis Smith; jcavanaugh@goodyearaz.gov; TCMRryan@aol.com; bobmcknight@cox.net
Subject: " MAG "Answer"

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CITIZENS: McKnight & Ryan

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> From: "Kelly Taft" Add to
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> Mary.Peters@ost.dot.gov;
> senator_mccain@mccain.senate.gov;
> deb_jacobus@mccain.senate.gov

>
=== message truncated ===

Need a quick answer? Get one in minutes from people who know.
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Check Mail Compose
Search Mail: Search Mail Search the Web

NOTICE: We collect personal information on this site.
To learn more about how we use your information, see our Privacy Policy
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> >
> > I provided you specifically with information as to where you could
> > find the direct link to the Draft Public Participation Plan on the
> > MAG Web site. And although I noted that we would cover the
> > information in December, I verbally answered all of your
> questions
> > regarding MAG's
> > practices as to how items are placed on the
> agenda,
> > the allowance of
> > more speaking time, and what happens when written documents are
> > submitted for the MAG record. We did not intend to follow up with
> > you in writing since we felt your questions had been answered during
> > that
>
=== message truncated ===

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Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Wednesday, December 13, 2006 7:45 AM
To: Kelly Taft; Jason Stephens
Subject: Disability Request :Accomodation by Chairman today

Dear Chairman Cavanugh:

Have an unexpected, urgent doctor appointment today. Will not be able to attend THE MAG-RC meeting today. I would appreciate you making this reasonable accommodation for my disability and have you read, Mayor, my short statement on the record while filing all the contents of this electronic mail communication into the MAG record (s) and public phase opportunity reports. Thank you.

BEGIN STATEMENT: MAG should table Item 7 of today's agenda for good cause. It fails proper public participation, even by MAG standards for proper notification, hearing, public involvement and MAG's new outreach goals. The background with "ATTACHMENT" is supplied incomplete for all interested MAG members and public viewing.
END STATEMENT OF DIANNE BARKER, CITIZEN

BACKGROUND:

Item 7 - Approval of the Draft MAG Public Participation Plan

MAG now has violated this twice while I notified them at last MAG Managers meeting that their own rules make an * for the public to speak BEFORE the members vote to approve. However, item 7 has no * so public not being invited by MAG to speak.

Also, MAG says in their draft of "new" federal approved public participation #1 that it makes "timely" public notice of hearings so they have failed to do so today with Item 7 ! Imagine not giving a public hearing for public directives on public hearings/participation.

In conclusion, MAG'S own rules were being dismissed and MAG's goals for a NEW "open and inclusive process for all interested persons' of federal SAFETEA-LU" are BEING SHORTED. Previous communication with MAG (below attached) staff shows abundantly that the public is being still put of, having no guidelines of expectations for a definite OPEN OUTREACH public process with defined timeliness for their responses and their own better behavior toward citizens as MAG puts upon citizens involvement. MAG should show reason in these matters whether the federal government requires reason or not for the sake of us living freer, harmonious and more peaceful in our County. MAG. 10 "new" strategies for SAFETEA-LU are deficient in defining a clear, better citizen-government/association process.

Sincerely,
Dianne Barker
(6020 999-4448
dteam10@yahoo.com

ATTACHMENT:

> -- Dianne Barker <dteam10@yahoo.com> wrote:
>
> > Dear Kelly & All,
> >
> > It is abundantly clear , particularly from review
> of
> > the past few months MAG would greatly benefit from adopting a
> > WRITTEN, ENFORCED working plan and policy.

> > This will add efficiency and better communication with
> > citizens/inquirers to the present process.
> >
> > This new plan and policy will empower MAG and citizens. It will not
> > frustrate the process with MAG's need to provide a redundant defense
> > that wavers itself from the truth, Facts prove below that this
> > citizen's inquiry was made ongoing two months ago for simple answers
> > on MAG public participation plan . Still
> the
> > response time, status review and final answer are not sufficiently
> > assured nor communicated to a reasonable degree befitting a FULL,
> > just public involvement.
> >
> > Finally, it is this citizen's recommendation that MAG soon adopt a
> > concrete, written plan/policy with reasonable, definite details and
> > time lines for
> all
> > initial responses, answers, status reviews .
>
> >
> > Sincerely,
> > Dianne Barker
> >
> >
> > Responses to Requests
> > Date: Tue, 5 Dec 2006 17:20:09 -0700
> > From: "Kelly Taft" <ktaft@mag.maricopa.gov> Add
> to
> > Address Book Add Mobile Alert
> > To: "Dianne Barker" <dteam10@yahoo.com>
> > Dear DD -
> >
> > MAG is committed to providing information
> requested
> > by
> > citizens in a
> > prompt and timely fashion. As we have
> communicated,
> > the timeliness of
> > responses will vary on whether the material or information you
> > request is within MAG's jurisdiction, whether the items requested
> > are public records, and whether the information is on hand or
> > requires additional staff research or time. Public records requests,
> for
> > example, are
> > processed almost immediately upon receipt of a Public Records
> > Request and are fulfilled as soon as the archived document is
> > accessed and copying can be completed. Questions of a technical
> > nature or that require staff time to develop a response may take
> > longer. Although Jason mentioned that we always try to provide
> > status updates as quickly as possible, we cannot guarantee that we
> > will respond to you in 24 hours.
> >
> > As I have noted, the letter you received was sent
> to
> > you as a
> > clarification only AFTER we had already provided
> you
> > the information
> > via
> > telephone within a few days of your request.
> >
> > Kelly Taft, APR
> > Communications Manager
> > Maricopa Association of Governments
> > (602) 452-5020 (direct)
> > (602) 254-6309 (fax)

> >
> >
> > -----Original Message-----
> > From: Dianne Barker [mailto:dteam10@yahoo.com]
> > Sent: Monday, December 04, 2006 2:12 PM
> > To: Kelly Taft; Jason Stephens; Dennis Smith;
> > jcavanaugh@goodyearaz.gov; TMCMRyan@aol.com; bobmcknight@cox.net
> > Subject: " MAG "Answer"
> >
> > Dear Kelly,
> >
> > Thank you for your letter dated November 28th,
> > 2006.
> > It appears that it is over a month from my request for a answer to
> > my questions at the October MAG Regional meeting. So can the issue
> > of timeliness be resolved that MAG will now automatically respond to
> > the
> > inquirer initially within a 24hr period giving
> > them
> > an estimate of reasonable time to provide he
> > answer?
> > Will MAG sua sponte endeavor to give a status
> > update
> > prior to the
> > answer
> > please?
> >
> > In review of your letter on MAG's current
> > practice,
> > it's understood as
> > follows:
> >
> > (1) Call to the audience is for issues under
> > MAG's
> > jurisdiction, but
> > not on the consent agenda .
> > Technical committees, open for public input, can forward
> > recommendations to policy committees. MAG Chairs set the agenda
> > ,but
> > staff may forward
> > public suggestions to be considered for the agenda to the
> > appropriate MAG Chairs.
> >
> > (2) MAG Chair persons/designees, since 1996, may increase/decrease
> > the three (3) minute citizen "comment" time
> > allowance.
> >
> > (3) MAG notes receipt of public documents in it's meeting minutes
> > and "Public Opportunity Phase Reports".
> >
> >
> > Finally, this question is outstanding as
> > previously
> > stated, when can
> > the
> > public expect a timely answer from your initial 24 hr response and
> > status update concerning the above mentioned
> > topics
> > and others in MAG's
> > jurisdiction?
> >
> > Sincerely
> > Dianne
> > C; MAG: Chairman Cavanaugh & Director Smith
> >
=== message truncated ===

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Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Tuesday, February 13, 2007 2:13 PM
To: Jason Stephens; Valerie Day
Subject: Follow:up Thank you for your distribution WED.

--- Jason Stephens <jstephens@mag.maricopa.gov> wrote:

> DD-
> I received your message. I believe you already spoke to Valerie Day
> yesterday about printing your e-mail for the Management Committee
> meeting - and providing a copy at their place - and she told you that
> we would. If you do not recall that conversation, this e-mail is to
> confirm what you were told yesterday.
> Thanks,
> Jason

>
> _____
>
> From: Valerie Day
> Sent: Monday, February 12, 2007 11:12 AM
> To: Jason Stephens
> Subject: FW: Activist gets the state to scold panel

>
> I have printed the article and will make copies for Management.
>

> _____
>
> From: dteam10@yahoo.com [mailto:dteam10@yahoo.com]
> Sent: Monday, February 12, 2007 11:03 AM
> To: Jason Stephens; Valerie Day
> Cc: dteam10@yahoo.com
> Subject: Activist gets the state to scold panel

>
> <<http://www.azcentral.com/images2/clear.gif>>
> <<http://www.azcentral.com/images2/clear.gif>>
> <<http://www.azcentral.com>>
> <<http://www.azcentral.com/images2/clear.gif>>
> <<http://www.azcentral.com/images2/clear.gif>>
> <<http://www.azcentral.com/images2/clear.gif>>
> <<http://www.azcentral.com/images2/clear.gif>> You
> have received a link
> to the following content from dteam10@yahoo.com:
> (The email address of the sender has not been
> verified.)

> Request: MAG Manager's Meeting, Wed., Feb 14th, 2007

> Appreciate you gi

> To access the content, click on the headline below or copy and paste
> the full address into your Web browser:

> Activist gets the state to scold panel

> <http://www.azcentral.com/php-bin/clicktrack/email.php/6544902>

> <<http://www.azcentral.com/php-bin/clicktrack/email.php/6544902>>

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Statements Before The MAG Management Committee Meeting
Wednesday, February 14, 2007 at the MAG Headquarters, Phoenix, Arizona

Mr. Chairman, Members of the Committee, I am Joe Ryan, a resident of Maricopa County since 1992. Since then, I have watched traffic jams on our major expressways start earlier and last longer in the peak periods of the weekday mornings and afternoons. In some cases, there were traffic jams both before and after the under-built-interchanges immediately after the interchanges were completed.

WHERE IS THE OVERSIGHT ON TRANSPORTATION PLANNING?

In the 1970s, the Governor of Arizona designated your Association the official transportation planner for this entire region. Since then, the Arizona legislature created the Citizens' Transportation Oversight Committee and put the CTOC Chairman on the MAG Management Committee and Regional Council to bring to you planners problems detected by the citizens. Now, the problems we face, for examples traffic jams at under-built intersections shortly after they are completed, because the federal regulations and the State law are being violated. For example, look at the last agenda of the Oversight Committee. Nothing on it has anything to do with oversight. What problem brought by a citizen either to the CTOC or to your MAG groups has been placed on this agenda to be discussed by members of this group?

During this 20-year period, the region's population will double. When you saw the proponents of Prop 400 put up large signs that said "Finish the Highways", you should have protested that plan, saying its half-cent 20-year tax, with a substantial portion going to the light rail transfer-of-wealth project, under-funds this region's transportation infrastructure needs for the current 20-year planning period by tens of billions of dollars. There is no funded plan to fill needs throughout the region, not just West Valley needs.

PROBLEMS WITH THE MAG PLANNING SYSTEM

Your objectives, strategies and policies, the guts of the planning process, are faulty. A principal objective should be to continually lower the cost of production. Key factors in achieving that objective are increasing the safety of the operation (to lower insurance costs), lowering the weight of the public transportation vehicles (to reduce the consumption of fuel), increasing the speed and utilization of the vehicles (to gain productivity of the assets employed), increasing the size of the vehicles (to increase the productivity of passenger cabin attendants or cargo handlers) and standardizing on one type of vehicle to lower many categories of costs, such as training costs, spare parts costs and schedule-protection equipment costs.

Why plan on purchasing at least three different types of passenger rail vehicles? Your plan for more studies appears to ignore the basic objective to standardize one's equipment – as profitable Southwest Airlines had done so well.

Statements in last Sunday's Arizona Republic editorial in effect are marketing light rail and commuter rail operations that do not achieve a single one of those objectives. One statement suggests the proposed rail services would benefit the Valley, "especially as our roads grow more congested". Furthermore, The Arizona Republic Editor ignores the proven facts, often noted by citizens, that the Central Phoenix/East Valley Light Rail infrastructure and operations will increase traffic congestion and air pollution.

Sky Harbor International Airport is Arizona's major link to Europe and Asia, yet there is no rapid transit service linking that facility with other cities around the State or Grand Canyon National Park, best served by the Las Vegas gateway. A half-dozen major freeways serve Sky Harbor (I-10, I-17, US-60, SR-51, Loop 101 and Loop 202) and there are traffic jams on all of them during the popular departure and arrival times of both business and pleasure travelers.

Here is just one example of how the under-building of interchanges creates traffic jams both before and after the interchanges. Loop 101 is a relatively new 65 MPH, limited-access freeway. Last month, I was driving on a weekday morning in the fast lane of Loop 101 from Sun City to the Mayo Clinic in Scottsdale. The traffic in the fast lane came to a complete stop seven times. The under-built interchanges and acceleration lanes are at I-17, Cave Creek, SR-51, Tatum, Scottsdale Road and Hayden.

Engineers have told me politicians told them to build an intersection but gave too little money to build an adequate intersection. So, instead of building 65 MPH ramps between 65 MPH highways, they built 35 MPH ramps. Instead of building three-lane ramps with a break-down lane on both sides, they built one-lane ramps, some of which were subsequently re-painted to become two-lane ramps. Where is your policy to prevent such dangerous, air-polluting infrastructures? I suggest you adopt a policy not to design and build a dangerous infrastructure if not enough money is available to build a safe one.

Faster services of light rail, connecting with a people mover, to and from Sky Harbor, as described by the FTA Director of the Ninth District in his Record of Decision, is pure fiction. You, the region's designated planners, should have pointed that out to the USDOT and to the Arizona taxpayers.

When you saw the proponents of the dangerous and uneconomic light rail project being marketed as "rapid transit", you planners should have labeled the trolley folly a multi-billion-dollar bait and switch project.

Now, you are planning to widen SR-51 that leads to and from under-built intersections. To visualize the situation, consider intersections as bags, one that forms connections of SR 51 with Loop 101 at SR 51's north end, and one that connects SR 51 with Loop 202 and I-10 at its south end. Today, they are full. Instead of creating transportation systems that will take a substantial amount of traffic out of those full bags, what is your plan? You are widening SR 51 to attract more traffic that will flow into the bags that already are full! Does your strategy make any common sense?

You should adopt a strategy to fix existing problems that are getting worse, rather than making the traffic jams worse than they are today.

Residents who now ride bus services that will be truncated, to force them to connect to light rail schedules, will be given slower, higher cost and more uncomfortable services in both directions of their travels.

At one MAG meeting before Prop 400, one of your expert managers on air quality made a PowerPoint presentation on the amount of pollutants that would be produced in the County in each of the four 5-year periods of this 20-year planning period. She showed significant reductions of pollutant production in each period, including the five-year period we now are in. Three citizens asked how it was possible, especially when there will be millions of additional citizens driving millions of additional vehicle miles and standing still in ever-growing traffic jams. Into what form will the engines convert the carbon atoms of the hydrocarbon fuels? You know what was being shown was and is a lie. It is time you stop acting like a mutual admiration society, with most of your votes being unanimous votes. It appears that your voting has been rigged.

I have no idea why you are not debating the investment of hundreds of millions of dollars in another commuter rail study after receiving the results of prior commuter rail studies. Do you remember the consultant's presentation that told MAG planners there should be three trains every morning southeast-bound on the BNSF tracks from Surprise to downtown Phoenix and the three trains should return to Surprise in the late afternoons? That inconvenient and uneconomic proposal mimicked the express bus schedules that go to government office buildings each weekday morning and return to the suburbs in the late afternoons. Convenient commuter rail services would cause chaos at hundreds of grade-level crossings and cost a bloody fortune in subsidies to be paid by non-users.

Just because Deloitte and Touche accountants fail to note major accounting problems is no reason for business managers in the CTOC and the MAG organizations to ignore problems of oversight raised by citizens. For example, all of you who can read a balance sheet and a profit and loss statement know that when the value of an asset is destroyed, its value goes to zero. Also, you know that the federal government requires cities to carry their assets on their books. During a fiscal year, Parsons Brinkerhoff and their associates destroyed a number of miles of very valuable lanes of city streets. The lost value of destroyed lanes was not included in the initial comparative evaluation of transit systems, nor in the budgets for Valley Metro Rail. Those costs most likely have not been shown in the cities' financial reports for the quarters ending June 30, September 30 and December 31, 2006.

In my opinion, Deloitte & Touche should have highlighted all of the obvious costs that should be attributed to the bait and switch light rail project, such as the costs of relocating utility lines under the light rail right of way.

That's not the only area where outside auditors should raise red flags. Other costs of Valley Metro's bus operations are caused by a tariff that is hidden from the public, is not offered to the general public, not even to government employees who cannot use Valley Metro services. Why should government employees, who are able to use Valley Metro bus services, be given a raise, in effect a subsidy, in the form of refunds for the fares they put into the fare box? When are you transportation planners going to ask important questions like "do the refunds paid to the downtown government employees offset the fare-box revenue accounts?" or "are those refunds accounted for as a taxpayers' expenditures in the operating costs of the privileged government workers' departments?"

Why do you keep bringing back consultants who obviously have been raking in millions of dollars and have come up with slow, dangerous and costly old ideas? I suggest you adopt a planning policy that stipulates alternate transportation systems, those that might be considered, must have lower operating costs per available ton mile than the rates of the existing equipment. You have been told about one system that would meet most of the goals to provide more convenient, more efficient freight and passenger transportation systems. It could improve the competitiveness of land-locked Arizona.

The most important problem to be solved, one that should be at the top of your to-do list, is creating a system that will pull major portions of traffic flows out of the under-built interchanges and thereby reduce the production of air pollutants in and around those interchanges. The most promising system that I have seen is for a light-weight, wide-bodied high-speed vehicle, riding on wheel ways. It would use a central guide-beam for lateral guidance and also for both sides of its electricity power supply until an efficient on-board fuel cell could generate electricity for motors geared to its high-speed wheels.

Thank you for your attention. Now, please let me have your questions on these very important matters of critical oversights.

/s/ Joe Ryan

Joseph B. Ryan
13311 Paintbrush Drive,
Sun City West, AZ 85375

Jason Stephens

From: TMCMRyan@aol.com
Sent: Sunday, February 25, 2007 3:28 AM
To: Mary.Peters@ost.dot.gov; chlund@attglobal.net; sal@salforcongress.com; amity@westmarc.org
Cc: henry.joyner@aa.com; kkang@dot.state.az.us; MAG General Mailbox; Eric Anderson; jflake@azleg.state.az.us; jharper@azleg.state.az.us; jburges@azleg.state.az.us; jennifer.dokes@arizonarepublic.com; doug.maceachern@arizonarepublic.com; bob.robb@arizonarepublic.com; jon.talton@arizonarepublic.com; ken.western@arizonarepublic.com; ed@glendaleaz.com; katie_boyd@kyl.senate.gov; comments@whitehouse.gov; vice.president@whitehouse.gov; MARGEO928@aol.com; eneville@dot.state.az.us; gcunningham@az.gov; deb_jacobus@mccain.senate.gov; bhayden@dot.state.az.us; khildebrand@auditorgen.state.az.us; betty.barfield@aa.com; david.krietor@phoenix.gov; Jason Stephens; senator_mccain@mccain.senate.gov; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; pora@suncitywest.org; rpullen8@cox.net; Randall.Overmyer@surpriseaz.com; Betty.Gerlach@hhs.gov; usnews.com_Newsletters@clickaction.net; tverscho@azleg.state.az.us; jack@westmarc.org; mwwilson@mail.maricopa.gov
Subject: Central Phoenix - East Valley Light Rail Transit Project Funding

To: Secretary of Transportation Mary Peters
 Washington, DC
From: Joseph Ryan
 Sun City West, AZ
 with copies to parties concerned with inter-state and international transportation

Re: Request for all federal monies spent on the Central Phoenix/East Valley Light Rail Project be refunded by the City of Phoenix to the U.S. Treasury

Dear Secretary Peters:

Sky Harbor International Airport (PHX) is the key terminal for a large portion of Arizona's public transportation, both passenger and freight, with true origin and destination points in other states and other nations. Federal taxes paid by the FAA and other agencies to the City of Phoenix, owner of that airport (PHX) and its parking lots, by definition, are to be used for the benefit of all that AZ interstate and international traffic.

The Director of the Ninth District, by writing a favorable "Record of Decision" for the Phoenix/East Valley Light Rail Transit Project (the LRT Project), made possible the Full Funding Grant Agreement (FFGA) that, in effect, authorized payments of federal funds to the City of Phoenix, and possibly to others, for use on the LRT Project. I read the words of the Director, referring to the planned services of the LRT Project. He wrote that travelers between downtown Phoenix and the airport terminals would save a stated number of minutes by using the LRT Project's schedules that will connect with a "people mover", connecting services that will be in competition with the direct Red Line bus schedules, direct public shuttle bus and van services and taxi services.

(Incidentally, the slow and traffic congesting light rail operations were marketed as "rapid transit" services at "open houses" by government employees and a current contractor on the LRT Project. If the organizations that paid those marketeers came under existing consumer protection laws, they would have violated the laws that prohibit a "Bait and Switch" transaction.)

The Record of Decision was based on infrastructure plans and LRT schedule patterns, shown to the

public, that provided connecting LRT and people mover services for interstate and international airline travelers in both directions between the PHX passenger terminals and downtown Phoenix. It was understood, and later documented in LRT traffic forecasts and on Parsons Brinckerhoff engineers' drawings, that connections for downtown Phoenix passengers leaving Arizona, between the LRT Project's schedules and a People Mover", would be made on eastbound Jefferson at either 20th, 22nd or 24th Street.

Connections for interstate and international passengers going to downtown Phoenix would be made by walking between the People Mover and the LRT stations' platforms located on a westbound Washington Street at either 20th, 22nd or 24th Street. Now, the City of Phoenix/Valley Metro executives plan to provide none of those connections.

The current plan of city-owned Valley Metro Rail, Inc. and the City for the LRT/People Mover connection location violates the conditions reported in the Record of Decision.

Furthermore, no mention ever was made in public that existing bus routes would be truncated, making O&D trips of today's "through passengers" less convenient, longer and more costly. Some of today's bus riders would have to sit through ten streetcar stops on Central Avenue in each direction of their round trips. For example, look at the forecast peak-hour passengers both boarding and disembarking LRT schedules during both "peak hours" at the Bethany Home/19th Avenue LRT station.

I suggest you have one of your staff add up the "bus connections" that get on the LRT schedules during both peak periods, and do the same addition for the LRT's "bus connections" that get off the LRT schedules at the same station during both peak periods. For all those forecast connecting individuals whose residence and place of employment will not be on both the bus routes and the LRT route, why would they decide to wait for connecting services on open platforms? Those who, today, use through bus services that will be truncated may elect to travel between their homes and places of employment or shopping by other means.

What volume of interstate and international passenger markets, between all of the towns and cities of Arizona and all points outside of Arizona, will use the Central Phoenix/East Valley Light Rail Transit Project? I believe you will agree that the answer to the question is "practically no one in all of the millions of air travel markets served by PHX airlines".

Secretary Peters, I have heard that the City of Phoenix used FAA funds, passed through the RPTA, to fund early consultants' work preparing plans for the LRT Project that were presented to the Director of the 9th Region. Those plans were the basis of his Record of Decision. Nowhere in those plans were the LRT Project's stations and the PHX people mover's stations the "connecting" points for PHX traffic at 44th and Washington Streets. There is where the LRT/PHX People Mover connections now are planned. There is where the 1.7 billion-dollar PHX People Mover now is planned to meet with the billion-dollar LRT system that is forecast to produce untold annual operating losses (i.e., taxes). That point is BEYOND the airport with respect to all O&D itineraries through Sky Harbor that have one end of the round trips in downtown Phoenix.

The FTA Director of the 9th Region made no mention that there was and still is direct Valley Metro bus schedules on the Red Line between downtown Phoenix and Sky Harbor terminals.

Because the bait and switch LRT Project, initially sold as a "rapid transit" project, is not currently planned as defined in its Record of Decision, and because practically no interstate and international O&D passenger market will be served by the LRT Project, and FAA funds were used to plan for an

INTRA-STATE rail project, in my opinion the U.S. Department of Transportation should require The City of Phoenix to refund to the U.S. Treasury all federal monies that have been spent in any way on the LRT Project.

/s/ Joseph B. Ryan , February 24, 2007

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Jason Stephens

From: TCMRyan@aol.com
Sent: Wednesday, March 14, 2007 3:10 AM
To: TCMRyan@aol.com
Cc: senator_mccain@mccain.senate.gov
Subject: RISE AND POTENTIAL FALL OF ARIZONA'S ECONOMY

THE RISE AND POTENTIAL FALL OF ARIZONA'S ECONOMY

Every nation and state, in the long run, must balance its books. The amount of money that its citizens pay to vendors outside their land must be offset by funds brought into their economy. Up to the end of World War II, just a half-century ago, Arizona exported copper, a little gold, timber and food. The bulk of Arizona's products have been from agriculture: cotton, roses, lettuce, fruits (including the very sweet oranges called "Arizona Sweets") and milk. In the late 1940s, large herds of dairy cattle around Phoenix produced milk that was condensed, canned and sold throughout the world.

Lately, building houses and streets for the growing population have become major industries of this State. The manufacture of military weapons in the metropolitan Tucson and Phoenix areas leaves much to be desired. The missiles that were fired into civilian homes and automobiles in Lebanon and the helicopters that machine-gunned civilian homes in Afghanistan are products of Arizona's high-added-value manufacturing industry. Much of the assets and the income brought into Arizona are "invisibles": (a) services to Native Americans that are paid for with federal funds and (b) both assets and incomes brought into Arizona by retirees. Now, retirees are beginning to leave The Valley of the Sun for health reasons. It's rough to watch a friend die an agonizing death while gasping for air. Years ago, people came to this region just because our air was clear. Now, more and more residents suffer from all kinds of illnesses brought on by the pollutants in the air.

For the past twenty years, more and more Arizona farmland is being covered with houses. Now, a change is taking place in the desirability of living in Arizona for several very basic reasons. The cost of health care, with respect to the total cost of living, is going out of sight. One reason is that roughly ninety percent of the MDs practicing in Arizona were trained in other nations or states. Most MDs who transferred here were paid very well to move. Many who were attracted by "sign-on bonuses" leave AZ after their contracts are fulfilled. Educated couples migrate to areas where there is a good education system for their children. Think of the long-term ramifications for Arizona where half of the students in some school districts do not graduate from high school, where those who do remain in school are guaranteed a diploma regardless of how much they learn. The best period of life to learn a foreign language is when you are young. Think of the long-term ramifications of teaching only Spanish at most of the Arizona public schools.

But the greatest cause of Arizona's future problems lies with the designated planners of Arizona's transportation system. In this region, the designated transportation planner is the Maricopa Association of Governments (MAG). For several reasons, high costs of living, caused by its poor planning, will destroy the AZ economy for future generations.

During the 20-year planning period from 1986 to 2005, most of the major interchanges were badly under-built, causing massive traffic back-ups not only in the lanes leading to the interchanges but also in the lanes leading away from the interchanges. A planned major east-west highway, the Paradise

Freeway, was cancelled after homes had been purchased for its right-of-way. Other stretches of highway and interchanges in the prior 20-year plan were not completed for lack of funds.

To fund the current 20-year transportation infrastructure plan, the same half-cent sales tax was put on the ballot in Proposition 400. Large 4-foot by 8-foot signs all over this region told voters to vote for Prop 400, "FINISH THE HIGHWAYS" they said. The actual needs for highways and interchanges has increased at a greater rate than the rate of the population's rate of increase. Unfortunately, a good portion of the half-cent tax is going to pay for a 20-mile-long streetcar route and the destruction of 60 miles of highway lanes. In my opinion, public statements to the effect that the light rail project will reduce the production of air pollutants are lies. At a recent MAG meeting, no member of the group said "yes" to my offer to give them several reasons why the LRT infrastructure and related operations will increase the production of air pollutants. A few reasons follow:

1. The costly infrastructure of tracks and stations in the middle of the streets and operational procedures will prevent thousands of drivers, each day, from making a left turn off the LRT route. They will be forced to drive additional miles to a point where new U-Turn lanes will replace a highway lane, wait for a green arrow, and then drive back to the point where they wanted to turn. The forced driving of those additional miles, obviously, will create additional air pollutants.
2. The computer system that will guarantee the operators of the streetcars, moving at random in all four directions (north-, south-, east- and west-bound), a green light will override the expensive ITS system designed to enhance the ability of drivers on the highways and streets to travel as far as possible without having to slow or stop. The effect of a few, possibly 40 streetcars, having the highest priority at all times will cause thousands of vehicles to make additional stops and to travel at slower speeds. Those delays will cause the production of additional air pollutants.
3. The loss of highway lanes and the slight detours of the remaining lanes around the stations will slow the traffic on the remaining lanes. The capacity of a lane, in terms of vehicles that it can carry in a peak hour, is a function of the speed of the vehicles traveling on the lane. The fewer lanes will increase traffic congestion and that will result in more air pollutants being produced. The destroyed lanes would carry far more passengers in a peak period than could the streetcars.
4. The statement that the slow streetcar services will pull traffic off the streets and highways appears to be nonsense. People place a value on their time, and many do not have enough time in their days to do what they want to do. The objective of improving transit services means making the services more convenient. Convenience is a function of schedules leaving when the public wants to leave, and the time it takes to make the entire trip from door to door. The FTA's Record of Decision indicates the plans of the MAG are to make existing trip routings longer. The Director of the FTA's 9th District wrote that travelers between downtown Phoenix and the terminals of Sky Harbor International Airport would use the streetcar schedules and a people mover. That indicates the current bus services of the Red Line, direct schedules between the Sky Harbor terminals and downtown Phoenix will be cancelled. Also, a good portion of the passengers who are forecast to embark onto and disembark from the LRT schedules at the 19th and Bethany Home station are connections with bus services. That indicates existing bus routes between downtown Phoenix and points beyond that streetcar station will be truncated,

increasing the time it will take to make a trip. That's not only the added times waiting on bus and streetcar platforms at the connecting point but also time spent riding the streetcar through up to twelve intermediate trolley stops.

5. Operationally, streetcars are tied to a track so that when one has an accident or is delayed, the entire operation is affected. Trips on the LRT system are slowed down. As you know, on a single bus route, there can be local bus services and express bus services. A delayed bus schedule picks up more passengers than the schedule that follows it. That's because passengers tend to flow into the stations and get on the first available trip to his or her destination. There is more time for passengers to collect prior to the delayed schedule and there is less time for passengers to collect for the following trip that is on time. The gaps are accentuated by the fact that disembarking passengers require more time to get out of a full vehicle and to squeeze into a full vehicle. So, lightly-loaded local and express busses, on the same route, can pass any delayed bus. Streetcars cannot.
6. Streetcars pose a much greater danger to vehicular and pedestrian traffic because they are slow to stop and cannot dodge anything. When you consider the volume of cars, light trucks and busses that can drive up and down the highway lanes destroyed to give way to 40 streetcars, there is no way the LRT and billion-dollar people mover can do anything but increase the costs of living in this region. The transportation planning of the MAG has made transportation in this region more costly in terms of travel times and sickness because of the deterioration of the air quality.
7. An alternate, new mode of transportation that would reduce transportation costs, provide faster services and make land-locked Arizona more competitive with other states and nations is the light-weight, wide-bodied, high-speed vehicles proposed by the late John Shaw. If the legislators would make possible both a mixed company and direct negotiations with other states, including the provinces of Mexico, venture capitalists and manufacturers would do much to pull traffic out of the permanently under-built intersections and provide more dollars to build reasonable interchanges and multi-modal terminals. The now system could provide a large portion of Arizona residents with truly rapid transit services to and from the State's gateway to the world, Sky Harbor International Airport. Also, the new system could provide a substantial portion of Arizona's imports and exports, a lower-cost link to and from seaports of California and Mexico.

The region's highway needs for this 20-year period are under-funded by tens of billions of dollars! It is high time for the MAG, the region's transportation planner, to tell the taxpayers why truly convenient commuter rail services, every few minutes during rush hours, are impossible to provide with six-car trains in the light markets of this region. Furthermore, the grade-level infrastructure and equipment are more costly to operate, too disruptive to traffic on all of the crossing streets and just plain dangerous because heavy vehicles on rails often cannot be stopped before hitting a pedestrian or street vehicle.

Either the MAG (designated years ago by a governor to be this critical Arizona region's transportation planner) completely overhauls its faulty planning system or a governor should designate some other organization to be the region's transportation planner.

Tuesday, March 13, 2007 at Sun City West, AZ. Written for the ADOT open house by Joseph B. Ryan - Telephone 623-584-3300; E-mail tmcmryan@aol.com

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Jason Stephens

From: Kelly Taft
Sent: Monday, March 19, 2007 2:53 PM
To: Jason Stephens
Subject: FW: 2- Proposed "Desert Plane" & CTOC TOMORROW

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: Dianne Barker [mailto:dteam10@yahoo.com]
Sent: Monday, March 19, 2007 1:26 PM
To: TCMRyan@aol.com; CTOC@azdot.gov; trainey@rocksolidconcrete.com; nsladd98@hotmail.com; MARGEO928@aol.com; rarnett@evp-az.org; jack@westmarc.org; eneville@dot.state.az.us; azgov@az.gov; gcunningham@az.gov; mwwilson@mail.maricopa.gov; Dennis Smith; kkang@dot.state.az.us; pora@suncitywest.org; Kelly Taft
Cc: hotline@oig.dot.gov; mary.peters@ost.dot.gov; phil.gordon@phoenix.gov; MAG General Mailbox; jflake@azleg.state.az.us; jharper@azleg.state.az.us; jburgess@azleg.state.az.us; rblendu@azleg.state.az.us; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; gilbertnews@newszap.com; suncitynews@newszap.com; david.krietor@phoenix.gov; doug.maceachern@arizonarepublic.com; senator_mccain@mccain.senate.gov
Subject: 2- Proposed "Desert Plane" & CTOC TOMORROW

JOE,

WILL YOU BE SHARING YOUR IMPORTANT CONCERNS ABOUT THE SPECIFIC "BOTTLENECKS" OF PRESENT MAG FACILITIES AND PLANS TOMORROW AT CTOC'S MEETING AT ADOT RM #145 @ 4PM ?

DD

4PM ?--- TCMRyan@aol.com wrote:

>
> 070319 Transmittal of the proposed "Desert Plane" System's
> early routes One aspect of planning "A Solution in Principal" for
> Arizona's future transportation system is to provide the elements
> of the transportation system that will support the forecast
> population, with multi-modal terminals serving traffic to and from the
> critical elements of the region. Obviously, the future education and
> medical facilities to support Arizona's high-paid workforce of the
> future, including a new industry (translating for our 16 government
> intelligence agencies intercepted foreign-language messages by the
> millions into
> English) outsourced from Washington, D.C., are critical elements.
> New education, hospital and other commercial facilities should have
> immediate access to the high-speed routes of the Desert Planes.
> Future residents of small cities and rural areas must conveniently
> and very efficiently travel to and from those centers of their
> learning, health care and employment (that has not been outsourced to
> other states and nations).
> The system must interconnect the State's major international
> airport, Sky Harbor, with both corporate and regional headquarters,
> industrial parks, wealthy, middle-class and poor residential

> neighborhoods and the Grand Canyon.
> The system must pull highway traffic out of the intersections that,
> today, are causing much traffic congestion and excessive production
> of air and highway runoff pollutants.
> The system must encourage the development of small cities around
> Arizona to create an economy that, overall, has a lower cost of
> living and a lower crime rate. Without such a transportation system,
> the current trend to migrate toward one big city, as has occurred in
> Third World nations, will only make the Phoenix area less livable and
> shrink the skilled, highly-paid working population of the small cities
> and towns of Arizona.
> This is a fundamental reason
> why the name of the game is to get rid of high-cost transportation
> systems and rid Maricopa County of its high-cost I-10 and I-17
> bottlenecks.
> These matters have been overlooked in Arizona's transportation plan
> for the
> 16 million people who are forecast to live in this state by the end
> of 2025.
> If you think the traffic congestion and the air quality are bad these
> days, think of what they will be if the latest transportation plan for
> the period
> 2006 to 2025 is not changed! It is time to note
> what Prop 400 does, though
> its ads read "Finish The Highways", and to wake up the planners.
> See the Citizens' Transportation Oversight Committee
> (CTOC). They meet tomorrow!
> An outline of proposed early routes and new education facilities,
> concentrating on much-needed skills, is in the attachment. I plan
> to address these concepts at the CTOC meeting.
> Best regards, Joe
> Joseph B. Ryan
> Sun City West, AZ
> (623) 584-3300
> The Attachment is in Word format.
>
>
>
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> everyone.
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>

Jason Stephens

From: Kelly Taft
Sent: Monday, March 19, 2007 3:06 PM
To: Jason Stephens
Subject: FW: Proposed "Desert Plane" Routes and New Public Facilities
Attachments: 070319 Desert Plane Runs and Facilities.doc

Kelly Taft, APR
 Communications Manager
 Maricopa Association of Governments
 (602) 452-5020 (direct)
 (602) 254-6309 (fax)

From: TCMRyan@aol.com [mailto:TCMRyan@aol.com]
Sent: Monday, March 19, 2007 11:53 AM
To: CTOC@azdot.gov; trainey@rocksolidconcrete.com; nsladd98@hotmail.com; MARGEO928@aol.com; rarnett@evp-az.org; jack@westmarc.org; eneville@dot.state.az.us; azgov@az.gov; gcunningham@az.gov; mwwilson@mail.maricopa.gov; Dennis Smith; kkang@dot.state.az.us; pora@suncitywest.org; Kelly Taft
Cc: hotline@oig.dot.gov; mary.peters@ost.dot.gov; phil.gordon@phoenix.gov; MAG General Mailbox; jflake@azleg.state.az.us; jharper@azleg.state.az.us; jburgess@azleg.state.az.us; rblendu@azleg.state.az.us; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; gilbertnews@newszap.com; suncitynews@newszap.com; david.krietor@phoenix.gov; doug.maceachern@arizonarepublic.com; senator_mccain@mccain.senate.gov
Subject: Proposed "Desert Plane" Routes and New Public Facilities

070319 Transmittal of the proposed "Desert Plane" System's early routes

One aspect of planning "A Solution in Principal" for Arizona's future transportation system is to provide the elements of the transportation system that will support the forecast population, with multi-modal terminals serving traffic to and from the critical elements of the region. Obviously, the future education and medical facilities to support Arizona's high-paid workforce of the future, including a new industry (translating for our 16 government intelligence agencies intercepted foreign-language messages by the millions into English) outsourced from Washington, D.C., are critical elements. New education, hospital and other commercial facilities should have immediate access to the high-speed routes of the Desert Planes. Future residents of small cities and rural areas must conveniently and very efficiently travel to and from those centers of their learning, health care and employment (that has not been outsourced to other states and nations).

The system must interconnect the State's major international airport, Sky Harbor, with both corporate and regional headquarters, industrial parks, wealthy, middle-class and poor residential neighborhoods and the Grand Canyon.

The system must pull highway traffic out of the intersections that, today, are causing much traffic congestion and excessive production of air and highway runoff pollutants.

The system must encourage the development of small cities around Arizona to create an economy that, overall, has a lower cost of living and a lower crime rate. Without such a transportation system, the current trend to migrate toward one big city, as has occurred in Third World nations, will only make the Phoenix area less livable and shrink the skilled, highly-paid working population of the small cities and towns of Arizona. This is a fundamental reason why the name of the game is to get rid of high-cost transportation systems and rid Maricopa County of its high-cost I-10 and I-17 bottlenecks.

These matters have been overlooked in Arizona's transportation plan for the 16 million people who are forecast to live in this state by the end of 2025. If you think the traffic congestion and the air quality are bad these days, think of what they will be if the latest transportation plan for the period 2006 to 2025 is not changed! It is time to note what Prop 400 does, though its ads read "Finish The Highways", and to wake up the planners. See the Citizens' Transportation Oversight Committee (CTOC). They meet tomorrow!

An outline of proposed early routes and new education facilities, concentrating on much-needed skills, is in the attachment. I plan to address these concepts at the CTOC meeting.

Best regards, Joe

Joseph B. Ryan
Sun City West, AZ
(623) 584-3300

The Attachment is in Word format.

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Jason Stephens

From: Kelly Taft
Sent: Wednesday, March 21, 2007 9:53 AM
To: Jason Stephens
Subject: FW: Another Oversight Committee meeting with no action on any item of oversight

Kelly Taft, APR
 Communications Manager
 Maricopa Association of Governments
 (602) 452-5020 (direct)
 (602) 254-6309 (fax)

From: TCMRyan@aol.com [mailto:TCMRyan@aol.com]
Sent: Wednesday, March 21, 2007 12:23 AM
To: kkang@dot.state.az.us; MAG General Mailbox; Eric Anderson; azgov@az.gov; mwwilson@mail.maricopa.gov; jburgess@azleg.state.az.us; AZRepLD4@aol.com; trainey@rocksolidconcrete.com; nsladd98@hotmail.com; rarnett@evp-az.org; jack@westmarc.org; eneville@dot.state.az.us; gcunningham@az.gov; tax.wienke@epa.gov; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; senator_mccain@mccain.senate.gov; phil.gordon@phoenix.gov; pora@suncitywest.org; Dennis Smith; Kelly Taft
Cc: rblendu@azleg.state.az.us; jflake@azleg.state.az.us; jharper@azleg.state.az.us; russellpearce@cableaz.com; katie_boyd@kyl.senate.gov; c.ullman@juno.com; deb_jacobus@mccain.senate.gov; mary.peters@ost.dot.gov; ed.pastor@mail.house.gov; oig.dot.gov@hotlines.com; rpullen8@cox.net; vice.president@whitehouse.gov; amity@westmarc.org
Subject: Another Oversight Committee meeting with no action on any item of oversight

Dear Friends and Fellow Citizens:

This evening there was another meeting of the Citizen's Transportation Oversight Committee that produced no action to correct any transportation problem raised before them in the past by concerned citizens.

This evening, after government employees produced more than an hour and a half of presentations that needed rebuttals, and before the "Call to the Public" (Agenda Item 8) of the Citizen's Transportation Oversight Committee, the CTOC Chairman told the private citizens who were in attendance that each of the three persons who had signed up to speak would be allowed only three minutes to speak. Therefore, when Chairman Arnett called upon me, I told those in attendance that I would give them written copies of the brief presentation that I planned to make. Instead, I spoke to the basic faults of the government planners' system of planning.

I pointed out the fact that no one had spoken of the primary objectives of transportation planning: Safety First and Lower the Costs.

Second, I mentioned that one objective, mentioned by a MAG planner, to build a six-lane highway to Las Vegas was not appropriate. We are in competition with Nevada, especially when it comes to being the gateway to the Grand Canyon. What we need is convenient, RAPID transit services between Sky Harbor and the Grand Canyon. Furthermore, we are in a land-locked state, so we must drive our transportation costs down to become more competitive with states and nations that are not land-locked. (In a hand-out, I provided the CTOC members and others in attendance with a map of how three rapid transit lines should connect Arizona with three Pacific ports (that were not named), Long Beach, San Diego and one on the Mexico coast just south of Arizona. I told the attendees that our objective should be to take business away from

other states and nations.

I pointed out how hospitals and universities of New York City happen to be located next to rapid transit lines and suggested that same approach to infrastructure and facility planning could be applied to our situation where the substantial growth of Arizona (perhaps another ten million residents) has yet to take place throughout the state. I pointed out what executives look for when considering a job offer, namely the education system for their children, the health care system for their family, and the transportation system that links their home with not only their proposed office but also with the airport. (A hand-out indicated where new and much-needed facilities to train MDs and RNs might be placed next to the proposed rapid transit runs.)

(The planning of transportation services that I have seen here in Arizona is not consumer-friendly. The best bus services run to government offices in the morning and back to the government employees' neighborhoods in the evening. Others at that meeting noted they often have used convenient public transit services elsewhere, but have never used the Valley Metro bus "services" in the metropolitan Phoenix area. Seems the folks at the MAG, RPTA and Valley Metro bureaucracies are not good transportation planners.)

I was about to point out how the application of good planning systems and procedures have made Ethiopian Airlines a profitable transportation company that, today, has ten Boeing 787 Dreamliners on order, the first to be delivered next year. But Chairman Arnett told me that my three minutes were up, so I sat down.

Here is what I had planned to read:

Before the Citizen's Transportation Oversight Committee Tuesday, March 20, 2007, Agenda Item 8 at 5:45 PM

I am Joe Ryan, a resident of Maricopa County. I ask this Committee to consider and vote on proposals to improve several existing and planned interchanges and to begin the process that would create an elevated transportation system.

The most significant item in Governor Napolitano's Executive Order 2007-02 is cost effectiveness. During all the government meetings that I have attended, on the subjects of transportation planning, I have never heard any mention of a cost reduction program, nor the subject that should have first priority, a safety improvement program. Consider the following:

- 1. Placing Valley Metro Rail stations in the middle of streets is the most dangerous place where you can locate them.**
- 2. Operating a heavy, fixed-rail vehicle in the middle of streets, without safety bars that drop across grade-level crossings, is the most dangerous way you can operate a trolley car system. One of the several reasons that streetcar tracks, all over the world, have been paved over is the traffic chaos that ensues after a streetcar accident.**

- 3. A rose by any other name is still a rose. What has been foisted on Maricopa County taxpayers, what County mayors call a light rail vehicle, has the power supply system of a trolley car, has the motors of a trolley car, has the passenger cabin of a trolley car, is staffed like trolley cars are staffed and has the high costs of operating trolley car services. A few of the reasons are noted, below.**

Page 1 of 4.

- 4. If vehicles operate where there is little danger of a collision with other vehicles, their structures do not have to be stressed to protect passengers in the event of a collision. The lighter the vehicle, the less fuel it will consume. Also, with a given amount of power, the lighter the vehicle the faster will be it accelerate, producing more miles traveled during a day. That reduces both the direct operating costs and the overhead burden for each and every revenue passenger mile that it carries.**
- 5. For a price, manufacturers will be willing to make any new and different product. So, why buy a vehicle that has a propensity to jump the tracks either when driven around a turn too fast, or when steel rails become distorted and their guage increases because of excessive heat or lateral pounding? Why has there been no Request for Proposals (RFPs) to manufacturers for a wide-bodied, light-weight vehicle that, initially, could operate on external power, similar to that of a monorail, with no power seepage that exists with trolley tracks?**
- 6. If the infrastructure were mass-produced, as would be the elevated structures of the proposed "Desert Plane", its cost per mile would be lower than the cost of an infrastructure that has to be laid down, foot by foot, on the surface of existing highways. Furthermore, the activity of destroying existing highway lanes, and in some cases sidewalks, is an extremely costly activity. Just the destruction of the highway assets, the loss of those costly assets from the cities balance sheets, is extremely costly in two ways:
(a.) The traffic-carrying ability of the destroyed lanes is lost and**

- (b.) The replacement values of the assets, regardless of their values recorded on the balance sheets, are lost.

Page 2 of 4.

7. A prior study to reduce traffic congestion on Grand Avenue, paid for by the MAG, resulted in a presentation of the consultant's recommendation that commuter rail would solve the problem. The obviously unqualified consultant recommended three commuter trains, each carrying 600 passengers, operate in the mornings on the single BNSF track between Surprise and downtown Phoenix. Then, in the evenings, the three trains would return to Surprise. That is a typical example of a government, telling how and when others should travel. Of all the hundreds of thousands of O&D trips made in the northwest corridor, most likely less than 900 persons would find those 9 itineraries attractive. A single 80-passenger vehicle, scheduled 15 minutes apart, during a 10-operating-hours-per-day, would produce 40 departures a day in each direction. That schedule would produce 1,600 different round-trip itineraries, far more attractive to the general public than the consultant's 9 itinerary straight jacket. Furthermore, the consultant's program would produce excessive operating losses because of its low utilization of material and human resources.

8. The "Life Cycle Certification" of the Regional Transportation Plan carries letters of certification from ADOT's Chief Financial Officer and State Engineer. The costs, updated by an ADOT Group and three consulting firms, total \$17,748 billions. According to a certified chart on Page 8, the total of design, right-of-way acquisition and construction comprise only 64 percent of the total costs, yet the costs per mile of right-of-way acquisitions are said to be the highest in the United States. All of the Regional Transportation Plan costs will be paid with Revenues estimated at \$17,748 billions.

Page 3 of 4.

9. There's a nice balanced budget that, unfortunately, includes major oversights. The map of improvements and additions shows interchanges, already overloaded, where the existing dangerous situations will be made worse. The ADOT plan is to widen Loop

202, widen I-10 and widen I-17. That will feed more traffic into already -overloaded interchanges and the jam-packed Deck Park Tunnel. The faulty design of the Loop 303/U.S. 60 has been brought to the attention of the CTOC, the MAG and engineers of both MCDOT and ADOT. In spite of the forecast doubling of the Valley's population, there is no plan to attract traffic out of the already overloaded intersections.

10. In an elaborate forecasting exercise, reported on 23 pages in a document dated November 2004, a panel of 11 experts came to the conclusion that the Maricopa County Transportation Excise Tax will produce, during the 20 fiscal years from 2005 to 2026, less than \$15 billions, half coming from retail store sales. This County's population growth some forecasters expect will be an increase of 3 million residents in the MAG's overall region. Most likely, 2 million of those additional residents will live in the West Valley. To serve their rapidly-growing highway and arterial road needs, the West Valley highway and arterial road system will need around \$30 billions worth of new infrastructures. The official revenue plan misses the needs by more than a mile. At the present time, there appears to be no effort to legislate population growth controls, such as residential real estate zones where the minimum-size of a lot for a single-family home would be four acres, or three acres, or just one acre.

**Thank you for your attention and consideration. Joe Ryan
Page 4 of 4.**

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ELEVATED ROUTES OF LIGHT-WEIGHT, WIDE-BODY, HIGH-SPEED SELF-POWERED “DESERT PLANES”

Codes for Arizona Desert Plane Runs in the early phases of the system’s development. Revised March 19, 2007
“PHX” is Sky Harbor International Airport.

Codes for New Arizona Facilities to be connected by walkways to express-stop multi-modal terminals of Desert Planes:

Early East – West Routes:

CANYONRUN (G.C. Park – Flag - ABQ)	GCSUPERMALL near Grand Canyon
NORTHRUN (“w” blocks north of Bell Rd.)	AZA&MU at Peoria (a technical univ.)
BELLRUN (“x” blocks north of Bell Road)	AIT (AZ Inst. of Tech.) at W’burg
WESTAIRRUN (PHX to Avondale & west)	GCO (Goodyear corporate offices)
EASTAIRRUN (PHX to Mesa and east)	ASU at Tempe (gives MD degree)
PARADISERUN (“y” blocks north of I-10)	Downtown & Glendale Sports Centers
SOUTHRUN (“z” blocks south of I-10)	AZFLU in Avondale (foreign languages)
FARSOUTHRUN (El Paso – TUS – Yuma)	WESTAZU at Yuma (gives MD degree)

Early North-South Routes:

FAREASTRUN (Window Rock -- Douglas)	SOUTHEASTAZU at Douglas
EASTRUN (A.J. – Miami – et al – Tucson)	AJSUPERMALL at Apache Junction
CANYONRUN (PHX to Williams & G. C.)	WMSUPERMALL near Williams
NORTHAIRRUN (PHX – S’dale - Flagstaff)	NORTHSUPERMALL at Page
SOUTHAIRRUN (PHX to Tucson and into Mexico at Nogales)	CENAZU (Central Arizona University at Casa Grade with pre-med emphasis)
SPORTRUN (passes Glendale sports facilities)	AVONDALEU (Univ. gives RN degree)
WESTRUN (Flag. – W’Burg. – B’eye - Ajo – and into Mexico south of Lukeville)	AIT (AZ Inst. of Tech.) at Wickenburg
FARWESTRUN (Bullhead City – Parker - Quartzite – Yuma -San Luis and to Mexico)	WESTAZU at Yuma (gives MD degree)

Mr. Chairman, Members of the Maricopa Association of Governments:
I am Joe Ryan, a resident of Sun City West.

You have before you a copy of the responsibilities given to you by federal law as well as Arizona State Law regarding the reasonable amount of time that a citizen is given by law to inform you of critical oversights in your transportation planning.

FUNDIMENTAL ERRORS IN THE MAG'S PLANNING PROCESS

My experience includes transportation equipment planning, facilities planning, route planning and schedules planning. One of the first elements of planning is to determine the assumptions and premises to be used in a plan.

In your plan for the current 20-year period, there are critical, potentially deadly mistakes. They are deadly because the results of the poor planning and under-built infrastructures will result in unnecessary deaths from highway accidents and from medical problems related to breathing polluted air. These are extremely serious matters that concern the performance of the Maricopa Association of Governments, the designated planner.

THE COUNTY TAX RATE DOES NOT COVER THE HIGHWAY NEEDS

During many decades, the rate of increase in vehicle miles driven in Maricopa County exceeded the rate of increase in the population. Every ten years, the population of Maricopa County grew by roughly 45 percent. Now, the population appears to be growing at a slightly faster rate.

For the period 1986 to 2005, the County transportation sales tax rate was one half one cent. The proceeds went entirely to the creation of highways and interchanges. That tax rate was inadequate to pay for the planned infrastructure. For examples, the planned Paradise Freeway had to be cancelled and parts of Loops 202 and 303 were not completed. Traffic back-ups were created at under-built interchanges soon after they were completed.

Someone, on some basis, set the County transportation sales tax, for the period 2006 through 2025 at one half of one cent and determined that a substantial portion of the proceeds will be used for investments in transit operations rather than in highways and interchanges. Who authorized the half-cent tax rate for the period 2006 to 2025 and who authorized and paid for the 4-feet by 8-feet marketing signs for Proposition 400, placed beside County streets and highways that said "Finish the Highways"?

Someone had eleven experts calculate, to the nearest five significant figures, what the half-cent tax will produce during this 20-year period between \$17 billions and \$18 billions. It has been said that the tax rate should be three or four times higher than the one-half of one-cent rate. It has been said that the highway and intersection needs of 2025 are under-funded by fifty to seventy-five billion dollars.

One premise for transportation planning is the region's population. In 2004, and still today, the premise is that the region's population will grow in 20 years from 3 millions to 6 millions. The planned highway expansion for 2006 to 2025, shown in the ADOT map, is completely out of line with that planning premise.

To serve the West Valley, Loop 303 was included in the 1986 plan for completion by 2005. It still is not complete, and the plan for the interchange between Loop 303 and US 60, after repeated complaints, still is utterly inadequate for the forecast population. Now, the planners of Buckeye, for example, expect to have hundreds of thousands of residents just in Buckeye by 2025. In the ADOT map for highway investments up to 2025, there is nothing, I repeat, NOTHING west of Loop 303.

NEW RAPID-TRANSIT ROUTES SHOULD PRECEED BUILDING PROGRAMS

Wherever possible, it is suggested that future rapid transit routes be established before areas in the region are built up. That is when the rapid transit lines of Connecticut, New York, New Jersey and Pennsylvania were built into the open woods and fields between 1890 and 1910. Seeing the rapid transit routes, third parties built colleges, hospitals, corporate headquarters and hotels that were connected by overhead and underground walkways to the rapid transit terminals. Now, a hundred years later, every weekday 400,000 persons transit the rapid transit station complex under Times Square. A recent example of that type of transportation planning is the growing BART system of the San Francisco Bay Area.

For example, no change has been made to the plan for the under-designed interchange between Loop 303 and U.S. Route 60, the main route between Phoenix and Nevada. For example, there is no north-south highway shown on the ADOT map west of Loop 303 while the Town of Buckeye, for years, has reported its plan to have at least 120,000 new homes, perhaps 500,000 additional residents west of the White Tank Mountains. Who is responsible for not including new highways and high-speed interchanges west of the White Tank Mountains in the 2006 – 2025 plans? If they are planned, where are the plans and how much would it cost to implement them?

COMMUTER RAIL IS NOT A VIABLE SOLUTION

Railroad trains, just for commuters, are extremely costly and not very convenient. For our region, where residents are scattered, rather than concentrated along rapid transit routes that did not exist, small vehicles operating on very frequent schedules would be far more convenient. Passenger load factors and total traffic carried on a route both go up as the schedules become more frequent. Such frequencies would create major delays for vehicular traffic that would have to cross the hundreds of grade-level crossings.

There have been studies for commuter rail services between Phoenix and Tucson and between Phoenix and Surprise. Now, the lobbyists for commuter rail, including one who worked ten years as a lobbyist in Washington, have been getting promotional articles in the local media about more studies on the subject of commuter rail services.

The composition of the traffic flows at the highway interchanges would not be materially affected by any commuter rail schedule. What would be effective is a new concept in high-speed, convenient operations called RapiTran by its deceased inventor. A sample pattern of routes that self-powered, wide-bodied vehicles might take is attached at the end of this document. A second attachment has notes on where new colleges and other facilities serving a million new residents might be adjacent to the new rapid-transit lines.

THE PLAN IS INADEQUATE FOR FREIGHT CONSUMED BY THE POPULATION

This region is not on the main-line railroads that pass to the north and to the south of Maricopa County. The main route for freight, I-10, is becoming a costly route because of its ever-increasing traffic congestion. Poor planning, that includes the dangerous plan to have the South Mountain Freeway connect with I-10 at 55th Avenue, is continually lowering the speed that freight can be carried between seaports and this region. There is nothing in the 20-year plan to improve freight transportation.

A possible solution to this problem would be using the same infrastructure and equipment of RapiTran for high-speed all-cargo services between Maricopa County and three Pacific Ocean ports, Long Beach, San Diego and one in Mexico from which the three Palo Verde reactors were carried.

A MARICOPA COUNTY ENERGY PROBLEM FOR ELECTRIC VEHICLES

Significant producers of electricity for this region are facilities that derive energy from natural gas and nuclear reactors. Unless some remedial action is planned and implemented, there is a significant liability in Maricopa County. For example, something could cut the supply of natural gas to this region. This region is one of the few major metropolitan areas with no facility to store natural gas.

Planning for the other source of electricity is even more risky. The federal government gives performance ratings to nuclear power generators from 1 to 5. One is the highest score. A power plant that receives the grade of 5 must be shut down. All three of the nuclear reactors at Palo Verde have the rating of 4. That should scare conservative and liberal planners.

Part of a solid transportation plan should have contracts for electricity because we have those 2 unusual risk factors.

If there is no contract for guaranteed future power for the light rail system, we are building a house of cards that could be taken down by a single terrorist.

WHAT CAN BE DONE TO IMPROVE THE TRANSPORTATION PLANNING ?

Why hasn't the MAG, the designated transportation planning organization (MPO) of this region, discussed any of these troubling questions in their public meetings? Have these subjects been discussed behind closed doors?

It appears that transportation planning for the fastest-growing county in the United States has been terrible, to say the least. Major changes might be made to the MAG organization.

It appears another way to improve transportation planning would be for the Governor to rescind the 1973 designation of the MAG as the region's MPO and then designate some other organization to do the work.

Respectfully submitted,

/s/ Joe Ryan

Joseph B. Ryan
13311 Paintbrush Drive
Sun City West, AZ 85375

Telephone 623-584-3300
E-mail tncmryan@aol.com

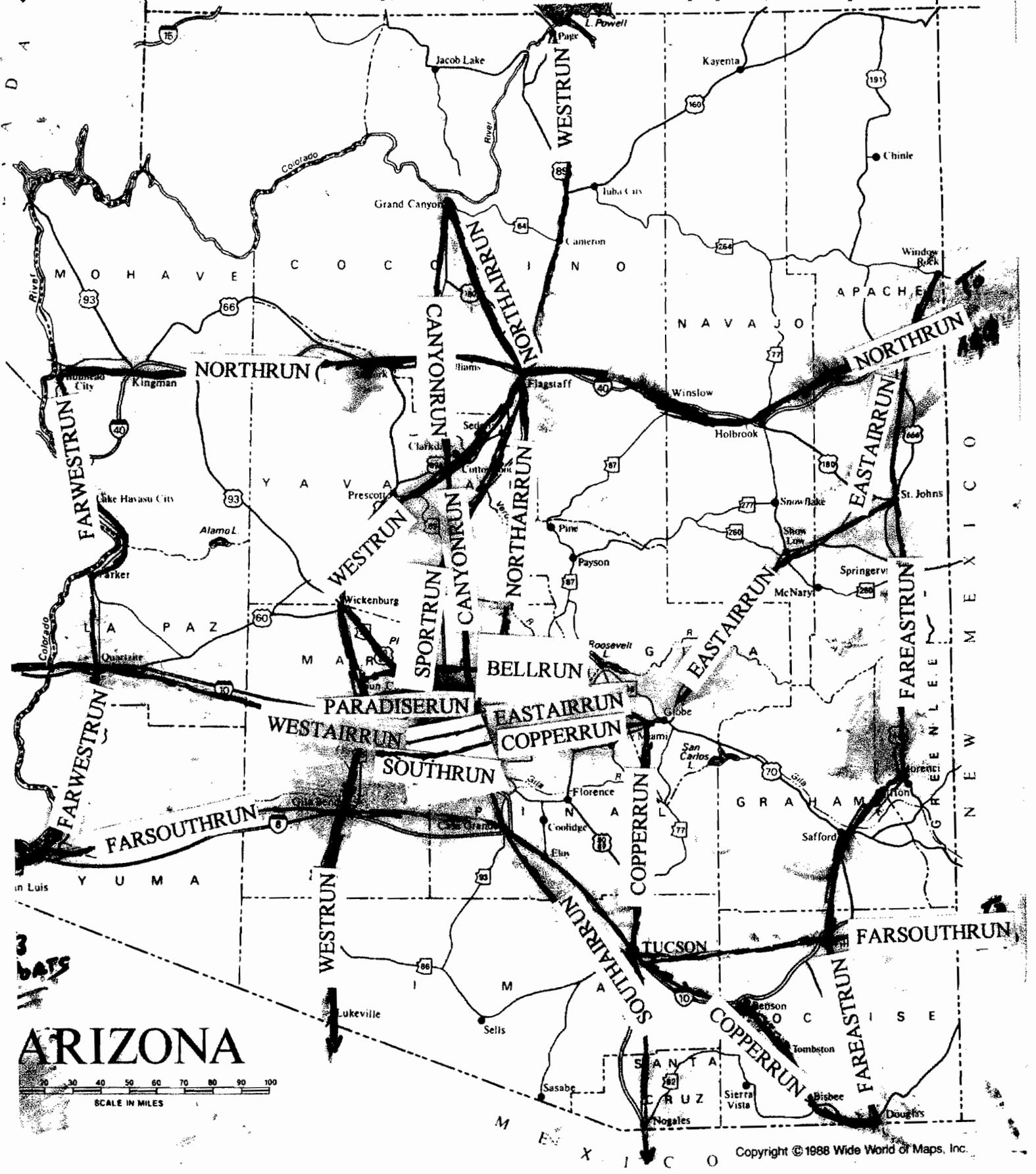
March 28, 2007

Attachments (2):

A map of possible transportation routes for high-speed, wide-bodied vehicles in Arizona and a list of possible facilities, such as new colleges, that could be located on the routes.

ELEVATED ROUTES OF LIGHT-WEIGHT, WIDE-BODY, HIGH-SPEED SELF-POWERED "DESERT PLANES"

Revised 4:00 PM Monday, March 19, 2007 Facilities are proposed, now not planned.



Members of CTOC and MAG, fellow travelers and taxpayers:

There are several happenings that will increase the time and the cost it takes drivers to travel into, around, through and out of Maricopa County. One is inevitable - the increase in volumes of passenger and freight traffic that will travel the highways and under-built intersections of this County. Note that roughly half of the State's economy is in our County. The forecast millions of additional passengers and tons of freight, most certainly coming to Arizona, will make traffic congestion and air quality worse while slowing travel speeds, increasing travel times and increasing the consumption of hydrocarbon fuels, none of which are produced in Arizona.

Another factor that will slow traffic, increase miles driven (where current left-turns will be prohibited), and nullify some of the benefits of the planned intelligent transportation (traffic light synchronization) systems (ITSs) will be additional grade-level crossings of light rail and commuter rail vehicles. Rail vehicles' operation control systems are being planned to override the street ITS systems along the rail right-of-ways to give all moving rail vehicles preferential green lights before they reach all grade-level crossings. Since the streetcars will be moving at random in both directions of routes that have both north-south and east-west sectors, all planned non-stop flows of street traffic, created by the ITS, will be slowed and stopped - at great costs!

The population of Maricopa County is forecast to double during this 20-year planning period, 2006 to 2025. Another factor that has and will continue to have a detrimental effect on transportation in Maricopa County, including international travel via Sky Harbor International Airport, is the strategy to widen, and thereby increase the theoretical capacity of the highways that lead to and from the under-built interchanges. During peak periods, because the interchange ramps are both too narrow and have too short a radius, dropping attainable highway speeds from 75 MPH to between 40 and 35 MPH, traffic backs up on both the inbound and the outbound sides of those interchanges. To handle even current traffic volumes, not to mention what will come, some of those one-lane ramps, that have no full-size break-down lane, should have been built as three-lane ramps with a break-down lane in both sides. Today, bumper-to-bumper traffic, in portions of the fast lanes of Interstates 10 and 17, Loop 101, US 60 and other highways, comes to a complete halt. When traffic in the fast lane approaching and/or leaving an under-built intersection comes to a dead stop, the capacity of that lane literally is zero vehicles per hour. So, why put precious resources into widening those highways leading to under-built interchanges?

A preferable strategy to pull traffic out of those traffic jams and attain several objectives would be to create and implement a new method of transportation. A few objectives are to reduce America's reliance on foreign fuel, reduce air pollution, to reduce the cost of passenger and cargo transportation and to provide faster and more convenient ways to travel. The automobile and the airplane were proven in Detroit and Kitty Hawk by the Fords and the Wright brothers. Why not find some venture capital group that would, together with cooperating AZ governments, at state, county and local levels, would adopt the inventions of the late John Shaw to accomplish some or all of the above-mentioned objectives? It appears to this financially-oriented transportation planner that the proposed system would earn profits for the share-holders of the proposed RapiTran Share Companies. Keep in mind the saying, "Nothing ventured; nothing gained".

A program to develop and put into service a new, wide-bodied, light-weight, high-speed vehicle on an elevated infrastructure is an important subject. I ask all members of both the Citizens' Transportation OVERSIGHT Committee (CTOC) and our region's designated transportation planner, the Maricopa Association of Governments (MAG), to discuss and act upon it during well-advertised open meetings that might last from 7PM to Midnight, several days in a row. Joseph B. Ryan, Sun City West - Telephone (623) 584-3300 - February 4, 2007

WHAT MAG IS EMPOWERED TO DO

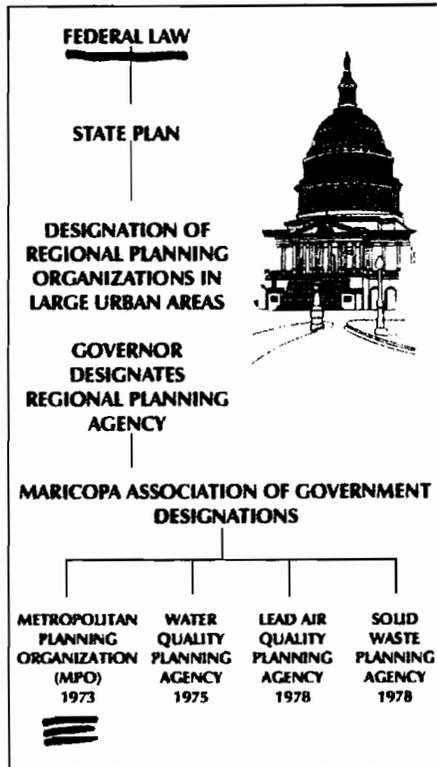


Figure 3: Federal Requirements

Note:

FEDERAL REQUIREMENTS

As depicted in Figure 3, certain federal actions require that regional plans in large urban areas be prepared. For the Maricopa County region, MAG has been designated in the following four areas:

1. Metropolitan Planning Organization (MPO)
2. Water Quality Planning Agency
3. Lead Air Quality Planning Agency
4. Solid Waste Planning Agency

Metropolitan Planning Organization

As the MPO, MAG has the following transportation-related responsibilities:

- Conduct a federally certified transportation planning process.
- Carry out an ongoing public involvement process. *
- Develop and apply management systems (pavement, bridge, congestion, transit, intermodal, safety).
- Prepare a five-year Transportation Improvement Program (TIP) that includes all transportation projects in the region (includes federal, state, local and privately funded projects).
- Prepare a multimodal Regional Transportation Plan (RTP) with a 20-year time horizon (freeways, arterials, transit, bicycle, pedestrian, demand management).
- Ensure conformity for all transportation plans, programs and projects with air quality plans.

Water Quality Planning

As the water quality planning agency for the region, MAG develops an area-wide water quality management plan. This requirement is in response to Section 208 of the Water Pollution Control Act of 1972.

Air Quality Planning

As the lead air quality planning agency, MAG determines which elements of a revised Air Quality Implementation Plan will be planned, implemented and enforced by the state and local governments. In addition, MAG produces air quality plans for carbon monoxide, particulates and ozone.

Solid Waste Planning

As the solid waste planning agency, MAG is responsible for undertaking area-wide solid waste management planning. This requirement is in response to Section 4006(b) of the Resource Conservation and Recovery Act of 1976.

* STATE LAW THE CONDUCT OF THE MAG PUBLIC MEETINGS IS GOVERNED BY THE ARIZONA REVISED STATUTES 38-351.

The following Arizona Revised Statutes govern the public meetings of The Maricopa Association of Governments (MAG).

38-431.01. Meetings shall be open to the public

G. A public body may make an open call to the public during a public meeting, subject to reasonable time, place and manner restrictions, to allow individuals to address the public body on any issue within the jurisdiction of the public body. At the conclusion of an open call to the public, individual members of the public body may respond to criticism made by those who have addressed the public body, may ask staff to review a matter or may ask that a matter be put on a future agenda. However, members of the public body shall not discuss or take legal action on matters raised during an open call to the public unless the matters are properly noticed for discussion and legal action.

38-431.05. Meeting held in violation of article; business transacted null and void; ratification

- A. All legal action transacted by any public body during a meeting held in violation of any provision of this article is null and void except as provided in subsection B.
- B. A public body may ratify legal action taken in violation of this article in accordance with the following requirements:
1. Ratification shall take place at a public meeting within thirty days after discovery of the violation or after such discovery should have been made by the exercise of reasonable diligence.
 2. The notice for the meeting shall include a description of the action to be ratified, a clear statement that the public body proposes to ratify a prior action and information on how the public may obtain a detailed written description of the action to be ratified.
 3. The public body shall make available to the public a detailed written description of the action to be ratified and all deliberations, consultations and decisions by members of the public body that preceded and related to such action. The written description shall also be included as part of the minutes of the meeting at which ratification is taken.
 4. The public body shall make available to the public the notice and detailed written description required by this section at least seventy-two hours in advance of the public meeting at which the ratification is taken.

At a 2006 CTOC meeting, the CTOC Chairman had violated the open meeting law. Actions taken during that meeting were invalid and had to be approved at a subsequent meeting.

Note that, during the call to the public, a citizen has the authority to speak, subject to reasonable time, place and manner restrictions.

At the March 2007 CTOC meeting, by order of the State, Citizen William "Blue" Crowley was given a ten-minute Agenda Item and, during that meeting, an Arizona State attorney determined that ten (10) minutes was a reasonable amount of time for what Mr. Crowley had to say, in addition to the time Mr. Crowley spoke during The Call To The Public and an "action" item.



**MARICOPA
ASSOCIATION of
GOVERNMENTS**

302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85003
Phone (602) 254-6300 • FAX (602) 254-6490
E-mail: mag@mag.maricopa.gov • Web site: www.mag.maricopa.gov

March 20, 2007

TO: Members of the Transportation Policy Committee

SUBJECT: Comments on Transportation Policy Committee Agenda Item #6

Steve Dreiseszun, President of the FQ Story Historic District Preservation Association, would like to submit the following comments for the Transportation Policy Committee's consideration.

Mr. Dreiseszun would like to the TPC to know that he and the FQ Story Historic District Preservation Association agree that the funding used to complete the rubberized asphalt program was an important effort to help mitigate freeway noise. However, Mr. Dreiseszun believes that the TPC must find a way to restore the funding that was used to cover the increasing costs of the rubberized asphalt program and apply the funds to the noise mitigation projects in those areas that are not part of new or improved projects.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction • City of Avondale • Town of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • City of El Mirage • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend
Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear • Town of Guadalupe • City of Litchfield Park • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix
Town of Queen Creek • Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown • Arizona Department of Transportation

Jason Stephens

From: Kelly Taft
Sent: Friday, March 30, 2007 10:55 AM
To: Jason Stephens
Subject: FW: TPC E-Update for 3/21/07

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: Dianne Barker [mailto:dteam10@yahoo.com]
Sent: Thursday, March 29, 2007 6:27 PM
To: Kelly Taft
Subject: Re: TPC E-Update for 3/21/07

We need judges that will uphold the no littering laws, Kelly, don't you think?
--- Kelly Taft <ktaft@mag.maricopa.gov> wrote:

> Let's Keep Moving!
>
> Your E-News Update from the Transportation Policy Committee (TPC)
>
> Phoenix Councilmember Peggy Bilsten, Chair
>
> March 21, 2007 Meeting Summary
>
>
>
> Message from the Chair
>
> It is always gratifying to see issues for which you have fought hard
> come to fruition. During our January and March meetings, it was highly
> rewarding to learn more about increased litter pickup and education
> efforts taking place in this region. These inroads are made possible
> by the additional funding the TPC included in the Regional
> Transportation Plan for quality of life issues such as litter control.
> We are already seeing a significant difference in the amount of litter
> being picked up along Valley freeways - from about 85,000 bags per
> year to 151,000 bags per year.
>
>
>
> We still have a long way to go in changing the behavior of motorists
> who litter, and we are learning that some of the trashiest freeways we
> drive are gateway routes into our region. On Thursday, April 5,
> Governor Janet Napolitano will join the Maricopa Association of
> Governments (MAG) and the Arizona Department of Transportation (ADOT)
> to release a "Top 10 Litter Hotspots Report." The press conference
> will focus on road segments in our region where the most litter is
> found, as well as identify the most dangerous items of debris found on
> freeways across the state. These items not only create a potentially
> deadly safety hazard, they also contribute to congestion when
> motorists have to slow down and change lanes to avoid the debris.
>
>
>

> MAG research has found that the majority of Arizonans do have pride in
> our state. Unfortunately, many litterers believe that one small piece
> of trash won't matter. They don't recognize that even small pieces of
> litter add up to a giant problem. If each of our three million
> residents throws out even a small piece of trash, it isn't hard to
> figure out how that can add up in a hurry. Only by changing the
> behavior of motorists can we eliminate this blight on our pristine
> desert landscape. The purpose of releasing this list of "Top 10
> Hotspots"
> is to remind
> motorists that when they toss litter from their vehicles, they are
> degrading the beauty of our majestic state, costing taxpayers millions
> in cleanup costs, and creating an unsanitary environment for our
> children. We hope to continue to get our message out
> there: Don't Trash
> Arizona!

>
>
>
> Meeting Summary

>
>
> Report on ADOT Litter Pickup and Landscape Maintenance Program
>
> As noted above, a presentation was provided on enhanced litter control
> and landscape maintenance efforts that were funded as part of
> Proposition 400. ADOT has increased the frequency of litter pickups
> and landscape maintenance along freeways in the MAG region. Among the
> enhancements:

>
>
> Landscaping:
>
> * Increased number of landscaping crews from 4
> on-call crews to 16
> on-call crews.
> * Moved from an initial 3 tree trimming crews to 5
> on-call crews
> covering 60 miles of freeway.
> * Full-scale landscaping on 19 miles of freeway.
> * Debris/trash uncovered in trimming operations
> removed.

>
> Litter:
>
> * Increased number of pickup crews from 4 to 18.
> * Increased number of bags picked up along Valley
> freeways from
> 85,594 to 143,779 in 2006 (current average puts ADOT on track for more
> than 151,000 bags in 2007).
> * Litter complaints have significantly declined to
> only a few per
> month.

>
> Sweeping:
>
> * Added frequency to existing 240 curb miles.
> * Extra sweeps continue for PM-10 compliance in
> urban core.

>
> MAG Freeway Construction Status Report
>
> ADOT is responsible for the implementation of the freeway component of
> Proposition 400. ADOT staff briefed the committee on progress to date
> and upcoming construction activities. Improvements over the next five

> years total \$3.64 billion and include 133 miles of existing corridor
> widenings and improvements, including general purpose lanes; 75 miles
> of HOV lanes; 38 miles of new construction (primarily along the Loop
> 303);
> 27 miles of right-of-way protection; six new traffic interchanges
> including one HOV ramp; and 34 miles of rubberized asphalt.

>
>
>
> Overall, ADOT reported major new construction activities, including:

>
>
>
> Interstate 10

>
> * Addition of general purpose and HOV lanes
> in each direction
> between the Loop 101 and east of Sarival Rd. in 2008*.

>
> * Additional widening to Dysart Rd. is
> planned for 2009, matching
> the lane profile of I-10 east of Loop 101 interchange.

>
> * Addition of 5.5 miles of general purpose
> lanes from Verrado Way
> to Sarival Rd. in 2009.

>
> * Construct collector/distributor road system
> from 40th Street to
> Baseline from 2010 to 2012.

>
>
>
> Interstate 17

>
> * Traffic interchange improvements at
> Dixileta Dr., Carefree
> Highway (SR-74), and Jomax Rd. in 2007; Dove Valley interchange in
> 2008 (advanced by City of Phoenix).

>
> * Addition of HOV and general purpose lanes
> from Loop 101 to
> Jomax Rd. in 2007 or 2008.

>
> * Addition of HOV and general purpose lanes
> from Jomax Rd to
> Carefree Highway (SR-74) in 2008.

>
> * Add general purpose lane in each direction
> from SR-74 to Anthem
> Way in 2009.

>
=== message truncated ===

Jason Stephens

From: michael j. hernandez [mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:44 PM
To: Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: Public Safety IRT ADOT Hwy Maint & HAZMAT

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: Public Safety IRT ADOT Hwy Maint & HAZMAT
>Date: Sat, 31 Mar 2007 15:42:53 -0700

>My Fellow Arizona Citizens,

> I'd like very much to respectfully COMMUNICATE to you and
>All Concerned (ALCON) who are able & willing to take a position IRT the
>subj matter, and that is whenever ADOT conducts Highway Maint., such
>as: (1). a "FLUSH COAT" which consist of spraying, solely, a coat of
>Oil over the asphalt and/ or a "SAND SEAL" which consist of spraying a
>coat of Oil and then finishing it w/ a light sprinkle of sand over the
>Oil on top of the Asphalt; they automatically erect the Standard
>Regulatory WARNING Signs that are REQUIRED to COMMUNICATE THE RISK(S),
>and One (1) of them happens to be 'FRESH OIL" because the OIL is a
>HAZARDOUS MATERIAL (Hazmat)! The purpose of conducting a 'Flush Coat"/
>"Sand Seal" over the Roadway, is to preserve it, likewise to in the
>same manner of polishing furniture w/ "Old English" or "Pledge" furniture polish!
>(2). "Striping" which consist of laying down "Paint" along the various
>points on the Asphalt; they automatically erect the Standard Regulatory
>WARNING Signs that are REQUIRED to COMMUNICATE THE RISK(S), and One (1)
>of them happens to be "WET PAINT"
>because the paint is also a HAZARDOUS MATERIAL (Hazmat)! There is NO
>EXCUSE and/ or any ALBI's whatsoever, beyond a reason of doubt, that
>the ADOT Natural Resources Division(s) cannot and/ or should be exempt
>from erecting the Standard Regulatory WARNING Signs as REQUIRED to
>EFFECTIVELY COMMUNICATE THE RISK(S) to the Traveling Public in support
>of PUBLIC SAFETY which should project:
>(1). ROAD WORK AHEAD, (2). SHOULDER WORK AHEAD Next # Miles, (3).
>SPRAYING VEGETATION, (4). END ROADWORK THANK YOU, whenever they conduct
>any type of CHEMICAL & Vegetation Control Operations. This is a MUST
>because CHEMICALS are much more HAZARDOUS to Humans & Domestic Animals
>(Ref: Herbicide Specimen Label) than "FRESH OIL" and/ or 'WET PAINT"!
>Accountability & Responsibility is the bottom line to this significant
>Public Safety Issue!!! Be Safe, Each & Everyone, Always! Semper Fi. End
>of text. Michael Hernandez sends.

>
>
>_____

>i'm making a difference. Make every IM count for the cause of your choice.
>Join Now.
><http://clk.atdmt.com/MSN/go/msnnkwme0080000001msn/direct/01/?href=http://im.live.com/messenger/im/home/?source=hmtagline>
>

Get a FREE Web site, company branded e-mail and more from Microsoft Office Live!
<http://clk.atdmt.com/MRT/go/mcrssaub0050001411mrt/direct/01/>

Jason Stephens

From: michael j. hernandez [mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:46 PM
To: Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: RE: Environmental Quality Award IRT ADOT for CY-2006

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: RE: Environmental Quality Award IRT ADOT for CY-2006
>Date: Mon, 05 Mar 2007 12:16:39 -0700

>
>Brian,
> Be Advised, AMINE-4,2,4D is "AGENT ORANGE"; Source: National
>Pesticides Information Center
>(NPIC) Oregon State University (O.S.U.)! This Herbicide can do a whole lot
>more destruction than just kill weeds; some extremely & serious collateral
>damage and then some!!!
>The ADOT Natural Resources Division(s) is REQUIRED to EFFECTIVELY
>COMMUNICATE THE RISK(S)
>to the Traveling Motorists/ Public, as well as just notifying the Local
>Emergency Planners & the AZ Structural Pest Control Commission, @ all times
>by staging the Standard Regulatory WARNING Signs, and this is MANDATORY;
>Ref: U.S. Codes of Federal Regulations of the Part VI of the MUTCD &
>Hazcomm Standards, also ADOT's own Internal Mgmt Procedures that is
>technically known as the Performance Control Systems (PeCoS) Manual:
>CHEMICAL & Vegetation Control Program: 140/ Activity: 1400 series: "Stage
>SIGNS & SAFETY DEVICES"! ADOT knows this for a fact!
>"The Primary Mission of ADOT, is "PUBLIC SAFETY" first and foremost; all
>else is subordinate!
>Actions speak a whole lot louder than solely words through garbled
>communication!
>"Show us first, the Citizens of the Great State of Arizona, then tell us
>about whatever it is, that they're (ADOT) actually trying to do for us";
>ACCOUNTABILITY & RESPONSIBILITY!!!
>Be Safe, Brian, Always! End of text. Hernandez sends.

>
>
>>From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>>To: "michael j. hernandez" <mjhernandez54@hotmail.com>
>>Subject: RE: Environmental Quality Award IRT ADOT for CY-2006
>>Date: Wed, 3 Jan 2007 15:50:43 -0700

>>
>>Michael,
>>It took me a while, but I did get a hold of ADOT to resolve the issue of
>>Chemical and Vegetation control. I guess the chemical is called Amine
>>240. This is used for the purpose of killing weeds. ADOT does claim
>>that when this is chemical, they do let the Local Emergency Planners
>>know about it.

>>
>>I do believe the proper body to notify of this is the Structural Pest
>>Control Commission:

>>
>><http://www.sb.state.az.us/>

>>
>>Brian Davidson, Ombudsman

>>
>>-----Original Message-----
>>From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>>Sent: Wednesday, January 03, 2007 2:40 PM
>>To: Brian Davidson

>>Cc: callen@azleg.gov; misfit29@msn.com; capmedia@hotmail.com;
>>jredhage@aztrib.com; donna@nailem.org
>>Subject: RE: Environmental Quality Award IRT ADOT for CY-2006
>>
>>Brian,
>> Thank for your response! Be Advised, IRT is short for: "In
>>Reference To".
>>Does your Agency happen to have a listing of any of the Organizations
>>who
>>present Environmental Quality Awards, that you're referring to?
>>To date, I'm still not in receipt of any Response(s) from ADOT & its
>>Natural
>>Resources Division(s)
>>as far as what its intentions are w/ regards to placing the required
>>Signs
>>to effectively COMMUNICATE THE RISK(S) @ all times, within its Modus
>>Operande IRT CHEMICAL & Vegetation Control Operations along the Rights
>>of
>>Way out there on the Public Roadways!
>>Be Safe, Brian, Always! End of text. Hernandez sends.
>>
>>
>> >From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>> >To: "michael j. hernandez" <mjhernandez54@hotmail.com>
>> >Subject: RE: Environmental Quality Award IRT ADOT for CY-2006
>> >Date: Tue, 2 Jan 2007 14:25:40 -0700
>> >
>> >Michael,
>> >I am not aware of any Environmental Quality Award given to ADOT. There
>> >are environmental awards given out (not just by ADEQ) by other
>> >organizations which may have given ADOT an award. If I knew what "IRT"
>> >stood for, I may be able to help you.
>> >
>> >Brian
>> >
>> >-----Original Message-----
>> >From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>> >Sent: Tuesday, January 02, 2007 1:16 PM
>> >To: Brian Davidson
>> >Cc: callen@azleg.gov; misfit29@msn.com; capmedia@hotmail.com;
>> >CGray@azleg.gov; cljayne@aol.com; donna@nailem.org
>> >Subject: Environmental Quality Award IRT ADOT for CY-2006
>> >
>> >Brian,
>> > Be Advised, I recently noticed that a blurb had come across my
>> >"Radar Screen" projecting something in regards to the subj matter;
>> >unfortunately I had lost it! Do you happen to know anything about this,
>> >regarding its background? If you have the info, then would you mind
>> >forwarding it to me? I'm interested in learning more about this! Thank
>> >you
>> >kindly for your prompt and sincere interest in this matter. Be Safe,
>> >Brian,
>> >Always! End of text. Hernandez sends.
>> >
>> >
>> >Experience the magic of the holidays. Talk to Santa on Messenger.
>> ><http://clk.atdmt.com/MSN/go/msnkwme0080000001msn/direct/01/?href=http://>
>> >/
>> >/imagine-windowslive.com/minisites/santabot/default.aspx?locale=en-us
>> >
>> >
>> >
>> >Experience the magic of the holidays. Talk to Santa on Messenger.
>> ><http://clk.atdmt.com/MSN/go/msnkwme0080000001msn/direct/01/?href=http://>
>> >/imagine-windowslive.com/minisites/santabot/default.aspx?locale=en-us
>> >
>> >Brian,

Jason Stephens

From: Kelly Taft
Sent: Sunday, April 01, 2007 7:04 PM
To: Jason Stephens
Subject: FW: MAG's Pollution Pot & Your Hazmat Complaints

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:40 PM
To: Dennis Smith; Lindy Bauer; Kelly Taft; dteam10@yahoo.com
Cc: Sean.Noble@mail.house.gov; Bruce.Raden@mail.house.gov; jpaton@azleg.gov; rpearce@azleg.gov
Subject: FW: MAG's Pollution Pot & Your Hazmat Complaints

>From: Dianne Barker <dteam10@yahoo.com>
>To: "michael j. hernandez" <mjhernandez54@hotmail.com>,
>bobmcknight@cox.net
>Subject: MAG's Pollution Pot & Your Hazmat Complaints
>Date: Sat, 31 Mar 2007 16:31:58 -0700 (PDT)
>
>Michael, Dennis Smith is the Director of Maricopa Association. of
>Governments, "MAG" totally about 34 cities & some native American
>Tribes. Lyndy Bauer is his executive VP over air quality matter.
>
>MAG only can hold so much pollution in their "pot" of measured toxins
>here in Maricopa County. Have they counted your toxic spraying
>emissions? We are under a Federal mandate to clean up particulates by
>December
>2007 and toxic ozone season is around the corner.
>
>Maybe you should write to Dennis, Lyndy and Kelly (public info
>specialist) and see if they will put your matter on the next months
>agendas for MAG Manager's and MAG Mayors and air quality committees.
>Their emails are as follows:
>
> dsmith@mag.maricopa.gov
>
> lbauer@mag.maricopa.gov
>
> ktaft@mag.maricopa.gov
>
>
>---- "michael j. hernandez" <mjhernandez54@hotmail.com>
>wrote:
>
> >
> >
> >
> >
> >>From: "michael j. hernandez"
> >><mjhernandez54@hotmail.com>

> > >To: mjhernandez54@hotmail.com
> > >Subject: RE: Got your voice mail
> > >Date: Sat, 28 Oct 2006 14:08:39 -0700
> > >
> > >From: MSgt. Michael J. Hernandez USMC (Ret.)
> > >To: Mr. Patrick Cunningham
> > >Via: Mr. Brian Davidson
> > >
> > >Subj: "Public Safety" & The Primary Mission of
> > ADEQ
> > >
> > >1. Be Advised, I'd like to know for a fact,
> > specifically, about the
> > >Compliance & Enforcement Element of ADEQ, and what
> > its "Mission Statement"
> > >clearly defines; its Purpose & Scope from within
> > its Modus Operandi as well
> > >as the overall Primary Mission of ADEQ?
> > >
> > >2. Victor Mendez & his D.O.T. have know about this
> > critical situation,
> > >since 22 May 2000 when there were several of us who
> > were sprayed down w/
> > >AMINE-4,2,4D "AGENT ORANGE", IRT the UnSafe
> > Practices of its Natural
> > >Resources Div(s) by failing to effectively
> > COMMUNICATE THE RISK(S) per the
> > >HAZCOMM Standard(s), by staging the Standard
> > Regulatory Warning Signs that
> > >are a madatory requirement @ all times prior to
> > conducting any type of
> > >Chemical & Vegetation Control Operation(s) along
> > the Public Roadway(s)
> > >among the Traveling Public!
> > >
> > >3. The Governor's Office is also aware of this
> > complete situation, and has
> > >know about it since late Aug 2005, which it had
> > done the exact very same
> > >thing that the Deputy Director of ADEQ, himself,
> > has done! I also had the
> > >opportunity to verbally address this very serious &
> > volatile Public Safety
> > >Issue w/ Governor Napolitano, herself, on 22 Sept.
> > 2006 while we were live
> > >on the air via the KJZZ FM 91.5 Radio Station -
> > Phoenix. Instead of your AZ
> > >State Agency conducting a Formal Investigation into
> > the matter and putting
> > >some teeth into ADOT's Ass, you've decided to
> > "Molly Coddle" them by doing
> > >what's easy rather than doing what' CORRECT by
> > calling them to task and
> > >holding them ACCOUNTABLE & RESPONSIBLE for
> > jeopardizing the Public Safety
> > >of the Traveling Public; to do nothing is a
> > travesty, "Silence is Consent"!
> > >
> > >4. The bottom line, gentlemen, is: this Public
> > Safety Issue is not solely
> > >about M.J. Hernandez vs. ADOT and its UnSafe
> > Practices, it's about all of
> > >us here in the Great State of AZ. You people have
> > loved ones who are very
> > >near and dear to your heart(s), who commute along
> > the public roadways while
> > >the ADOT Natural Resources Div(s) are out there

> > conducting its CHEMICAL &
> > >Vegetation Control Ops w/o effectively
> > Communicating the Risk(s) toward the
> > >Traveling Public, and do you really condone this
> > type of practice to what
> > >your loved ones have been exposed to for over the
> > past several years? Be
> > >Safe, Gentlemen, Always! "Semper Fi" End of text.
> > Hernandez sends.
> > >
> > >>From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
> > >>To: "michael j. hernandez"
> > <mjhernandez54@hotmail.com>
> > >>Subject: RE: Got your voice mail
> > >>Date: Fri, 27 Oct 2006 15:48:04 -0700
> > >>
> > >>Mr. Hernandez,
> > >>I thought you may not be quite satisfied with this
> > course of action. I
> > >>could easily answer your first question (Mission
> > of ADEQ), however, the
> > >>second question is a bit trickier. If one of our
> > sister agencies is not
> > >>complying with rules or statutes, we would like to
> > work with them to get
> > >>them into compliance. We are hoping that your
> > packet which was
> > >>forwarded from Patrick Cunningham will give this
> > close attention from
> > >>the Director's Office in ADOT.
> > >>
> > >>Please let me know if ADOT responds to this at all
> > to you in the future.
> > >>
> > >>
> > >>Brian
> > >>
> > >>-----Original Message-----
> > >>From: michael j. hernandez
> > [mailto:mjhernandez54@hotmail.com]
> > >>Sent: Friday, October 27, 2006 11:40 AM
> > >>To: Brian Davidson
> > >>Cc: callen@azleg.gov
> > >>Subject: RE: Got your voice mail
> > >>
> > >>Brian,
> > >> Be Advised, this Public Safety Issue has
> > already been adressed
> > >>w/
> > >>ADOT several times over
> > >>and over, and Victor Mendez, himself, is fully
> > aware of what's been
> > >>going on
> > >>w/ the Natural Resources Div(s) jeopardizing the
> > Traveling Public w/o
> > >>providing any effective means of COMMUNICATION,
> > while conducting its
> > >>CHEMICAL & Vegetation Control Operations.
> > >>Why did Patrick Cunningham not review this and
> > take it for the
> > >>appropriate
> > >>action from within ADEQ, that it had warrented?
> > >>The (?)'s I have for him are: (1). What is the
> > Primary Mission of ADEQ &
> > >>its
> > >>sole purpose, and
> > >>(2). why isn't it taking a pro-active roll in

> > support of this Public
> > >>Safety
> > >>Issue, by taking Charge, and holding ADOT
> > ACCOUNTABLE & RESPONSIBLE?
> > >>I respectfully request a reply/ response from the
> > Deputy Director,
> > >>himself,
> > >>w/ an answer to my (?)'s
> > >>Thank you kindly for your attention in this
> > matter. Be Safe, Brian,
> > >>Patrick,
> > >>& ADEQ Always!
> > >>End of text. Hernandez sends.
> > >>
> > >>
> > >> >From: "Brian Davidson"
> > <Davidson.Brian@azdeq.gov>
> > >> >To: "michael j. hernandez"
> > <mjhernandez54@hotmail.com>
> > >> >Subject: RE: Got your voice mail
> > >> >Date: Fri, 27 Oct 2006 10:16:43 -0700
> > >> >
> > >> >Michael,
> > >> >Thanks for checking in with me. Our Deputy
> > Director, Patrick
> > >>Cunningham
> > >> >saw the packet and said that it should be routed
> > to the Director of
> > >> >ADOT, Victor Mendez. So the packet was routed
> > to him earlier this
> > >>week.
> > >> >
> > >> >Brian
> > >> >
> > >> >-----Original Message-----
> > >> >From: michael j. hernandez
> > [mailto:mjhernandez54@hotmail.com]
> > >> >Sent: Thursday, October 26, 2006 2:52 PM
> > >> >To: Brian Davidson
> > >> >Cc: callen@azleg.gov; donna@nailem.org;
> > stevepatten@earnhardt.com
> > >> >Subject: RE: Got your voice mail
> > >> >
> > >> >Brian,
> > >> > I'm checking in w/ you, regarding the
> > status of the package
> > >>that
> > >> >I
> > >> >had sent to ADEQ, and inquiring about its
> > status; is it being processed
> > >> >for
> > >> >action? On 22 Nov 2006, it'll be 6 1/2 yrs that
> > I've been persuing this
> > >> >Public Safety Issue, advocating for the ADOT
> > Natural Resources
> > >> >Division(s)
> > >> >to effectively COMMUNICATE THE RISK(S) @ all
> > times toward the Traveling
> > >> >Public prior to conducting any type of CHEMICAL
> > SPRAYING Activities
> > >> >along
> > >> >the Roadways, and that is for this
> > aforementioned
> >> message truncated ===

<http://music.msn.com/presents?icid=ncmsnpresentstagline&ocid=T002MSN03A07001>

Jason Stephens

From: Kelly Taft
Sent: Sunday, April 01, 2007 7:05 PM
To: Jason Stephens
Subject: FW: The PBS "Lion in the House" special

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:44 PM
To: Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: The PBS "Lion in the House" special

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: FW: The PBS "Lion in the House" special
>Date: Sat, 31 Mar 2007 16:28:38 -0700

>
>To my Fellow Arizona Citizens,
>
>Be Advised, this segment had
>aired on channel 8 of the azpbs, back during the late Spring/ Early
>Summer of CY-2006. It's about CHILDREN who have been diagnosed w/
>CANCER, and several of them who had suffered tremendously, which had
>consumed their lives; unfortunately they had passed away!
>The (?) is: how could this be happening; is there a possible link to
>the UNSAFE PRACTICES of CHEMICAL Spraying out there among the Traveling
>Public, jeopardizing the Public Safety?
>This is something to seriously think about! Be Safe, Each & Everyone,
>Always! Semper Fi.
>End of text. Michael Hernandez sends.

>
>
>>From: Kenny.McDonald@asu.edu
>>To: mjhernandez54@hotmail.com
>>Subject: The PBS "Lion in the House" special
>>Date: Mon, 17 Jul 2006 11:57:39 -0700 (MST)

>>
>>Mike,
>> I am with Horizon at Channel Eight and we only have a segment of a
>>bigger show that aired on PBS. If I were to send you the Horizon tape
>>you would only get a segment of a bigger show that aired on PBS. to
>>make sure you are getting the show you want call back and speak with
>>somebody at the front desk or email me back with which show you want
>>to purchase.

>
>
>-----
>Interest Rates near 39yr lows! \$430,000 Mortgage for \$1,399/mo -
>Calculate new payment
><http://www.lowermybills.com/lre/index.jsp?sourceid=lmb-9632-18466&moid=7581>
>

Exercise your brain! Try Flexicon.

http://games.msn.com/en/flexicon/default.htm?icid=flexicon_hmemailtaglinemarch07

To: The Honorable
Laura Knaperek
AZ House of Representatives

Oct. 31 2006

Fr: Steve Patten
54200 W Prickly Pear Rd.
Maricopa, AZ 85239

Re:Herbicide/Pesticide Spraying
On Public Highways

Mrs. Knaperek,
I worked with Mr. K several years ago at Earnhardt Dodge. I still work for Earnhardt's....I see Chris from time to time at the Nissan store. Before I got into the car business I worked for The Arizona Department of Transportation (ADOT) for many years. A very good friend of mine is trying to get some legislation in the works. The legislation is regarding the spraying of chemical agents on public rights of way without warning the traveling public or public safety personnel. I would like give you his contact information; he has been in contact with The Honorable Carolyn Allen on this issue and she was willing to take up this issue. I understand Mrs. Allen lost a son not to long ago. In my many years at ADOT I saw many safety problems, but the issue of ADOT spraying chemicals on the side of the road without warning is one of the worst. I respectfully ask that you support this public safety issue and please contact my good friend Michael J. Hernandez and Mrs. Allen's office for more information. Mike's information is below.

Sincerely,

Steve E. Patten

Michael J. Hernandez
P.O. Box 10917
Casa Grande, AZ 85230-0917

Home phone # 520-270-4551
E-mail mjhernandez54@hotmail.com

Jason Stephens

From: michael j. hernandez [mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:49 PM
To: Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: Public Safety

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: Public Safety
>Date: Sat, 28 Oct 2006 15:55:01 -0700

>
>From: MSgt. Michael J. Hernandez USMC (Ret.)
>To: Mr. Patrick Cunningham, Deputy Director, ADEQ

>
>1. "The ADEQ's mission is to protect and enhance PUBLIC HEALTH and the
>ENVIRONMENT in Arizona." (a). Is this a fact, and if it is, then why
>is it so, that the Natural Resources Division(s) of ADOT is not being
>fully investigated by your respective AZ State Agency, for being
>neglegent of its duties, endangering the Traveling Public, while
>conducting its CHEMICAL & Vegetation Control Operations along the
>Public Roadways throughout the State of AZ., w/o providing any type of
>effective means of COMMUNICATION IAW the HAZCOMM Standard(s), which would reinforce the
Public Safety?

>2. The ADEQ website: www.azdeq.gov, News Releases, has openly
>publicized; "Arizona Portland Cement Company to Pay \$300,000.00 for Air
>Quality Violations in Pima County."

>(a). If private Industry has violated certain Public Health &
>Environmental Laws that protect/ impact the Public Safety, which ADEQ
>possess the jurisdiction & authority to conduct an Investigation into
>the matter(s), then why is the ADOT Natural Resources Division(s) being
>exempt from being held to the exact very same level of ACCOUNTABILITY & RESPONSIBILITY?
>Apparently, your Agency's method of conducting the appropriate level of
>disciplinary action, has no consistantcy, and it's a clear indication
>of being nothing more than being a "Double Edge Sword" through a
>"Double Standard"! "Who's minding the Candy Store"?

>3. I respectfully request a response/ reply from you, personally, to my
>questions that I've been addressing, which it is your duty as a Public
>Servant to the People of the Great State of AZ., to respond;
>"Authority, Accountability, & Responsibility."
>Thank You kindly for your time, Mr. Cunningham, and Be Safe Always!
>End of text. "Semper Fi". Respectfully, Hernandez sends

>
>
>-----
>All-in-one security and maintenance for your PC. Get a free 90-day trial!
>http://clk.atdmt.com/MSN/go/msnkwlo0050000002msn/direct/01/?href=http://www.windowsonecare.com/?sc_cid=msn_hotmail
>

Exercise your brain! Try Flexicon.
http://games.msn.com/en/flexicon/default.htm?icid=flexicon_hmemailtaglinemarch07

Jason Stephens

From: michael j. hernandez [mjhernandez54@hotmail.com]
Sent: Saturday, March 31, 2007 4:49 PM
To: Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: RE: Got your voice mail

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: RE: Got your voice mail
>Date: Sat, 28 Oct 2006 14:08:39 -0700

>
>From: MSgt. Michael J. Hernandez USMC (Ret.)
>To: Mr. Patrick Cunningham
>Via: Mr. Brian Davidson

>
>Subj: "Public Safety" & The Primary Mission of ADEQ

>
>1. Be Advised, I'd like to know for a fact, specifically, about the
>Compliance & Enforcement Element of ADEQ, and what its "Mission Statement"
>clearly defines; its Purpose & Scope from within its Modus Operandi as well
>as the overall Primary Mission of ADEQ?

>
>2. Victor Mendez & his D.O.T. have know about this critical situation,
>since 22 May 2000 when there were several of us who were sprayed down w/
>AMINE-4,2,4D "AGENT ORANGE", IRT the UnSafe Practices of its Natural
>Resources Div(s) by failing to effectively COMMUNICATE THE RISK(S) per the
>HAZCOMM Standard(s), by staging the Standard Regulatory Warning Signs that
>are a madatory requirement @ all times prior to conducting any type of
>Chemical & Vegetation Control Operation(s) along the Public Roadway(s)
>among the Traveling Public!

>
>3. The Governor's Office is also aware of this complete situation, and has
>know about it since late Aug 2005, which it had done the exact very same
>thing that the Deputy Director of ADEQ, himself, has done! I also had the
>opportunity to verbally address this very serious & volatile Public Safety
>Issue w/ Governor Napolitano, herself, on 22 Sept. 2006 while we were live
>on the air via the KJZZ FM 91.5 Radio Station - Phoenix. Instead of your AZ
>State Agency conducting a Formal Investigation into the matter and putting
>some teeth into ADOT's Ass, you've decided to "Molly Coddle" them by doing
>what's easy rather than doing what' CORRECT by calling them to task and
>holding them ACCOUNTABLE & RESPONSIBLE for jeopardizing the Public Safety
>of the Traveling Public; to do nothing is a travesty, "Silence is Consent"!

>
>4. The bottom line, gentlemen, is: this Public Safety Issue is not solely
>about M.J. Hernandez vs. ADOT and its UnSafe Practices, it's about all of
>us here in the Great State of AZ. You people have loved ones who are very
>near and dear to your heart(s), who commute along the public roadways while
>the ADOT Natural Resources Div(s) are out there conducting its CHEMICAL &
>Vegetation Control Ops w/o effectively Communicating the Risk(s) toward the
>Traveling Public, and do you really condone this type of practice to what
>your loved ones have been exposed to for over the past several years? Be
>Safe, Gentlemen, Always! "Semper Fi" End of text. Hernandez sends.

>
>>From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>>To: "michael j. hernandez" <mjhernandez54@hotmail.com>
>>Subject: RE: Got your voice mail
>>Date: Fri, 27 Oct 2006 15:48:04 -0700

>>
>>Mr. Hernandez,
>>I thought you may not be quite satisfied with this course of action. I

>>could easily answer your first question (Mission of ADEQ), however, the
>>second question is a bit trickier. If one of our sister agencies is not
>>complying with rules or statutes, we would like to work with them to get
>>them into compliance. We are hoping that your packet which was
>>forwarded from Patrick Cunningham will give this close attention from
>>the Director's Office in ADOT.

>>
>>Please let me know if ADOT responds to this at all to you in the future.

>>
>>
>>Brian

>>
>>-----Original Message-----
>>From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>>Sent: Friday, October 27, 2006 11:40 AM
>>To: Brian Davidson
>>Cc: callen@azleg.gov
>>Subject: RE: Got your voice mail

>>
>>Brian,
>> Be Advised, this Public Safety Issue has already been adressed
>>w/
>>ADOT several times over
>>and over, and Victor Mendez, himself, is fully aware of what's been
>>going on
>>w/ the Natural Resources Div(s) jeopardizing the Traveling Public w/o
>>providing any effective means of COMMUNICATION, while conducting its
>>CHEMICAL & Vegetation Control Operations.
>>Why did Patrick Cunningham not review this and take it for the
>>appropriate
>>action from within ADEQ, that it had warrented?
>>The (?)'s I have for him are: (1). What is the Primary Mission of ADEQ &
>>its
>>sole purpose, and
>>(2). why isn't it taking a pro-active roll in support of this Public
>>Safety
>>Issue, by taking Charge, and holding ADOT ACCOUNTABLE & RESPONSIBLE?
>>I respectfully request a reply/ response from the Deputy Director,
>>himself,
>>w/ an answer to my (?)'s
>>Thank you kindly for your attention in this matter. Be Safe, Brian,
>>Patrick,
>>& ADEQ Always!
>>End of text. Hernandez sends.

>>
>>
>> >From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>> >To: "michael j. hernandez" <mjhernandez54@hotmail.com>
>> >Subject: RE: Got your voice mail
>> >Date: Fri, 27 Oct 2006 10:16:43 -0700
>> >
>> >Michael,
>> >Thanks for checking in with me. Our Deputy Director, Patrick
>>Cunningham
>> >saw the packet and said that it should be routed to the Director of
>> >ADOT, Victor Mendez. So the packet was routed to him earlier this
>>week.

>> >
>> >Brian
>> >
>> >-----Original Message-----
>> >From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>> >Sent: Thursday, October 26, 2006 2:52 PM
>> >To: Brian Davidson
>> >Cc: callen@azleg.gov; donna@nailem.org; stevepatten@earnhardt.com
>> >Subject: RE: Got your voice mail
>> >

>> >Brian,
>> > I'm checking in w/ you, regarding the status of the package
>>that
>> >I
>> >had sent to ADEQ, and inquiring about its status; is it being processed
>> >for
>> >action? On 22 Nov 2006, it'll be 6 1/2 yrs that I've been persuing this
>> >Public Safety Issue, advocating for the ADOT Natural Resources
>> >Division(s)
>> >to effectively COMMUNICATE THE RISK(S) @ all times toward the Traveling
>> >Public prior to conducting any type of CHEMICAL SPRAYING Activities
>> >along
>> >the Roadways, and that is for this aforementioned DOT Commodity to
>>stage
>> >the
>> >Standard Regulatory Warning Signs as required IAW the LAW(S) of the
>> >Land! I
>> >respectfully request a reply/ response, Thank You. Be Safe, Brian,
>> >Always!
>> >End of text. Hernandez sends.

>> >
>> >
>> >>From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>> >>To: "michael j. hernandez" <mjhernandez54@hotmail.com>
>> >>Subject: RE: Got your voice mail
>> >>Date: Thu, 19 Oct 2006 19:44:28 -0700

>> >>
>> >>
>> >>>Will do Michael. I have been out sick today and yesterday, and will
>> >>>probably be out tomorrow (out sick), but checking e mails from home.
>>I

>> >>
>> >>>will pass on your information to our compliance and enforcement
>>staff.

>> >>
>> >>>Whoever gets assigned to this will be our main point of contact. If
>> >>they
>> >>>are not responsive, please let me know.

>> >>
>> >>>Brian

>> >>
>> >>>-----Original Message-----
>> >>>From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>> >>>Sent: Thu 10/19/2006 4:34 PM
>> >>>To: Brian Davidson
>> >>>Subject: RE: Got your voice mail

>> >>
>> >>>Brian,
>> >>>> Be Advised, I had mailed off the package to you, today Thurs
>> >>>>10/19,
>> >>>>from the U.S. Post Office-Casa Grande, PRIORITY/ U.S. Postal Cert.#
>> >>>>7006
>> >>>>0810 0005 2595 8819 w/ an ETA:
>> >>>>NLT Fri 10/20. Thank You, Brian & ADEQ, very much for your sincere &
>> >>>>prompt
>> >>>>interest in this matter, regarding this extremely serious & volatile
>> >>>>Public
>> >>>>Safety Issue that affects each & everyone of us here in this Great
>> >>>>State of
>> >>>>Arizona! Please let me know when you receive this package, either via
>> >>>>E-gram
>> >>>>or telcon, which I can be reached on my Cell tel.# @ (520) 270-4551.
>> >>>>Be Safe, Brian & ADEQ, Always! End of text. Hernandez sends.

>> >>
>> >>
>> >>>>From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>> >>>>To: "michael j. hernandez" <mjhernandez54@hotmail.com>

>> > > >Subject: RE: Got your voice mail
>> > > >Date: Wed, 18 Oct 2006 16:25:08 -0700
>> > > >
>> > > >Michael,
>> > > >My physical address is:
>> > > >1110 W. Washington St.
>> > > >Phoenix, AZ. 85007
>> > > >
>> > > >Brian
>> > > >
>> > > >
>> > > >-----Original Message-----
>> > > >From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
>> > > >Sent: Wed 10/18/2006 2:11 PM
>> > > >To: Brian Davidson
>> > > >Cc: callen@azleg.gov
>> > > >Subject: RE: Got your voice mail
>> > > >
>> > > >Brian,
>> > > > How about forwarding me your Mailing Address, so that I
>> >could
>> >>mail
>> > >>off a package via the U.S. Postal system, to your agency (Attn: B.
>> > > >Davidson), which is very comprehensive! I've been persuing this
>> > > >significant PUBLIC SAFETY Issue since the latter part of May 2000,
>> >when
>> > >two
>> > > >(2) of my fellow ADOT Hwy Maint Co-Workers and I, along w/ the
>> >Traveling
>> > >Public, was sprayed down w/ AMINE-4,2,4D which is AGENT ORANGE, on
>> >I-10
>> > >(E)
>> > > >in the Picacho area, w/o any prior warning through any type of
>> >effective
>> > >means of COMMUNICATION whatsoever! This matter pertains directly to
>> >the
>> > >ADOT
>> > > >Natural Resources Division(s) to effectively COMMUNICATE THE
>> >RISK(S)
>> >@
>> > >all
>> > > >times, prior to dispersing any type of an Aerosol Herbicide
>> >CHEMICAL
>> > > >Defoliant Agent(s) along the Public Roadways among the Traveling
>> >Public,
>> > >by
>> > > >staging the Standard Regulatory Warning Signs that are required IAW
>> >the
>> > > >U.S.
>> > > >Codes of Federal Regulation of the Part VI of the Manual on
>> >Uniformed
>> > > >Traffic Control Devices (M.U.T.C.D.) and also the ADOT Internal
>> >Mgmt
>> > > >Procedures which is technically known as the Performance Control
>> >Systems
>> > > >(PeCoS) Manual that specifically requires the ADOT Natural
>> >Resources
>> > >Div(s)
>> > > >to stage the Safety Devices & Signs, prior to conducting
>> > > >CHEMICAL & VEGETATION CONTROL Operations.
>> > > >I've been advocating for the ADOT Natural Resources Div(s) to
>> >effectively
>> > >COMMUNICATE THE
>> > > >RISK(S) @ all times by staging the proper sinage that MUST be
>> > >displayed
>> > > >prior to conducting any type of CHEMICAL & VEGETATION Control
>> > >Operations,

>> > > >which should consists of: (1). ROAD WORK AHEAD, (2). SHOULDER WORK
>> >NEXT #
>> > > >MILES, (3). SPRAYING VEGETATION, (4). END OF ROAD WORK THANK YOU!
>>Be
>> > > >Advised, back during the latter part of the 1990's, there were
>> >several
>> > > >other
>> > > >People, who unfortunately have Multiple Chemical Sensitivity (MCS),
>> >had
>> > >got
>> > > >caught up in this very same exact similar situation likewise to the
>> > > >aforementioned incident of 22 May 2000.
>> > > >ADOT along w/ a couple of other AZ State Agencies had managed to
>>down
>> >
>> > >play
>> > > >this very serious & volitale PUBLIC SAFETY Issue, by covering it up
>> >which
>> > > >was totally UNSATISFACTORY!
>> > > >Thank You very much Brian Davidson & AZDEQ, for your sincere and
>> >prompt
>> > > >interest in the support of the Citizens of the Great State of
>> >ARIZONA;
>> > > >PUBLIC SAFETY! Be Safe, Always! End of text.
>> > > >MSgt. Michael J. Hernandez USMC (Ret.) sends.
>> > > >
>> > > > >From: "Brian Davidson" <Davidson.Brian@azdeq.gov>
>> > > > >To: <mjhernandez54@hotmail.com>
>> > > > >Subject: Got your voice mail
>> > > > >Date: Tue, 17 Oct 2006 16:07:14 -0700
>> > > > >
>> > > > >Mr. Hernandez,
>> > > > >
>> > > > >I received your voice mail regarding ADOT's chemicals around
>> >Picacho
>> > > > >peak. Could you send me an e mail with some details regarding
>> >this, so
>> > > > >I can forward it to our compliance and enforcement section?
>> >Thanks.
>> > > > >
>> > > > >
>> > > > >
>> > > > >Brian Davidson
>> > > > >
>> > > > >
>> > > > >
>> > > > >Stay in touch with old friends and meet new ones with Windows Live
>> >Spaces
>> > >
>> >
>> >http://clk.atdmt.com/MSN/go/msnnkwsp0070000001msn/direct/01/?href=http:
>> >://spaces.live.com/spacesapi.aspx?wx_action=create&wx_url=/friends.aspx&
>>m
>> >kt=en-us
>> > > >
>> > > >
>> > > >
>> > > >
>> > > >
>> > > > >Get FREE company branded e-mail accounts and business Web site from
>> > > > >Microsoft Office Live
>> > > > >http://clk.atdmt.com/MRT/go/mcrssaub005000141lmrt/direct/01/
>> > > > >
>> > > > >
>> > > > >
>> > > > >
>> > > > >Stay in touch with old friends and meet new ones with Windows Live
>> >Spaces

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, November 22, 2006 1:13 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'DIANNE BARKER'

Email Address : 'dteam10@yahoo.com'

Subject : 'Proactive Public Process'

Page : '/calendar.cms?m=11&y=2006'

Feedback :

'As discussed recently with Mr. Smith and Jason Stephens what is the expected timeframe for MAG's "proactive" public when an inquiry is made, either verbal or written. The writer wishes not to overly burden MAG with successive redundant requests so your policy is appreciated on these matters.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, November 13, 2006 1:46 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Test'

Email Address : 'jeley@theshortestpath.com'

Subject : 'testing feedback address'

Page : NULL

Feedback :

'testing feedback address'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, November 25, 2006 10:31 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Laviere'

Email Address : 'Laviere@icyourvision.com'

Subject : 'Research Project'

Page : NULL

Feedback :

'Hello...I need some information to help in my research...I am working on a highway project and i am trying to calculate the cost per mile of my interchange...but the data i keep finding is out dated. I want to know if it were built today or in the next five years, how much would the interchange cost per mile be at I-17 and Loop 101...and what was the actual cost of that part of the finished project.

also the interchange at 101/ 202 in tempe /mesa. i thank you for your time.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, November 29, 2006 3:38 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Karen Williams'
Email Address : 'karen.williams@surpriseaz.com'
Subject : 'MAG 101 course'
Page : '/reg_council.cms'
Feedback :
'Is this program being offered again soon? Thank you!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, November 29, 2006 5:20 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Mark Brodbeck'
Email Address : 'mark.brodbeck@hdrinc.com'
Subject : 'Desert Spaces Plan'
Page : '/sitemap.cms'
Feedback :
'Can you email a copy of the 1995 "Desert Spaces Plan"?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, December 04, 2006 9:58 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Thomas Carson'
Email Address : 'tac@powermaps.com'
Subject : '2005 SAZ Data'
Page : '/display.cms'
Feedback :
'Is the 2005 Census data available in a SAZ geodatabase or shapefile? I am currently working with 2000 data about would like to update.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, December 05, 2006 2:11 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Kris Holsten'
Email Address : 'kris_holsten@yahoo.com'
Subject : 'Get Involved'
Page : '/getinvolved.cms'
Feedback :
'I'd like to be placve on MAG's public involvement mailing list and receive MAG quarterly newsletter. Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, December 11, 2006 12:55 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Henry Epstein'
Email Address : 'hepstein@scottsdaleaz.gov'
Subject : 'trash containment structure'
Page : '/detail.cms?item=5606'
Feedback :
'Is there a MAG detail for design of trash containment structures?
Specifically, Design #2146-1?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, December 13, 2006 6:24 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'kim'
Email Address : 'kjohnsonvt@yahoo.com'
Subject : 'bicycle paths'
Page : '/detail.cms?item=2836'
Feedback :
'How come when Phoenix is making new roads they dont incorporate a bicycle path?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Saturday, December 16, 2006 10:35 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Brian Macfie'
Email Address : 'Brian.Macfie@asu.edu'
Subject : 'I-I-10 from Loop 101 to Sarival Road'
Page : '/committee.cms?item=75'
Feedback :

'What sense does it make to widen I-10 from the 101 Loop to Sarival Road to five lanes and then compress it down to only three lanes from Sarival to Verrado Way? Why not widen I-10 to five lanes another .15 miles to Cotton Lane (Rt 303) and then compress it to three lanes?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, December 17, 2006 5:21 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Heath Reed'
Email Address : 'vballreed2@hotmail.com'
Subject : 'Buckeye'
Page : '/about.cms'
Feedback :

'I hope you're organization really does it's homework on the future of this valley. We have pollution, congestion, lack of funding, and more and more sprawl is being encouraged. Are you guys not concerned about the future of this state and the valley? The quality of life will continue to diminish as we continue to encourage low density housing. Freeways are not the answers, and hopefully, people will realize that we need to grow smart, and MAG needs to encourage alternative transportation. Stop planning and funding new freeways way out in the middle of no where, and encourage infill, and density.

Buckeye is playing to have 2 million, what a joke. Does anyone notice the air pollution, does anyone care about the 11 year drought we are in? NO!
Lets keep building homes out on the fringe and have the tax payers pick up the tab for more and more roads.

I just hope that MAG will change the trend of sprawl in this valley into smart growth. Clean air, and so forth. I hope the mayors will stop focusing on the edge of the suburbs, and start reinvesting, and revitalizing our core areas.

My mayor, (Hawker, Mesa) wants to see Williams Gateway Airport to explode, but is not as aggressive concerning issues in the core areas. This mentality has to change.

I hope MAG can become more innovative in the planning process, and drop the old auto oriented model to Growing Smart for the future of our state and cities.

Thx.
,

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, December 18, 2006 11:03 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Ismail M Burale'
Email Address : 'gomnl@hotmail.com'
Subject : 'Internships/Employment'
Page : '/employment.cms'
Feedback :

'Hello there, this message is to whome it may concern. I'am a 3rd yr Urban Planning major curenently at ASU and i was interested in finding either an interships (paid or not) or a small 3 to 6 hrs employment with the MAG.
Has a student, i'am hungry for any kind of employment that would best serve me as references in the future. Pls feel free to reply at the above email or contact me at 602-214-5630 '

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, December 19, 2006 7:18 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Gordon Gibson'
Email Address : 'cagngtg@cox.net'
Subject : 'Sales tax on labor'
Page : '/detail.cms?item=2362'
Feedback :

'I live in Scottsdale and recently had repairs to my roof.
Is there a sales tax on the amount charged for labor?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, January 01, 2007 7:59 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jake Psenka'
Email Address : 'jpsenka@gmail.com'
Subject : 'Dust Control/diesel emissions'
Page : '/display.cms'
Feedback :

'Hello,
I was just reading about MAG's proposed ideas for dust control. Why use low-sulfer diesel or retrofit existing diesel engines instead of requiring readily available, cheap, and clean bio-diesel?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, January 07, 2007 3:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Don Kipp'
Email Address : 'the_don@cox.net'
Subject : 'Truss Manufacturers'
Page : '/itemresources.cms?item=81'
Feedback :

'Is there a list of approved truss manufactures for Maricopa County? If so, would you please e-mail me a list.

Thank You'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, January 10, 2007 1:02 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Roger McArtor'
Email Address : 'Argyll1@cox.net'
Subject : '51st Ave improvement/truck vibrations'
Page : '/detail.cms?item=6295'

Feedback :
'I would like to know how/if the county monitors truck weight and use of county/city roadways. The vibrations of heavy trucks down 51st avenue is taking a heavy toll. The roadway is already inadequate for such traffic and the vibrations from these vehicles are creating road and property damage.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 16, 2007 6:27 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Joan Jacobs'
Email Address : NULL
Subject : 'Incompetence'
Page : '/display.cms'

Feedback :
'Nothing has been done with all of you years of endless meetings. The air wuality is worse than ever. Try forcing the state to make a mandate - electric, bus, ethanol, hydrogen OR YOU DON"T DRIVE BY 2008. Outlaw blowers chase the illegals away and clean up the air!'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, January 18, 2007 1:53 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Garrett Gray'
Email Address : 'ggray@esicorp.net'
Subject : 'Population figures'
Page : '/reg_council.cms'
Feedback :
'To Whom It May Concern:

I am seeking population figures for the Phoenix metro region, and the cities therein, for the years 2000-2006. Would it be possible to provide the link to MAG population figures?

Thank you for your time and assistance.

Sincerely,
Garrett K. Gray'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, January 19, 2007 12:23 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Larry Orman'
Email Address : 'gin@greeninfo.org'
Subject : 'Maps on site'
Page : '/maps.cms'
Feedback :

'It's very frustrating to not see JPG thumbnails or medium resolution images of the maps on your site - <http://www.mag.maricopa.gov/maps.cms>

having to choose blindly whether do download a 5-30mb map file is not user friendly. Hope you can fix that - thanks.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 23, 2007 7:21 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Steve Wipprecht'
Email Address : 'Steve.Wipprecht@MeritageHomes.com'
Subject : 'Freeway'
Page : '/detail.cms?item=910'
Feedback :

'How can I get an update on the proposed freeway to be built behind South Mountain. I am interested in when construction will start and if the final route has been determined. Thank you.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 23, 2007 11:37 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Ruth Eaton M.Ed.'
Email Address : 'ruth.eaton@emcmail.maricopa.edu'
Subject : 'Publications'
Page : '/detail.cms?item=522'
Feedback :

'Where can I get information as to ordering hard copies of publications.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, January 25, 2007 12:01 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Ted Dansby'
Email Address : 'tnpdansby@cox.et'
Subject : 'Air pollution'
Page : '/maps.cms'
Feedback :

'How was the material for the pie charts on county pollution obtained?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, January 26, 2007 9:31 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Gerald Wright'
Email Address : 'gerald.wright@queencreek.org'
Subject : 'MAG 2007 updates'
Page : '/detail.cms?item=5192'
Feedback :

'If a contractor is working from a set of plans approved in 2006, am I required to enforce the new MAG 2007 updates?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 30, 2007 7:44 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Brenda Diller'
Email Address : 'brenda.diller@cityofprescott.net'
Subject : 'Standard Details'
Page : '/publications.cms'
Feedback :

'Is it possible to buy or download the cadd drawings of the Standard Details for Public Works Construction? The pdf files don't import to a cadd file at a high enough resolution to be readable on a set of plans, so we have to use sticky xerox prints on our mylars.'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 30, 2007 7:06 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'David Wiglesworth'
Email Address : 'dbwig@cox.net'
Subject : 'Ellsworth Loop ??'
Page : '/event.cms?item=6612'
Feedback :

'I heard there is a plan for a loop through or near chandler heights and hawes or ellsworth? where can I find out and see what route is proposed??'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, January 30, 2007 8:19 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Louie Rodriguez'
Email Address : 'lou2347@netzero.net'
Subject : 'Cycling Safety in PHX/Metro - Maricopa'
Page : '/display.cms'

Feedback :

'There is a need to promote on a more public method to clarify sharing the road with cyclists among motorized vehicles. Pedestrians are not safe while cyclists ride on sidewalks, drivers and bus/CDL drivers are negligent. We need pathways on all major streets in addition to already designated bikeable pathways. Who else can I rally this concept to?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, February 07, 2007 9:12 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Brenda Lee Kozuch'
Email Address : 'editor@fitplusmag.com'
Subject : 'Paved Multi-Use Trails'
Page : '/about.cms'

Feedback :

'Is there a list of these anywhere?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 13, 2007 8:41 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Kathy Cross'
Email Address : 'kcross@scottsdaleaz.gov'
Subject : 'remove name'
Page : '/project.cms?item=433'

Feedback :

'Please remove the following name and address from your mailing lists:

Greg Bielli
3939 N. Drinkwater Blvd.
Scottsdale, AZ 85251-4433

Mr. Bielli is no longer a Councilman. Thank you.

Kathy Cross
City of Scottsdale
Council Office
480-312-2550

kcross@scottsdaleaz.gov'

Jason Stephens

From: mag@theshortestpath.com
Sent: Sunday, February 18, 2007 1:33 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Bill Timmins'
Email Address : 'info@gisservices.net'
Subject : 'FREE GIS Fairs'
Page : '/members.cms'
Feedback :

'Would like to list this GITA GIS event on your website and be able to send out the flyer to memeber agencies.
Advis how to send more information on the GIS fair.
'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 20, 2007 7:54 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Brett Nelson'
Email Address : 'nelsbret@snakeriver.org'
Subject : 'Contact'
Page : NULL
Feedback :

'I am trying to reach Dean Giles. Could you please forward this to him so I could get his email? Thanks,

Brett Nelson'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, February 26, 2007 3:37 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Elaine Schmerbeck'
Email Address : 'eschmerbeck@goodyearaz.gov'
Subject : 'ASPA (American Society for Public Administration)'
Page : '/projects.cms'
Feedback :

'For quite a few years, Christine Smith-Humphrey has sent out emails for our group advertising an upcoming service awards event. However, this year her email address "csmith-h@mg.state.az.us" is not working.
Please either send me her correct email address or the email address of someone who would be able to assist me. Thanks!
Elaine Schmerbeck
ASPA Superior Service Awards Committee Chair

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 27, 2007 11:11 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'edburtrum'
Email Address : 'edburtrum@cox.net'
Subject : 'street/highway planning'
Page : '/project.cms?item=411'

Feedback :

'Sirs. the buildind or expansion of existing roadways will NEVER solve the traffic problemss in Arizona. Would suggest that every dollar in the roadway fund should be spent on mass transit. this will also benefiit the pollution problem that being created from autos/trucks.all of the governments continue state that other causes are the source of this brown cloud, when in fact that untrue. If you think that paving the state border to border will improve traffic conditions, just look west to California.

Thank You, E, \. D. Burtrum'

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, February 27, 2007 11:29 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Sherrie Wooten'
Email Address : 'sherriew74@msn.com'
Subject : 'Information'
Page : '/display.cms'

Feedback :

'I take care of my son who is 31-yrs old and disabled from a brain injury. Right now we live with my sister in Apache Junction, however, she is selling her home and we need to find a place to live. Right now as his caregiver I make \$9.00 hr gross and he receives \$759 disability. Can you tell me who to contact regarding Section 8, or low income housing availability in Maricopa County. I would like to know what areas are available, if any, so that we are left at the last minute with no home.

Thanks.

Jason Stephens

From: mag@theshortestpath.com
Sent: Wednesday, February 28, 2007 2:04 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Caleb'
Email Address : 'caleb@cobedevelopment.com'
Subject : 'Traffic Counts'
Page : '/detail.cms?item=3765'
Feedback :

'I am trying to locate the most up to date traffic counts for the city of Queen Creek and surrounding area. Where might I find that information?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, March 08, 2007 8:01 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Juan Carlos Molina'
Email Address : 'jmolina@glgraphic.com'
Subject : 'South Mountain Freeway Funding'
Page : NULL
Feedback :

'I am homeowner in the Foothills Reserve Community at the end of Pecos Road in Phoenix, AZ. I have been following the South Mountain Corridor Study for the past few months and felt the need to voice my concerns over the possible South Mountain Loop 202 freeway.

I would like to start by saying that I fully understand the need for a solution to the growing traffic problems in Phoenix. However, that said, I do not feel that placing a large highway along Pecos Road is the best solution. I am very concerned that the freeway would be detrimental to many communities, families and businesses living near and along Pecos Road.

Among my concerns are the noise and air pollution that will certainly result, as well as the increased truck traffic that will be coming right through our neighborhood. My family and I just built a new home in the Ahwatukee Foothills with the vision that we would be here for many years to come. We planned to raise our children here and the thought of a freeway behind our home truly crushes that dream.

According to the AZ DOT website, "problems, concerns and preferences expressed by citizens will be considered in the ultimate decision of whether or not to build a new facility, what should be built and where it should be located." If this is the case, then I and my family would like to state that we are very much against a freeway running along the existing Pecos Road.

We know that there are other alternatives being considered at this time and are asking that you please consider them instead of turning Pecos Road into Loop 202.

Thank you for your time.

Sincerely,

J Molina

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, March 15, 2007 3:19 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from NULL
Email Address : NULL
Subject : 'Another Reason Why WE should not build South Mountain 202'
Page : '/display.cms'
Feedback :
'Phoenix's air too dirty, EPA says
Paul Davenport
Associated Press
Mar. 15, 2007 02:46 PM

The federal government on Thursday said the Phoenix area's air violates a clean-air standard because of unhealthy levels of dust, an expected step that gives Arizona until the end of the year to adopt a plan that could impose new mandates on builders, farmers and drivers.

'The clock is ticking,' said Steve Owens, the state's top environmental regulator.

The Environmental Protection Agency said data from air quality monitoring from 2004 to 2006 found dust levels above the federal standard and that the state failed to meet a Dec. 31, 2006 deadline for compliance.
advertisement

High levels of the particles pose a health threat because they affect the respiratory system and can damage lung tissue and cause premature death. The elderly, children and people with asthma and other respiratory conditions are particularly vulnerable, the EPA said.

Primary causes of dust pollution in the Phoenix area are windblown dirt from construction sites, vacant lots, road building, farm fields, unpaved parking lots and roads, both paved and unpaved, the EPA said.

If the EPA confirms its finding after a 30-day public comment period, the Clean Air Act requires that the agency designate the Phoenix area as a 'nonattainment area.' That would require the state to submit a plan to reduce particulates by 5 percent a year until the air complies with the federal standard.

'We are working closely with the state and local agencies to take the necessary steps to being clean air' to the Phoenix area, said Deborah Jordan, EPA's air division director for the EPA division that includes Arizona.

The EPA issued its announcement shortly before the state Senate approved, 25-1, and sent to the House a bill to combat air pollution in the Phoenix and Tucson areas.

However, the bill previously was shorn of numerous provisions and its current version is regarded as a 'placeholder' while lawmakers, clean-air advocates and industry lobbyists try to work out a compromise.

Current provisions of the bill (SB1552) include restrictions on outdoor fires, leaf blowers and truck hauling of uncovered loads. Deleted provisions included restrictions on farm tilling and expansion of the Phoenix and Tucson emission-control areas that require smog checks on cars and light trucks.

The bill's sponsor said she would show the EPA announcement to her legislative colleagues

as she works to strengthen the bill.

"I want them to see it in black and white and know this is real and know this is not something ... made up just to make people's lives miserable," said Sen. Carolyn Allen, R-Scottsdale.

If the state doesn't come up with a satisfactory plan, the federal government could impose sanctions. Those could include a reduction, slowdown or even cutoff of federal highway dollars and, separately, restrictions on new business projects that would produce emissions.

Both approaches are regarded as threats to the rapidly growing region's economic development, but Owens said the "neutered" condition of Allen's bill is a reflection of an unwillingness by many to sacrifice.

"We're not convinced that any of the parties who are responsible for pollution in the valley take this seriously enough yet and it may be it will take the EPA to take action to convince them that this is a very (serious) problem," Owens said.

The Phoenix was initially designated a non-attainment area for particulates in 1996 and given a December 2001 deadline to come into compliance. However, the EPA granted the state's request for a five-year extension and set the Dec. 31, 2006 deadline that the federal agency has now concluded the state failed to meet.

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 19, 2007 1:17 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Michael Crombie'

Email Address : 'mmcromb@telus.net'

Subject : 'bikeways'

Page : '/members.cms'

Feedback :

'We have already enjoyed 3 major sections of Maricopa pathway system using the 2005 map sent to us in Calgary. Could you please let me know if significant parts of the existing non-paved paths have since been paved.

1.0 32nd street near the Arizona Biltmore to around Maryland and Miller Road.

2.0 Gateway Comm.College @ Washington & 40th. to College Avenue @ 80th. and 202.

Thanks, Mike Crombie'

Jason Stephens

From: mag@theshortestpath.com
Sent: Monday, March 19, 2007 1:18 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Jerry Mueller'
Email Address : 'jmueller@enterprisebank.com'
Subject : 'maps'
Page : '/detail.cms?item=2535'
Feedback :
'Can you tell me which maps and posters are available in printed versions?'

Thank you.

Jerry Mueller '

Jason Stephens

From: mag@theshortestpath.com
Sent: Thursday, March 22, 2007 10:26 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Pete Sheehan'
Email Address : 'pete.sheehan@amec.com'
Subject : 'MAG Std Det 404-2'
Page : '/display.cms'
Feedback :
'404-2 Encasement for pipe crossing. The top pipe encasement shows rebar, but the bottom encasement does not. Should both encasements have rebar?'

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, March 23, 2007 1:46 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Richard Fife'
Email Address : 'rfife@ci.sierra-vista.az.us'
Subject : 'Detectable Warnings'
Page : '/display.cms'
Feedback :
'Why doesn't MAG require Detectable Warnings on driveway entrances such as typical 250, 260, 261, and 262 and specifies Detectable Warnings on Sidewalk Ramps typical 231, 232, 233, and 234? It seems that they all would require detectable warnings per ADA 4.29.5. Why does MAG no longer use groves 1; O.C. and instead now requires a rough broom Finish? Thank you.'

Jason Stephens

From: michael j. hernandez [mjhernandez54@hotmail.com]
Sent: Monday, April 02, 2007 3:16 PM
To: CGray@azleg.gov; Sean.Noble@mail.house.gov; Bruce.Raden@mail.house.gov; jpaton@azleg.gov
Cc: rpearce@azleg.gov; pshannahan@azoca.gov; Lindy Bauer; Dennis Smith; Kelly Taft
Subject: FW: RE: Today- Send your input to Citizen Transportation oversight Committee "CTOC".

>From: "michael j. hernandez" <mjhernandez54@hotmail.com>
>To: mjhernandez54@hotmail.com
>Subject: RE: Today- Send your input to Citizen Transportation oversight
>Committee "CTOC".
>Date: Mon, 02 Apr 2007 15:10:34 -0700
>
>From: Master Sergeant Michael J. Hernandez, United States Marine
>Corps.,
>(Ret.)
>To: Mr. Roc Arnett, Chairman of CTOC
>
>Sir, I respectfully request to submit my concerns to the Chairman of
>the CTOC and its entire Body, regarding the ADOT Natural Resources
>Division(s)
>(NRD) while conducting its CHEMICAL & Vegetation Control Operations
>among the Traveling Public out there in the Rights of Way along the
>Public Roadways.
>Whenever the Maricopa County Dept. of Trans. (MCDOT) conducts its
>"Fogging Operations", spraying a certain Aerosol Chemical Defoliant
>Agent to destroy the Mosquitos carrying the West Nile Virus, among the
>Public throughout Maricopa County, its Citizens, this D.O.T.,
>Effectively COMMUNICATES THE RISK(S), by Notifying the entire Public,
>in a Responsible manner via the Local News Stations on the T.V., Radio
>Stations, Internet, Newspaper(s), etc., etc!
>Why is the ADOT NRD not being held ACCOUNTABLE & RESPONSIBLE, to stage
>the Regulatory Standard WARNING SIGNS as REQUIRED, among the Traveling
>Public whenever it applies an Aerosol Herbicide CHEMICAL Defoliant
>Agent(s), per the ADOT Internal Mgmt Procedures that's technically
>known as the Performance Control Systems (PeCoS) Manual under the
>Program: 1400 /
>Activity: 1420 - 1441 Series that specifically states: "Place SAFETY
>Devices & SIGNS"; to Effectively COMMUNICATE THE RISK(S) @ all times to
>the Traveling Public???
>The Regulatory Standard WARNING Signs that need to be staged @ all
>times must be:
>(1). Road Work Ahead, (2). Shoulder Work Next # Miles (The total
>distance being affected), (3). Spraying Vegetation (The very most
>Important), & (4). End of Road Work
>- Thank You!
>The Overhead Electronic Message Display Boards that are located @
>various locations along the Public Roadways must also be activated
>likewise to the procedures of a "AMBER ALERT"!
>This needs to be ENFORCED ASAP by those who possess the AUTHORITY!
>The Primary Mission of ADOT is: "PUBLIC SAFETY" first and foremost; all
>else is subordinate!
>This is an extremely Serious & Volatile Public Safety Matter!
>Thank You kindly for your attention to this matter regarding the PUBLIC
>SAFETY!
>Semper Fi. End of text. Respectfully Michael J. Hernandez sends.
>
>
>>From: Dianne Barker <dteam10@yahoo.com>

>>To: mjhernandez54@hotmail.com
>>Subject: Today- Send your input to Citizen Transportation oversight
>>Committee "CTOC".
>>Date: Tue, 20 Mar 2007 06:21:14 -0700 (PDT)
>>
>> Michael,
>>
>>Re: your ADOT toxic spraying problem-
>>
>>Call Elizabeth Neville, CTOC Secretary or email her at
>>eneville@dot.az.us.
>>
>>She can take the written statement by phone or email for the record .
>>Chairman Roc Arnett then himself per legislation has all the
>>discretion to address the written recommendation/ complaint with MAG
>>or ADOT.
>>Ask CTOC get back with their remedy/ response.
>>
>>DD
>
>
>Mortgage refinance is hot 1) Rates near 30-yr lows 2) Good credit get
>intro-rate 4.625%*
>https://www2.nextag.com/goto.jsp?product=100000035&url=%2fst.jsp&tm=y&search=mortgage_text_links_88_h2a5f&s=4056&p=5117&disc=y&vers=743
>

5.5%* 30 year fixed mortgage rate. Good credit refinance. Up to 5 free quotes - *Terms
https://www2.nextag.com/goto.jsp?product=100000035&url=%2fst.jsp&tm=y&search=mortgage_text_links_88_h2a5d&s=4056&p=5117&disc=y&vers=910

Jason Stephens

From: Kelly Taft
Sent: Monday, April 02, 2007 4:03 PM
To: Jason Stephens
Subject: FW: Still Time to Register for NASTTPO- (April 16-20, 2007)-CONFERENCE/WORKSHOP

Kelly Taft, APR
Communications Manager
Maricopa Association of Governments
(602) 452-5020 (direct)
(602) 254-6309 (fax)

-----Original Message-----

From: michael j. hernandez [mailto:mjhernandez54@hotmail.com]
Sent: Monday, April 02, 2007 2:55 PM
To: dteam10@yahoo.com; Lindy Bauer; Dennis Smith; Kelly Taft
Cc: capmedia@hotmail.com; Sean.Noble@mail.house.gov; Bruce.Raden@mail.house.gov;
jpaton@azleg.gov
Subject: FW: Still Time to Register for NASTTPO- (April 16-20, 2007)-CONFERENCE/WORKSHOP

>From: "azserc" <azserc@azdema.gov>
>To: "azserc" <azserc@azdema.gov>
>Subject: Still Time to Register for NASTTPO- (April 16-20,
>2007)-CONFERENCE/WORKSHOP
>Date: Mon, 02 Apr 2007 09:35:42 -0700
>
>THERE IS STILL TIME TO REGISTER!!
>
>See <http://www.nasttpo.org/Convention.htm> and strongly consider
>attending the National Association of SARA Title III Program Officials
>(NASTTPO) conference/workshop at the Argosy in Riverside, Missouri April 16-20, 2007.
>
>Meet/greet the folks that are writing the regulations that govern our
>Emergency Planning and Community Right to Know programs. Meet the
>folks that provide some of the grant funds that support the planning
>and training for those programs, and meet the folks that are doing
>their best to keep these programs logical and active within their
>jurisdictions. Get active in the process! This is a good way to get
>smart about many new projects and proposals coming our way.
>
>There are many legislative changes being presented and regulatory
>initiatives that will effect funds grantees either positively or adversely.
> There are changes coming to our "hazmat and environmental world" and
>one of the best way to educate ourselves will be through the federal
>presenters at the conference as well as others who have been following
>the proposals and comments.
>
>There is a lot about to change and again, attending the conference will
>be a good way to get smart about many new projects and proposals.
>
>Conference promises to be interesting with good information on upcoming
>regulatory and possible legislative changes that will impact emergency
>planning and response. Great networking opportunity with folks from
>around the country.
>
>

>Hope to see you there.

>

>

>

>

>Arizona Emergency Response Commission

>5636 E. McDowell Road

>Phoenix AZ 85008

>Phone: 602-231-6346

>Fax: 602-392-7519

>Email: azserc@azdema.gov

>

It's tax season, make sure to follow these few simple tips

[http://articles.moneycentral.msn.com/Taxes/PreparationTips/PreparationTips.aspx?
icid=HMMartagline](http://articles.moneycentral.msn.com/Taxes/PreparationTips/PreparationTips.aspx?icid=HMMartagline)