DRAFT

EARLY PHASE PUBLIC INPUT OPPORTUNITY REPORT

MARICOPA ASSOCIATION of GOVERNMENTS

FY 08

October 2007

REGIONAL TRANSPORTATION PLAN
MARICOPA ASSOCIATION of GOVERNMENTS

PLANNING PUBLIC INVOLVEMENT ACTION

ON THE MOVE
PARTNERS IN PROGRESS

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Introduction 1
Input Opportunities 1
Locations 2
Summary of Input 3

I. PUBLIC INVOLVEMENT PROCESS

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

II. APPENDIX A: CORRESPONDENCE RECEIVED DURING THE CONTINUOUS INVOLVEMENT AND EARLY PHASE INPUT OPPORTUNITIES 11

EXECUTIVE SUMMARY

INTRODUCTION

Following in the tradition of its predecessor, the Transportation Equity Act for the 21st Century (TEA-21), new federal transportation guidelines contained within the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), continue 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 Maricopa 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 Early Phase Input Opportunity was conducted from August 17, 2007 through September 21, 2007. The Early Phase generally provides opportunity for initial input prior to the development of a draft listing of projects that will eventually make up the FY 2009-2013 Transportation Improvement Program (TIP), and input on any projects that may be included in the draft update of the Regional Transportation Plan. The input is then collected and entered into the Draft FY 2008 Early 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 2008 Early Phase Input Opportunity. In addition to all of the committee meetings held during this phase, MAG also received comment during a variety of other events. On Thursday, August 16, 2007, MAG staffed a booth at the Independent Living Summit at the Airport Marriot Hotel. MAG staff answered questions and received comment on the Valley's transportation system. MAG was also able to distribute its *Frequently Asked Questions* document that was translated into Braille for blind attendees of the Summit. On Friday, August 17, 2007, MAG hosted its Early Phase Transportation Stakeholders Meeting. Staff from MAG, ADOT, Valley Metro and METRO were on hand to provide presentations, answer questions and receive comments. On Wednesday, August 29, 2007, MAG staffed a booth at the I-17 Construction Open House. MAG and ADOT staff were on hand to answer questions, provide information and receive

comments on the construction along I-17. On Friday, September 7, 2007, MAG staffed a booth at the National Federation of the Blind of Arizona Statewide Conference. MAG staff distributed information in Braille, answered questions and received comments on the Valley's transportation system. On Thursday, September 13, 2007, and Friday, September 14, 2007, MAG staffed a booth at the Hispanic Women's Conference. MAG staff was on hand to answer questions and respond to comments. Comments received during this time are included in the *Summary of Input* section on Page 3.

LOCATIONS

The Continuous Involvement and Early 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.

Independent Living Summit
Phoenix
Thursday, August 16, 2007
9:00 a.m. to 2:00 p.m.

Early Phase Transportation Stakeholders Meeting
Phoenix
Friday, August 17, 2007
2:00 p.m.

I-17 Construction Open House
Phoenix
Wednesday, August 29, 2007
6:00 p.m. to 8:00 p.m.

National Federation for the Blind of Arizona Conference
Tempe
Friday, September 7, 2007
9:00 a.m. to 1:00 p.m.

Hispanic Women's Conference
Phoenix
Thursday, September 13 and Friday, September 14, 2007
9:00 a.m. to 3:00 p.m.

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

SUMMARY OF INPUT

Input gathered during the Early Phase Input Opportunity is included in the Early Phase Input Opportunity Report. A summary of the comments and questions received is listed below.

- Why is ADOT planning to build the South Mountain Freeway connector on Interstate 10, which conflicts with the future construction of the SR 801, I-10 Reliever?
- Why doesn't the Loop 303 connect with the Loop 101?
- METRO should consult the disability community when it comes to the accessibility of the new light rail.
- What is the status and average of the 801 corridor and what are the beginning and ending points?
- What is the status of commuter rail as part of the planning process?
- How are discussions going with Union Pacific on heavy rail from Phoenix to Buckeye?
- We need a elevated train as soon as possible.
- To build freeways properly, you need sufficient revenue.
- It is not good planning to add capacity to undersized freeway ramps by repainting from one lane to two lanes.
- There needs to be a policy that prevents engineers from underbuilding the freeways.
- ADOT's plan for the Grand Avenue intersection at the 303 is not a good solution and will cause more air pollution.
- The state and the region are far behind in transportation funding and it will take political will to capture the money necessary.
- Improvements on Bell Road from El Mirage Road to Loop 303 are needed desperately.
- We need to consider transit when talking about the I-10 acceleration.
- Innovations to move people rapidly is needed.
- The interchanges are built too small and create traffic congestion and more air pollution.
- Grade separated crossings increase efficiency and safety.
- You should take $10 million in CMAQ money from the trolley (light rail) and put it toward the interest reimbursement for the I-10 widening.
- We need more transit service in the West Valley.
- The light rail should follow the freeway system.
- Light rail construction is really difficult to navigate through.
- When are they going to accelerate the I-10 freeway construction?
- Will there be a parallel road north and south along I-17?
- How long will the widening project along I-17 take?
- We need commuter rail between Phoenix and Tucson.
- When are the light rail extensions going to be added?
- Don't cut Dial-A-Ride service, it is too important.

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.

> 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.

In accordance with the enhanced SAFETEA-LU guidelines, in December 2006 the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process. This enhanced plan incorporated many of the previously-adopted public involvement guidelines set forth by the Regional Council in 1994 and enhanced in 1998 (*see History of MAG Public Involvement Process, Page 6).* The MAG Public Participation Plan sets forth guidelines for receiving public opinion, comment and suggestions on transportation planning and programming in the MAG region. 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 FY 2008 Early Phase Input Opportunity was conducted from August through September, 2007. The purpose of this document, the *FY 2008 Early Phase Input Opportunity Report,* is to provide information about the outreach conducted during this early phase and to summarize the results of the input received.

The Mid-Phase process provides for input on initial plan analysis for the Draft TIP and Draft 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 will be included in the *FY 2008 Mid-Phase Input Opportunity Report* (April 2008).

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 2008 Final Phase Input Opportunity Report* (July 2008). 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).

HISTORY OF MAG PUBLIC OUTREACH PROCESS

Since its inception in 1967, the Maricopa Association of Governments (MAG) has encouraged public comment in the planning and programming 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.)

In December 2006, the MAG Regional Council approved a Public Participation Plan to guide the MAG public input process 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.

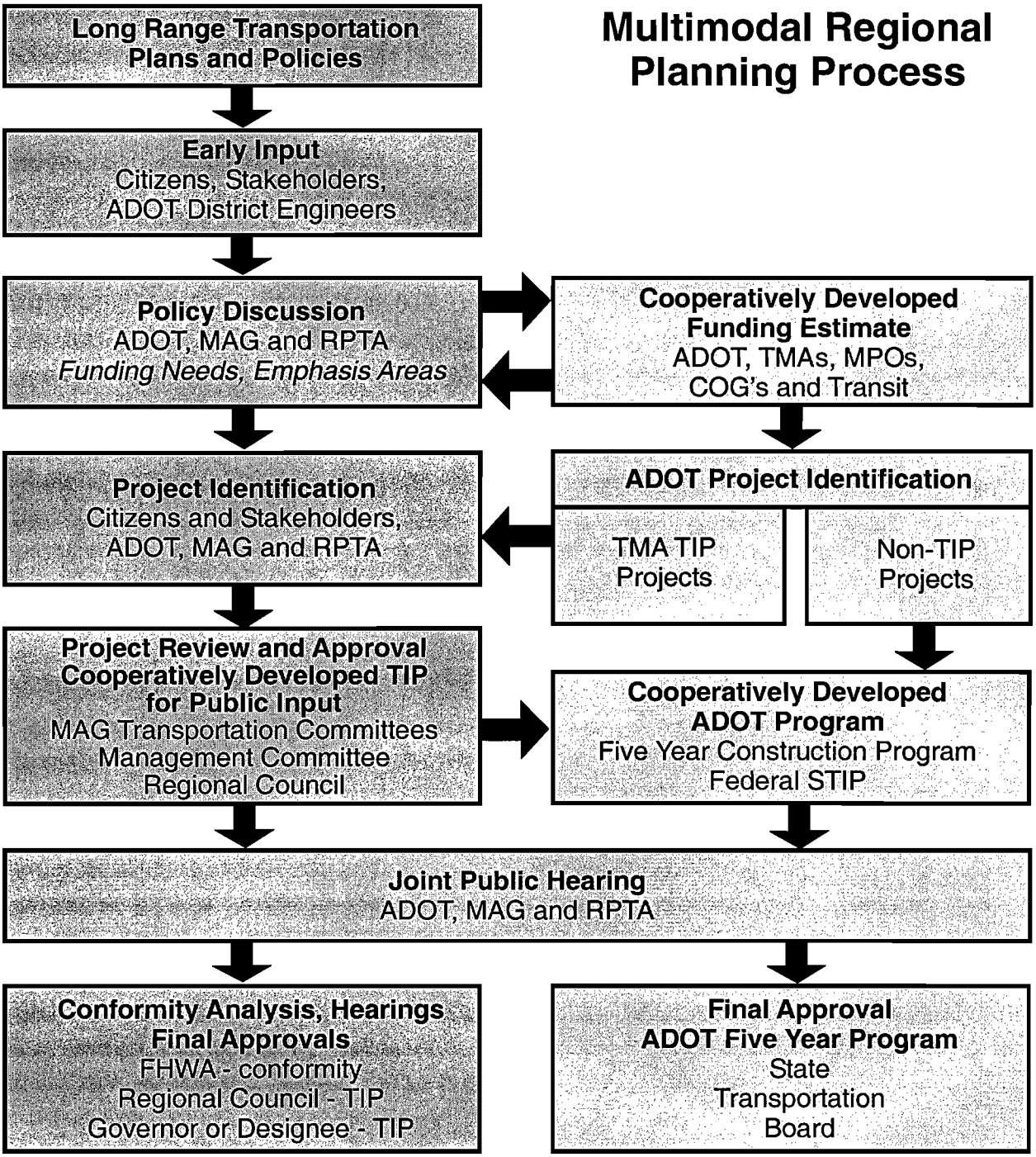

Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

* **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 Early Phase Transportation Stakeholders meeting was announced with a targeted mailing to the MAG public involvement/stakeholders mail list of more than 400 individuals. MAG also participated in several events such as the I-17 Construction Open House, Hispanic Women's Conference, National Federation for the Blind statewide conference and the Independent Living Summit, some of which were advertised on major television networks and announced in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the FY 2007 Final 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 summarizing the activities and actions of 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 that make up its membership. Ongoing coordination with ADOT, Valley Metro, METRO and CTOC has also led to enhancements to the public involvement process.

II. APPENDIX A.
CORRESPONDENCE RECEIVED DURING THE CONTINUOUS INVOLVEMENT AND EARLY PHASE INPUT OPPORTUNITIES

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Thursday, August 02, 2007 7:26 AM
To: Jason Stephens
Cc: Jochim1@aol.com
Subject: CANAMEX

Jayson,

On page 16 of the DRAFT FY 2007 FINAL PHASE INPUT OPPORTUNITY REPORT there is a response to Stephen Brittle's public comments on the CANAMEX corridor. It is a follows and I quote: " **The resolution for the CANAMEX corridor did not include the South Mountain Freeway".**

I would like to know with as much specificity as possible how the various transportation agencies that have overarching responsibility for freeway design and planning intent to prevent CANAMEX traffic from being on the proposed South Mountain Freeway. From my pragmatic perspective if the SMF is built the truckers will use it because it is a shorter route with a lot more amenities.

Please call me on 480-460-2535 if you have any questions on this request.

Sincerely,

Jim Jochim

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Thursday, August 02, 2007 11:30 AM
To: Jason Stephens
Cc: Jochim1@aol.com; Jim Jochim
Subject: Two data validation questions

Jayson,

What are the current budgeted costs that MAG & ADOT are using for planning purposed for the construction of the proposed South Mountain Freeway on Pecos Road?

In the DRAFT FY 2007 FINAL PHASE INPUT OPPORTUNITY REPORT on page 14 it states the following and I quote: **"Construction of the South Mountain freeway would result in an approximate seven percent reduction in traffic on I-10 at the Broadway Curve when compared to not building the freeway".** Please verify that seven percent is still a valid number from the leadership teams that our doing the planning.

Thanks,

Jim Jochim (a citizen)

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Thursday, August 02, 2007 5:11 PM
To: Jason Stephens
Subject: 2-RE: Final-Phase Hearing & MAG's " Proactive" Citizen Process

Thank you.

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

> DD -
> The date for the Early Phase Stakeholder's meeting is Friday, August
> 17, 2007. There will be an open house from 1:30 to 2 p.m. The meeting
> begins at 2 p.m. This is the earliest point at which you can input
> into the new TIP and Plan update process. You've been mailed a letter
> and agenda for this meeting and should receive it in a couple of days.
> Jason
>
> -----Original Message-----
> From: Dianne Barker [mailto:dteam11@yahoo.com]
> Sent: Friday, July 27, 2007 10:39 AM
> To: Jason Stephens
> Subject: Final-Phase Hearing & MAG's " Proactive"
> Citizen Process
>
> Mr. Stephens-_
>
> The public hearing matters very much to me so not to miss.ant to me,
> This document is transcribed and sent to other governmental
> transportation/ authorities. You know I convey no receipt of your card
> notice. P ease answer my question (s) as I see are essentially being
> overlooked in previous email as follows:
>
> 1- "How can you do to ensure reasonable citizen participation at
> hearings and all you do, Jason ?
>
>
> 2- So 1% persons came from your efforts, but six persons spoke. How
> many were citizens attending/speaking and how many were staff/public
> employees ?
>
> 3- Knowing I did not receive notice by mail for the June 18th
> important hearing, how do you expect to be "proactive" and to ENSURE
> Il will be sufficiently informed to participate per " Early Phase
> Stakeholders Meeting in August. Draft 2009-2013 TIP being you still
> are contacting me by mail as you say ". You will be sent a letter and
> agenda" ? Such past circumstances of failed mailing makes no sense
> herein as how can I even know to contact you in August and for what
> purpose without notice Doing the same thing over and expecting
> different results correct nothing, does it Jason.
>
> --- Jason Stephens <jstephens@mag.maricopa.gov>
> wrote:
>
> > DD -
> > Actually, 30 people attended the hearing and six
> people spoke. Of the
> > people that attended, all were notified by
> postcard, saw the display
> > ads in the paper or were made aware through word
> of mouth. As I
> > stated, the public hearing is just one component
> of a public input

> > process. We offer many different avenues for
> Valley residents to
> > provide comment.
> > Thank you,
> > Jason
> >
> >
> > -----Original Message-----
> > From: Dianne Barker [mailto:dteam11@yahoo.com]
> > Sent: Thursday, July 26, 2007 5:48 PM
> > To: Jason Stephens
> > Subject: 3-RE:
> >
>
www.mag.maricopa.gov/pdf/cms.resource/COMM_2007_Final-Phase-Report35627.
> > pdf
> >
> > So you mail out cards for approximately 3,000
> people on the mail
> > list ? Only four persons came to the hearing on
> June 18th ? It is
> > reasonable to inquire about what from what source
> MAG attributes to
> > acquiring those few at the hearing?.
> >
> > It's common knowledge in business that only 5%
> persons respond to
> > marketed mailings anyway so the cost for the
> mailing is exorbitant
> > without a follow-up which usually is a telephone
> call to get response
> > and action. It is called "working" a lead to get
> results...production.
> > In government, the reason is the opportunity to
> serve the citizens and
>
> > taxpayers. MAG professes a proactive public
> process so it appears to
> > me that such working is also applicable, don't
> you think?
> >
> > Certainly , calling, emailing, etc regulars" at
> > MAG
> > could be a start past snail mail such as you say
> the post office can
> > fail, don't you think. Relying of persons to find
> your notice in
> > publications or to even seek in on MAG's website
> is reactive to
> > advertisements that can be unavailable and easily
> overlooked by many
> > who do not subscribe and/or have busy lifestyles.
> What will MAG do to
> > be evermore "proactive" to overcome the problems
> just described,
> > Jason.
> > Thank you for the bit of news of the August
> stakeholders, yet it
> > remains a tease as I still don't have sufficient
> information for it
> > to be prepared to participate or even the date to
> plan to attend. You
>
> > have notified me I may comment and MAG will
> answer, yet I kneed to be
> > informed to participate,,,the timely facts. How
> can you do to ensure

> > reasonable citizen participation at hearings and
> all you do, Jason ?
> >
> >
> >
> >
> >
> > --- Jason Stephens <jstephens@mag.maricopa.gov>
> > wrote:
> >
> > > DD -
> > >
> > > The public hearing isn't the only mechanism by
> > which we receive public
> >
> > > comment, it is just one component of the
> process.
> > We also take comment
> >
> > > at all policy committee meetings during the
> phase
> > and attend large
> > > special events where we interact with hundreds
> of
> > people, share
> > > information and respond to comments if provided.
> > >
> > > For the public hearing, we placed display
> > advertisements in the
> > > Arizona Republic, Arizona Informant and Prensa
> > Hispana and mailed out
> > > a notice to everyone on our public involvement
> > mail list. As I've
> > > stated before, we have the correct address for
> > you. It would not be
> > > feasible to call the approximately 3,000 people
> on
> > the mail list and
> > > notify them of a public
> > meeting/hearing/presentation. If you cannot
> > > make a meeting, we are more than happy to take
> > your comments via
> > > telephone, e-mail or in letter form - as we have
> > in the past. We make
> > > every effort to ensure that we provide Valley
> > residents with a variety
> >
> > > of opportunities to input in any number of ways.
> > >
> > > Hopefully this brings some clarity for you on
> this
> > issue.
> > >
> > > I do want to let you know that we will be
> hosting
> > an Early Phase
> > > Stakeholders Meeting in August. It will be the
> > earliest opportunity
> > > for Valley residents to provide input on
> possible
> > projects for the
> > > Draft
>
=== message truncated ===

Dianne Barker, US Citizen

Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Choose the right car based on your needs. Check out Yahoo! Autos new Car Finder tool.
http://autos.yahoo.com/carfinder/

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, August 07, 2007 7:31 AM
To: Jason Stephens
Subject: Feedback Received

```
Feedback received from 'Mariana Schaffer'
Email Address : 'schaffermm@wbhsi.net'
Subject : 'bike ways map'
Page : '/maps.cms'
Feedback :
'When will your next updated bike ways map be published?'
```

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Tuesday, August 07, 2007 9:54 AM
To: Jason Stephens
Cc: Lindy Bauer
Subject: FY 2007 Final Phase Draft Input Report

Jayson,

Thanks for getting the typo corrected on page 18 of the above report. As we discussed it was in the draft a "low" and it should have been 10. Unfortunately one of your team members missed it on page three--so the original error carried forward to the "Summary of Input"--which a lot of individuals utilize for a quick read.

Call when your schedule permits so we can discuss the various open questions I have pending based on the above report. I can be reached on 480-460-2535.

Sincerely,

Jim Jochim

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Wednesday, August 08, 2007 9:34 AM
To: Jason Stephens
Cc: Lindy Bauer; Jochim1@aol.com; Jim Jochim
Subject: Data needed

Jason,

On page 14 of the FY 2007 FINAL PHASE INPUT OPPORTUNITY REPORT under the section: South Mountain Freeway Traffic it states in the last bullet point the following:

Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."

I need more data on the above statement as from my perspective it will increase the traffic on the surrounding arterial streets and here is why:

Currently Pecos Road has five access points from Chandler Blvd: 40th St, 32nd St, 24th St., Desert Foothills Parkway and 17th Av. If the proposed SMF is built we will lose the 32nd St. access point. So we go from five to four access points from Chandler Blvd. and that means all of the traffic that used 32nd St will now have to use Chandler Blvd. to get to Pecos Rd. either by 24th St or 40th St. Plus a number of the DVHS students will now use Liberty Lane to get to school because they can't exit on 32nd St from Pecos Road.

I look forward to seeing the data on how the proposed SMF will reduce traffic on the alterial street network.

Sincerely,

Jim Jochim

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Thursday, August 09, 2007 2:53 PM
To: Timothy Tait
Cc: Jason Stephens; Lindy Bauer; Jim Jochim
Subject: A procedural question

Tim,

I attended the MAG "Final Phase Transportation Public Hearing" meeting on June 18, 2007 and submitted a written question to Lindy Bauer (Chair) for evaluation. My question was answered on page 18 of the report. Since that time I have submitted a number of other questions to Jason Stephens (at the request of Lindy Bauer) on various topics some directly relating to the FY 2007 Final Phase Input Opportunity Report and some outside of the document.

Now here is the "procedural question"-- on a going forward basis should these matters be directed to you or to Jason Stephens? I am neutral as to whom they are addressed to as all I need is a reply in a timely manner. As time permits please let me know the current protocol between ADOT & MAG on the SMF correspondence.

Thanks,

Jim Jochim

Jason Stephens

From: Timothy Tait [TTait@azdot.gov]
Sent: Thursday, August 09, 2007 3:31 PM
To: Jim Jochim
Cc: Jason Stephens; Lindy Bauer
Subject: RE: A procedural question

Jim,

If your inquiry or comment is directed at MAG's regional studies and planning, I believe it would be appropriate to direct comment to them. However, all comments/inquiries about the South Mountain EIS, construction phasing (if a build alternative is selected), alignment, potential impacts, etc., should be directed to the ADOT study team. In some cases, it might be appropriate to transmit your comments to both groups.

Does this help?

Timothy Tait
Arizona Department of Transportation
Communication and Community Partnerships
desk 602.712.7070 :: cell 602.501.5038
www.azdot.gov/ValleyFreeways

From: Jim Jochim [mailto:jochim1@cox.net]
Sent: Thursday, August 09, 2007 2:53 PM
To: Timothy Tait
Cc: Jason Stephens; Lindy Bauer; Jim Jochim
Subject: A procedural question

Tim,

I attended the MAG "Final Phase Transportation Public Hearing" meeting on June 18, 2007 and submitted a written question to Lindy Bauer (Chair) for evaluation. My question was answered on page 18 of the report. Since that time I have submitted a number of other questions to Jason Stephens (at the request of Lindy Bauer) on various topics some directly relating to the FY 2007 Final Phase Input Opportunity Report and some outside of the document.

Now here is the "procedural question"-- on a going forward basis should these matters be directed to you or to Jason Stephens? I am neutral as to whom they are addressed to as all I need is a reply in a timely manner. As time permits please let me know the current protocol between ADOT & MAG on the SMF correspondence.

Thanks,

Jim Jochim

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Thursday, August 09, 2007 5:47 PM
To: Eric Anderson
Cc: Dennis Smith; Jason Stephens; Bill Hayden; bobmcknight@cox.net; TMCMRyan@aol.com
Subject: 3-Question ---: Your attachments & more

Hello Eric, yes. I see you have given me attachments on laws, even the the RPTA cite for necessary financial responsibility.

The truth is that CTOC failed to proactively procure any financials from RPTA for it's necessary auditing nor even even the simple "report" on annual 2006 report for freeways substituted by " sampling, an agreed upon procedures" .

As far as MAG responsibilities per CTOC, again regarding (Statute : 28 -6358 , where is MAG's recommendations part (1) and proactive participation part (2) as can be performed ? ~ Dianne

a. Regional planning agency responsibilities :

Consistent with the regional planning agency's responsibilities as prescribed in this chapter, the regional planning agency shall:
> >
> > 1. Approve, disapprove or modify the citizens
> transportation oversight
>
> > committee's recommendations on the five year
> construction program and
> > the life cycle management program for the regional
> freeway system.
> >
> > 2. Respond to any complaint and approve,
> disapprove or modify
> > recommendations regarding a complaint forwarded to
> it by the citizens
> > transportation oversight committee within ninety
> days after the
> > citizens transportation oversight committee
> forwards a complaint to
> > the regional planning agency.
> >
> > So when CTOC does not include a public transit

--- Eric Anderson <eanderson@mag.maricopa.gov> wrote:

> Dianne,
> CTOC has the ability to make comments and recommendations to MAG. If
> CTOC does so, then the comments or recommendations made to MAG will do
> its duty according to the law. I don't see anywhere in state law that
> says that CTOC is required to adopt a budgeting process for public
> transit - that is the responsibility of RPTA.
>
>
> Eric J. Anderson
> Transportation Director
> Maricopa Association of Governments
> Office: (602) 254-6300
> Fax: (602) 254-6490
> Email: eanderson@mag.maricopa.gov
>
>
>

> -----Original Message-----
> From: Dianne Barker [mailto:dteam11@yahoo.com]
> Sent: Thursday, August 09, 2007 10:56 AM
> To: Eric Anderson
> Cc: Dennis Smith; Kelly Taft; Bill Hayden; bobmcknight@cox.net;
> TMCMRyan@aol.com; dteam11@yahoo.com
> Subject: Question Resubmit to MAG Officials ---:
> Your attachments & more
>
> Eric -
>
> "So when CTOC does not include a public transit budget process then
> how can MAG do it's duty per(1) and how will MAG ever reply to the
> citizens when it is known that no citizen recommendation has ever been
> given by CTOC Chairman to MAG per (2) ?"
>
>
> Dianne
>
>
> BACKGROUND:
>
>
> --- Dianne Barker <dteam11@yahoo.com> wrote:
>
> > Eric
> >
> > The bottom line I'm seeking is MAG,ADOT and CTOC
> being multimodal and
> > caring for all modes in budget and audit for Prop
> 400 funded by RARF ;
>
> > 2/3rd roads and
> > 1/3 transit. Perhaps this should require
> certification as ADOT
> > performs by life cycle budget process , ARS
> > 6852 (A),. however, what are the certification
> standards employed by
> > ADOT ? I cound not ascertain this on July 6th,
> 2007 at Bill's
> > offices.
> >
> > Per my previous question per ARS 6308(C)((1)c),
> your provided RPTA's
> > statutory duty is at 48-5106 for Budget process:
> >
> > The board shall adopt a budget process that
> ensures that the estimated
>
> > cost of the regional public transportation system,
> including
> > corridors, corridor segments and bus purchase and
> operating costs,
> > does not exceed the total amount of revenues
> estimated to be available
>
> > for the regional public transportation system.
> Nevertheless, where is
>
> > this being referenced with MAG?
> >
> > Certainly it was not in CTOC's 2006 annual report
> nor any audit,
> > sampling or "ALL" expenditures per legislature of
> RARF.CTOC ARS
> > 6356(F(5)) or "Mr.
> > Rudolphy further advised that a compliance audit

> does not include
> > financial amounts per "CTOC p4 1999.
> > Even ADOT's responsibility at 28 367 & 28-506 for
> public transit
> > inclusion in ADOT's/MAG's plan and their actual
> accounting appears to
> > leave out transit.Perhaps this is because of the
> historical
> > pre-occupation on "freeways", truly an oxymoron
> as always some one
> > pays.
> >
> > Fnally, definitely, MAG has responsibility to the
> people under state
> > statute : 28 -6358 . Regional planning agency
> responsibilities
> >
> > Consistent with the regional planning agency's
> responsibilities as
> > prescribed in this chapter, the regional planning
> agency shall:
> >
> > 1. Approve, disapprove or modify the citizens
> transportation oversight
>
> > committee's recommendations on the five year
> construction program and
> > the life cycle management program for the regional
> freeway system.
> >
> > 2. Respond to any complaint and approve,
> disapprove or modify
> > recommendations regarding a complaint forwarded to
> it by the citizens
> > transportation oversight committee within ninety
> days after the
> > citizens transportation oversight committee
> forwards a complaint to
> > the regional planning agency.
> >
> > So when CTOC does not include a public transit
> budget process then how
>
> > can MAG do it's duty per(1) and how will MAG ever
> reply to the
> > citizens when it is known that no citizen
> recommendation has ever been
>
> > given by CTOC Chairman to MAG per (2) ?
> >
> > Dianne
> >
> >
> >
> >
> >
> > -- Eric Anderson <eanderson@mag.maricopa.gov>
> wrote:
> >
> > > Dianne, Here is the email with the attachments.
> > >
> > > Dianne,
> > >
> > > To restate your question:
> > > "Where is MAG's life cycle certification Prop
> 400 for per ARS
> > > 28-6308 9

> > > (C) ?"
> > >
> > > I have attached this section of state law for
> reference purposes. I
>
> > > cannot find any reference to the 28-6308 9 (C)
> in the law. Please
> > > check to make sure we are discussing the right
> section.
> >
> > >
> > > Also, I find no mention on any requirement for a
> certification.
> > > There is reference to a budgeting process in
> 28-6352.
> > > This article has two
> > > subsections: Subsection A requires ADOT to adopt
> a budgeting process
>
> > > (life cycle) for the component of the Regional
> Transportation Plan,
> > > specifically, 28-6308, Subsection C, paragraph
> 1, subparagraph (a).
> > > This refers to freeways and other routes in the
> state highway
> > > system.
> > > Subsection B requires the same of MAG but for
> specifically for
> > > 28-6308, Subsection C, paragraph 1, subparagraph
> (b). There is no
> > > requirement for a certification. Also note that
> ARS 48-5106
> > > requires RPTA to develop a budget process
> specifically for 28-6308,
> > Subsection
> > > C, paragraph 1,
> > > subparagraph (c). Again there is no requirement
> > for
> > > a certification.
> > >
> > > Eric J. Anderson
> > > Transportation Director
>
=== message truncated ===

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Boardwalk for $500? In 2007? Ha! Play Monopoly Here and Now (it's updated for today's economy) at Yahoo! Games.
http://get.games.yahoo.com/proddesc?gamekey=monopolyherenow

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Friday, August 10, 2007 5:15 AM
To: Timothy Tait
Cc: Jason Stephens; Lindy Bauer
Subject: Re: A procedural question

Tim,

Thanks for the response.

Yes it helps some-- but I truly don't understand the line of demarcation line between the entities because in the FY 2007 Final Phase Input Opportunity Report there are a number of references to the SMF. On a going forward basis I will expand my distribution list to ensure that both MAG & ADOT are covered. I am neutral as to which agency responses as all I need is timely feedback.

Under separate e-mails I will send you a copy of the various questions that I have submitted that are WIP.

Have a good day.

Jim

> ----- Original Message -----
> **From:** Timothy Tait
> **To:** Jim Jochim
> **Cc:** Jason Stephens ; Lindy Bauer
> **Sent:** Thursday, August 09, 2007 3:30 PM
> **Subject:** RE: A procedural question
>
> Jim,
> If your inquiry or comment is directed at MAG's regional studies and planning, I believe it would be appropriate to direct comment to them. However, all comments/inquiries about the South Mountain EIS, construction phasing (if a build alternative is selected), alignment, potential impacts, etc., should be directed to the ADOT study team. In some cases, it might be appropriate to transmit your comments to both groups.
> Does this help?
> **Timothy Tait**
> Arizona Department of Transportation
> Communication and Community Partnerships
> desk 602.712.7070 :: cell 602.501.5038
> www.azdot.gov/ValleyFreeways
>
> ---
>
> **From:** Jim Jochim [mailto:jochim1@cox.net]
> **Sent:** Thursday, August 09, 2007 2:53 PM
> **To:** Timothy Tait
> **Cc:** Jason Stephens; Lindy Bauer; Jim Jochim
> **Subject:** A procedural question
> Tim,
> I attended the MAG "Final Phase Transportation Public Hearing" meeting on June 18, 2007 and submitted a written question to Lindy Bauer (Chair) for evaluation. My question was answered on page 18 of the report. Since that time I have submitted a number of other questions to Jason Stephens (at the request of Lindy Bauer) on various topics some directly relating to the FY 2007 Final Phase Input Opportunity Report and some outside of the document.
> Now here is the "procedural question"-- on a going forward basis should these matters be directed to you or to Jason Stephens? I am neutral as to whom they are addressed to as all I need is a reply in a timely manner. As

time permits please let me know the current protocol between ADOT & MAG on the SMF correspondence.
Thanks,
Jim Jochim

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity (ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Friday, August 10, 2007 2:01 PM
To: Eric Anderson
Cc: Lindy Bauer; Timothy Tait; Kelly Taft; Jason Stephens; Jim Jochim
Subject: Re: A procedural question

Mr. Eric J. Anerson,

Thank you for the detailed reply--it is appreciated. I will be in attendance at the August 17, 2007 EARLY PHASE TRANSPORTATION STAKEHOLDERS MEETING as I want to observe first-hand the start of the DMP (Decision Making Process) by the various agencies that have responsibilities for transportation projects within Maricopa County.

Sincerely,

Jim Jochim (a citizen)
1231 E. Desert Flower Lane
Phoenix,AZ 85048
T# 480-460-2535
Fax# 480-460-2898

----- Original Message -----
From: Eric Anderson
To: jochim1@cox.net
Cc: Lindy Bauer ; Timothy Tait ; Kelly Taft ; Jason Stephens
Sent: Friday, August 10, 2007 10:29 AM
Subject: RE: A procedural question

Mr. Jochim,

The input opportunities that we have during our planning process are open to whatever comments that the public wishes to provide, however, the primary purpose of these opportunities is to solicit public comment on the MAG five-year Transportation Improvement Program (TIP), the MAG Regional Transportation Plan (RTP), and the related air quality conformity analysis that was conducted with regard to the TIP and RTP.

Questions related to whether a particular freeway should or should not be included in the plan, areas that the public thinks needs more or less attention, policy-related issues, and these sorts of overall questions are addressed through the MAG planning process. Specific questions or concerns related to a particular planned facility in terms of design, environmental, and mitigation are best addressed through the Environment Impact Statement process.

MAG is always open for any kind of questions. If a question, however, is better answered through the ADOT process, we will say so and forward the question to the appropriate ADOT representative. We also try to track these questions to make sure they are answered in a timely fashion.

If you would like to copy both ADOT and MAG on you questions, we can then sort out which agency the appropriate one to respond.

Eric J. Anderson
Transportation Director
Maricopa Association of Governments

Office: (602) 254-6300
Fax: (602) 254-6490
Email: eanderson@mag.maricopa.gov

From: Lindy Bauer
Sent: Friday, August 10, 2007 10:10 AM
To: Eric Anderson
Subject: FW: A procedural question

From: Jim Jochim [mailto:jochim1@cox.net]
Sent: Friday, August 10, 2007 5:15 AM
To: Timothy Tait
Cc: Jason Stephens; Lindy Bauer
Subject: Re: A procedural question

Tim,

Thanks for the response.

Yes it helps some-- but I truly don't understand the line of demarcation line between the entities because in the FY 2007 Final Phase Input Opportunity Report there are a number of references to the SMF. On a going forward basis I will expand my distribution list to ensure that both MAG & ADOT are covered. I am neutral as to which agency responses as all I need is timely feedback.

Under separate e-mails I will send you a copy of the various questions that I have submitted that are WIP.

Have a good day.

Jim

> ----- Original Message -----
> **From:** Timothy Tait
> **To:** Jim Jochim
> **Cc:** Jason Stephens ; Lindy Bauer
> **Sent:** Thursday, August 09, 2007 3:30 PM
> **Subject:** RE: A procedural question
>
> Jim,
> If your inquiry or comment is directed at MAG's regional studies and planning, I believe it would be appropriate to direct comment to them. However, all comments/inquiries about the South Mountain EIS, construction phasing (if a build alternative is selected), alignment, potential impacts, etc., should be directed to the ADOT study team. In some cases, it might be appropriate to transmit your comments to both groups.
> Does this help?
> **Timothy Tait**
> Arizona Department of Transportation
> Communication and Community Partnerships
> desk 602.712.7070 :: cell 602.501.5038
> www.azdot.gov/ValleyFreeways
>
> ---
>
> **From:** Jim Jochim [mailto:jochim1@cox.net]
> **Sent:** Thursday, August 09, 2007 2:53 PM
> **To:** Timothy Tait

Cc: Jason Stephens; Lindy Bauer; Jim Jochim
Subject: A procedural question
Tim,
I attended the MAG "Final Phase Transportation Public Hearing" meeting on June 18, 2007 and submitted a written question to Lindy Bauer (Chair) for evaluation. My question was answered on page 18 of the report. Since that time I have submitted a number of other questions to Jason Stephens (at the request of Lindy Bauer) on various topics some directly relating to the FY 2007 Final Phase Input Opportunity Report and some outside of the document.
Now here is the "procedural question"-- on a going forward basis should these matters be directed to you or to Jason Stephens? I am neutral as to whom they are addressed to as all I need is a reply in a timely manner. As time permits please let me know the current protocol between ADOT & MAG on the SMF correspondence.
Thanks,
Jim Jochim

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity (ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Jason Stephens

From: Eric Anderson
Sent: Monday, August 13, 2007 8:31 AM
To: 'Jim Jochim'
Cc: Jochim1@aol.com; Lindy Bauer; Kelly Taft; Jason Stephens
Subject: RE: Clarification needed

Mr. Jochim,

It is an annual process that we use. We do an annual update of the Regional Transportation Plan (RTP) and the five-year Transportation Improvement Program (TIP). We do this to ensure that the RTP and TIP reflect the latest funding and priorities for the region.

Eric J. Anderson
Transportation Director
Maricopa Association of Governments
Office: (602) 254-6300
Fax: (602) 254-6490
Email: eanderson@mag.maricopa.gov

From: Jim Jochim [mailto:jochim1@cox.net]
Sent: Saturday, August 11, 2007 8:07 AM
To: Eric Anderson
Cc: Jochim1@aol.com; Jim Jochim; Lindy Bauer
Subject: Clarification needed

Mr. Anderson

Eric,

What is the difference between the EARLY PHASE TRANSPORTATION STAKEHOLDERS MEETING that is scheduled for Friday, August 17, 2007 and the ones that were held in the August through October, 2006 time frame? Or is this an annual updating process?

Thanks,

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ 85048
T# 480-460-2535
Fax # 480-460-2898

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, August 14, 2007 3:13 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Morgen Baldwin'
Email Address : 'baldwinmt@shaw.ca'
Subject : 'Resource Guide'
Page : '/detail.cms?item=1983'
Feedback :
'I am trying to download the resource guide "the workplace responds to domestic violence" but am getting a message that says the file is damaged so can't be downloaded. Would love to get a copy of this resource! thanks, Morgen'

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Wednesday, August 15, 2007 11:06 AM
To: Jason Stephens
Subject: Jason, my address is on this letter -----Dianne Barker"s Response to CHRM. Arnett, CTOC

Attachments: pat652794867; pat635672803; pat783234110; pat2009352708

.pdf (110 KB) Sky Harbor etter.pdf (48 KB) Sky Harbor Fax.pdf (98 KB) Deloitte_FTANe tart#25690C.p

August 14, 2007

Rockne F. Arnett, Chairman
Citizens Transportation Oversight Committee, "CTOC"
206 South 17th Avenue
Room 105-MD 179-A
Phoenix, Arizona 85007

Re: Requesting CTOC's Action

Re: Dear Mr. Arnett:

Per your attached letter, I am responding in request for CTOC's continuous inquiry and per your directions I provide evidence for such support to all authorities.

First of all, Phoenix Sky Harbor's aviation letter dated May 31st 2007, attached, is flat admission of "expenditures it has made" on Regional Transportation Plan "RTP". Therefore, any assuming by counsel that the Federal Government Inspector"OIG" General's complaint is closed is speculative, mere assumption and unreliable. (1)

Second, a fax attached from 'Phoenix Aviation Department, itself, is positive evidence that the Phoenix share was for " the line segment running through the airport " . However, it is common knowledge that the local, twenty (20) mile Phoenix light rail trolley, a part of RTP, definitely DOES NOT run through Sky Harbor airport. Moreover, review of the Airport Revenues list on this fax shows payment(s) to Carter Burgess in 1997, the time of the trolley Major Investment Study, "MIS", contracted by City of Phoenix Ex-Deputy Manager, Jack Tevlin.

Furthermore, it is certain that your letter needs correcting when you are citing a " Management Information Study" when the inquiry is per a Major Investment Study "MIS". Also, it is difficult to understand how you may have concluded that Phoenix Sky Harbor got "CMAQ funds from the City of Phoenix"
because CMAQ funds are Federal Highway 'FHWA" dollars for air quality projects for roads or are FHWA conversions via FTA or MAG for transit projects. Our county tax that funds CTOC "RARF" for the MAG RTP does need air quality conformity and includes MAG's planned light rail trolley passing by Phoenix Sky Harbor Airport (2).

Actually, I believe I have abundantly pointed in my submittal to you that FTA 5309 discretionary funds for "New Starts" light rail were obtained by Congressman Ed Pastor. This was so noted in City Council by ex-Mayor Rimsza as being $10 million for this area. It is understood these funds came via Phoenix Sky Harbor along with FAA TRACON monies in total of $25 Million, YR 2000. In that same year, as the fax attachment evidences, two (2) payments were to RPTA for $200,000 each. It is understood Carter Burgess received these monies from RPTA as late payment for it's alternative analysis, 'LPA". This LPA chosen then was mode :
electric light rail trolley "streetcar .My point is alternative analysis is not to be paid by 5309 monies.
Therefore, certainly, Phoenix Sky Harbor and all authorities surely can further fully co-operate with monetary tracking and, "auditing of all relative transportation funds, don't

you agree, Roc ?

Certainly, the City of Phoenix FTA Grant recipient and as member of Federal COG- MAG under the federal rules should have the citizenry greatly involved in the selection of choice of travel modes, specifically the LPA. Unfortunately, too often we find government operation not at "arms length"- all too political and special interest, not necessarily by and for the people. We must be ever mindful of what happened to Arthur Anderson wearing both hats- adviser and auditor. We should be vigilant and promote oversight, vigorous competition and complete fairness. Today, we have Deloitte Touche advising the federal government on New Starts reform of process revealed by the final attached file.. It appears they are recommending shortening the LPA period. This period should be actually be lengthened, strengthened for the public good with citizen involvement from the agency and MAG's full federal guaranteed public process! (4)

Finally, when is CTOC going to do its duty under law for an audit of ALL expenditures and modes, transit included per prop 400? Deloitte and Touché has been assisting ADOT in it's administrative support of CTOC regarding these duties while it appears the law is aborted by terminology of no audit, yet just a report of a few roads project. CTOC's 2006 annual report is substandard to the law for necessary AUDIT of ALL expenditures (4). Nevertheless, it maybe that Deloitte Touche could be on the right track advising for innovative public private partnerships as the light rail trolley is under funded,problematic and appears needing help (5).

Thank you for your time and attention. I look forward to your response.

Sincerely,

Dianne Barker
5131 N. 40th St., A 319
Phoenix, AZ 85018
(602) 999-4448
dteam11@yahoo.com

c: Government Officials
Interested Citizens

Footnotes:

(1) http://commerce.senate.gov/hearings/0721dot.pd

re: Investigation of discretionary FTA, FHWA , FAA funds and found the associate administrator at FAA made decisions of lower priority and geographical diversity.

(2)
https://www.maricopa.gov/mfr/pdf/mid-yearReport_FY2007.pdf.

Strategic Directions: Maricopa County Mid- year 2007 -Air Quality See -Air quality County Goals. Comment :
County's Excise Tax RARF should provide transportation projects that clear the air not cloud it !

(3) http://testimony.ost.dot.gov/test/simpson2.htm

Comment: FTA's report on Deloitte New Starts Study

(4)
www.mag.maricopa.gov/pdf/cms.resource/COMM_2007_Final-Phase-Report35627.pdf
See p 8 CTOC legislation to audit all funds.

CTOC's duty per ARS 28 –6356 9 (F)(5) for ALL expenditures of RARF Including light rail, buses

(5)
http://a257.g.akamaitech.net/7/257/2422/01jan20071800/edocket.access.gpo.gov/2007/pdf/E7-14285.pdf

p18 "FTa would consider any innovative contractual arrangements...."

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Looking for a deal? Find great prices on flights and hotels with Yahoo! FareChase.
http://farechase.yahoo.com/

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Wednesday, August 15, 2007 3:08 PM
To: Jason Stephens
Subject: 4----E: FRIDAY: 1:30 P.M. OPEN HOUSE--STAKEHOLDERS MEETING

MAG has info to ascertain who may attend hearings and meetings. The public purse could be taped in an affordable manner to insure greater attendance, even friendly phone calls sans "phone bank". Even a call center should be considered if it could make MAG proactive, rather than inert or overall ineffective per any attempt without follow-up which can be worthless event.

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

> We mailed out the notices last week and have
> received a number of calls
> from people who've received the notices. You seem to
> be the only one who
> we have a correct address for who has not received
> his/her notice. So,
> it worries me that the post office in your area may
> not be getting you
> all your mail. You should really check on that.
>
> Variety of techniques are just that...we do targeted
> mailing, we do
> display advertisements in the paper, we fax press
> releases to the media,
> we place public notices in the newspaper. It
> wouldn't be feasible to
> call 3,000 or even 300 people to notify them of the
> meeting and it
> wouldn't be feasible to fax 300 to 3,000 private
> citizens. MAG is not a
> call center and we're not set up for that. We do
> everything we can to
> ensure we have the correct addresses for people,
> that we attend large
> special events where hundreds/thousands of people
> congregate (we will
> have a booth at the Independent Living Summit on
> Thursday at the Airport
> Marriot for example) and that we encourage
> participation/public comment
> at our committee meetings and participation via the
> web, E-mail, and
> telephone correspondence.
>
> I don't think you're understanding that, once again,
> a meeting like the
> on Friday is just one component of the process. We
> don't only hold
> public hearings or only hold Regional Council
> meetings, we do a lot of
> things to get participation. I get at least 10-20
> e-mails every week
> through the Web site that are responded to by MAG or
> ADOT staff. If you
> don't understand that public hearings are just one
> component of the
> input process, I don't otherwise know how to explain

> that to you.
>
>
>
> -----Original Message-----
> From: Dianne Barker [mailto:dteam11@yahoo.com]
> Sent: Wednesday, August 15, 2007 2:04 PM
> To: Jason Stephens
> Subject: RE: FRIDAY: 1:30 P.M. OPEN
> HOUSE--STAKEHOLDERS MEETING
>
> When did you mail me the notice I have not
> received?
> Being that you are knowledgeable about my
> non-receipt of last notice ,
> what other "variety of techniques"
> can you , will you reasonably use for notification ?
> Even email can be less costly. What about fax blast
> ?
>
> Hoping people will attend and being appreciate
> doesn't historically
> produce numbers to justify a mailing, does it, if
> the past hearing is a
> true example. How do you see MAG achieving any
> remarkable participation
> for it's efforts and expense, Jason ?
>
> --- Jason Stephens <jstephens@mag.maricopa.gov>
> wrote:
>
> > As I've stated before, MAG utilizes a variety of
> techniques to obtain
> > input. This meeting is just one example. We don't
> "expect" to get a
> > certain number of people at any meeting/hearing we
> have at the MAG
> > offices. We do hope that people are able to attend
> and are very
> > appreciative of those who attend. We welcome those
> who provide
> > constructive and meaningful input.
> >
> > As far as the size of the mailing, I think it was
> somewhere around
> > 300.
> > The only advertising we did for this meeting was
> the notice sent out
> > to yourself and others. This meeting is generally
> held for agency
> > types and private sector stakeholders, along with
> groups such as ABIL,
>
> > the various chambers of commerce, community
> college officials and the
> > like. We welcome their input into the process as
> we do the general
> > public's and
> > this is one way of getting them to provide it.
> >
> > -----Original Message-----
> > From: Dianne Barker [mailto:dteam11@yahoo.com]
> > Sent: Wednesday, August 15, 2007 1:04 PM
> > To: Jason Stephens
> > Subject: FRIDAY: 1:30 P.M. OPEN
> HOUSE--STAKEHOLDERS MEETING
> >

> > MAG received way less than 1% citizen turnout
> from the last mailing
> > for final phase hearing. What are the numbers
> expected Friday fr ?
> > Size of mailing and oany other advertisement ?
> >
> >
> >
> > --- Jason Stephens <jstephens@mag.maricopa.gov>
> > wrote:
> >
> > > DD -
> > > I don't understand why you're not receiving the
> > notices we send out if
> >
> > > we have your correct address. Please provide
> your
> > address again and
> > > I'll triple check the numbers.
> > > Thank you,
> > > Jason
> > >
> > > -----Original Message-----
> > > From: Dianne Barker [mailto:dteam11@yahoo.com]
> > > Sent: Wednesday, August 15, 2007 6:32 AM
> > > To: Jason Stephens
> > > Subject: 1:30 P.M. OPEN HOUSE--STAKEHOLDERS
> > MEETING
> > >
> > > Is the public stakeholder invited ? Received
> > nothing.
> > > ~Dianne
> > >
> > >
> > >
> > >
> > > AGENDA
> > > Early Phase Transportation Stakeholders Open
> House, Meeting and TIP
> > > Guidance Workshop Maricopa Association of
> Governments
> > > 302 North 1 Avenst ue
> > > Second Floor, Saguaro Room
> > > Friday, August 17, 2007
> > > 1:30 p.m.
> > > 1:30 P.M. - OPEN HOUSE
> > > MAG, ADOT, Valley Metro and METRO staff will be
> available in the
> > > second floor lobby to answer questions and
> provide information on
> > > the Valley's transportation system.
> > > 2:00 P.M. - INTRODUCTION AND UPDATES BY MAG,
> ADOT AND VALLEY METRO
> > > Staff will provide agency updates.
> > > 2:15 P.M. - STAKEHOLDERS MEETING
> > > Meeting attendees will have the opportunity to
> suggest projects,
> > > voice concerns and receive answers to
> transportation questions.
> > > 3:00 P.M. - PROGRAMMING WORKSHOP
> > > MAG Programming Manager Eileen Yazzie will
> provide information on
> > > how to program projects for the 2009-2013 TIP.
> > > Please park in the garage under the building,
> > bring
> > > your ticket, parking
> > > will be validated. Valley Metro will provide

> > transit
> > > tickets for those
> > > using transit. For those using bicycles, bike
> > racks
> > > are available at the
> > > entrance to the parking garage.
> > >
> > > Dianne Barker, US Citizen
> > > Phoenix, AZ
> > > dteam11@yahoo.com
> > > (602) 999-4448
> > >
> > >
> > >
> > >
> >
>

> > > _____
> > > Need a vacation? Get great deals
> > > to amazing places on Yahoo! Travel.
>
=== message truncated ===

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Luggage? GPS? Comic books?
Check out fitting gifts for grads at Yahoo! Search
http://search.yahoo.com/search?fr=oni_on_mail&p=graduation+gifts&cs=bz

Jason Stephens

From: yvonne shealy [ymshea1262@yahoo.com]
Sent: Thursday, August 16, 2007 7:36 PM
To: Jason Stephens
Subject: Information

Hello,

I would love to receive any information you have about the regional railway system idea and development.I would like to be included on the mailing list. I am a graduate student and this subject I have selected for my thesis.

Thank you,

Yvonne Shealy
7456 S. Lasso Lane
Tucson, Az. 85747

Park yourself in front of a world of choices in alternative vehicles. Visit the Yahoo! Auto Green Center.
http://autos.yahoo.com/green_center/

Jason Stephens

From: mag@theshortestpath.com
Sent: Friday, August 17, 2007 8:40 AM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'Dianne Barker, citzen'
Email Address : 'dteam11@yahoo.com'
Subject : 'Early Phase Input Meeting Today 8-17-07'
Page : '/project.cms?item=1395'
Feedback :
'Mr Stepens- My plans to join you today have been interupted by work.
Therefore, Jason, please accept my written concerns for the MAG transportation projects presently and 2009-2012 as follows:

Better Collaboration of citizens and government with innovation and co-operation in safety and efficiency. Review MAG website address for ITS safety, capabilities and government structure-

www.mag.maricopa.gov/project.cms?item=1395

Finally, immediate concern for MULTIMODAL innovation and safety measures are at two (2) corridors :I 10 WESTt and I10 EAST (Broadyway Curve ,So of Phx Sky Harbor Airport. These hwys are too unsafe/congested.

Sincerely,
Dianne '

Jason Stephens

From: TMCMRyan@aol.com

Sent: Sunday, August 19, 2007 10:16 AM

To: kkang@dot.state.az.us; MAG General Mailbox; Eric Anderson; jack@westmarc.org; eneville@dot.state.az.us; gcunningham@az.gov; deb_jacobus@mccain.senate.gov; hotline@oig.dot.gov; mary.peters@ost.dot.gov; tax.wienke@epa.gov; frank.fairbanks@phoenix.gov; david.krietor@phoenix.gov; Jason Stephens; phil.gordon@phoenix.gov; pora@suncitywest.org; r.gira@att.net; SIGSINGS@aol.com; Dennis Smith; russ@starvideo.com; Kelly Taft

Cc: Investigators@abc15.com; apivrotto@abc15.com; bbrooks@az.gov; forum@aztrib.com; jennifer.dokes@arizonarepublic.com; doug.maceachern@arizonarepublic.com; metronews@arizonarepublic.com; AZRepLD4@aol.com; comments@whitehouse.gov; khildebrand@auditorgen.state.az.us; Robert.Hollis@fhwa.dot.gov; mleyshon@aztrib.com; senator_mccain@mccain.senate.gov; mayorhawker@cityofmesa.org; Randall.Overmyer@surpriseaz.com; vice.president@whitehouse.gov; amity@westmarc.org

Subject: Routing of the S.M.F a health hazard and mis-use of federal highway funds

Ladies and Gentlemen:

The obviously poorly planned routing of the South Mountain Freeway, that will be a major traffic by-pass route around the City of Phoenix, has been brought to the attention of both the Citizens Transportation Oversight Committee (CTOC) and members of the region's designated planning organization, the Maricopa Association of Governments (MAG). The existing rules prohibit members of those bodies to discuss any subject immediately after it is brought to their by a citizen. The oversight must be subsequently placed on an agenda. I note that oversight matters have not been placed on recent CTOC agendas nor has this matter been placed on recent MAG agendas.

Since these two major problems are matters of life and death, I urge a member of CTOC and/or MAG to place on their next agendas the currently-planned routing of the SMF. It is a misuse of federal, state and county funds. The objective should be to discuss and then change the planned SMF routing, for the benefit of not only residents of Arizona but also all interstate traffic that will use the SMF. The currently planned routing will add to the traffic overloads on I-10 during peak hours now and all-day-long in the future UNLESS PASSENGER AND FREIGHT TRAFFIC IS ATTRACTED OFF I-10 BY A HIGH-SPEED VEHICLE THAT DOES NOT EXIST TODAY.

Here are two major problems with the currently-planned routing of the SMF:

A. The tremendous volume of PM-2.5 and compounds of carbon, nitrogen and sulphur that will be produced from the worn tires, brake components, battery posts and consumed hydrocarbon fuels used by the trucks, light trucks and cars traveling over the SMF will be carried by the winds into the air above the nearby grounds of four elementary schools, a middle school, a high school and a learning center.

B. Placing the point where the western end of the SMF is attached to I-10, BETWEEN THE NORTH-SOUTH EXPRESSWAYS IDENTIFIED AS LOOP 101 AND I-17, will cause heavy volumes of SMF traffic volumes that have both Origins and Destinations north of I-10 to zig-zag on I-10, in both directions. The affected sectors of I-10 are between the SMF at 55th Avenue and Loop 101 (just west of 91st Avenue) , one of the affected flows of existing O&D traffic and newly-generated O&D traffic, and the same type of traffic flows between the SMF at 55th Avenue and I-17 (where traffic congestion already in 2007 is a mess during peak traffic hours).

It is my understanding that none of these two major problems has been discussed IN PUBIC by the 25 members of the MAG Regional Council, the body of mayors and a few others who have designated responsibility for this region's transportation planing. If their unanimous votes on the current "Transportation Improvement Plan" reflects any discussion outside their public meetings, it appears that the meeting of government managers who made the decision for the "consent agenda" of the Regional Council, in which the current routing was approved, was violating both the federal TEA-21 and the state open meeting laws.

Again, I remind the Chairmen of the MAG and CTOC meetings that the reasonable time it takes to just barely outline

these two serious problems is longer than three minutes. The MAG and the CTOC Chairmen's continued insistence that no member of the public can address these matters for more than three minutes violates the right of a citizen to speak for a reasonable length of time granted by both the federal and the state law.

I urge members of the Regional Council to direct the transportation planners of the Maricopa Association of Governments, the Cities of Phoenix, Tolleson, Avondale and Goodyear, the County of Maricopa (MCDOT), the State of Arizona (ADOT) and the Native American Nation, all of whom are affected, to move the planned route of the SMF farther south, farther away from the school grounds.

Also, I urge members of the Regional Council to direct all of those transportation planners to move the north-south segment of the western end of the SMF farther west so that none of the existing flows of traffic and newly-generated flows of traffic that have points of origin and destination north of I-10 will zig-zag on I-10 but will flow directly, in both directions, between the SMF and Loop 101 on a properly-designed high-speed interchange that has a break-down lane on both sides of every connecting three-lane ramp. That should be adequate for the anticipated 2107 traffic. (Think Chinese!)

The existing intersection of Loop 101 has been poorly designed for the future traffic volumes when the population of Maricopa County is 6,000,000 persons. No connecting ramp, connecting two major, high-volume highways where traffic flows between 65 MPH and 75 PH should be a one-lane, 40 MPH ramp. If there is not enough money to build a safe ramp, at the very least for the next 40 years, professional ethics dictate no engineering drawing be made and a potentially-dangerous ramp is not built. Aside from that, the traffic congestion caused by under-built intersections causes lost valuable time of the drivers and passengers, lower utilization of trucks and trailers and busses, and higher production of air pollutants. The costs of the resulting breathing problems is high. Death from breathing problems is one of the nastier ways to die. So, stop building interchanges that cannot handle even today's peak-hour traffic!

Furthermore, the members of MAG, the designated transportation planners for this region that receives federal funds for our highways and the reduction in the production of air pollutants, should be ashamed of themselves for ignoring the major problems, outlined above, in their current transportation plan for the 2006 to 2025 planning period.

Please refer to the article on the problem of the SMF being near seven schools that is reported in The Arizona Republic, Sunday, August 19, 2007, in Section B, on pages B1 and B4.

I trust the members of the MAG will be moved to promptly solve these very serious routing problems of the existing plan for the SMF.

Sincerely,

/s/ Joe Ryan

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

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: dteam11@yahoo.com
Sent: Monday, August 20, 2007 11:32 AM
To: Jason Stephens
Cc: dteam11@yahoo.com
Subject: Crash at I-10 near Estrella Pkwy

azcentral.com

You have received a link to the following content from dteam11@yahoo.com:
(The email address of the sender has not been verified.)

Follow-up : Citizen 's Aug. 17th submittal for Early Phase. Input Opportu

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

Crash at I-10 near Estrella Pkwy

http://www.azcentral.com/php-bin/clicktrack/email.php/7237764

Jason Stephens

From: dteam11@yahoo.com
Sent: Monday, August 20, 2007 11:42 AM
To: Jason Stephens
Cc: dteam11@yahoo.com
Subject: 2 killed in I-10 accident

azcentral.com

You have received a link to the following content from dteam11@yahoo.com:
(The email address of the sender has not been verified.)

Re: Aug 17th submittal (follow-up) , Another crash on I10

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

2 killed in I-10 accident

http://www.azcentral.com/php-bin/clicktrack/email.php/7237833

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Monday, August 20, 2007 2:14 PM
To: Jason Stephens
Subject: Aug 17th Submittal -website

While MAG may not "respond" spontaneously to submittals at "early Phase", when there is a request that can be helpful to the process as website below, is there and can there be consideration by MAG for all attending staff and citizens to review if interested, Jason? By the way, how many citizens came with the 350 mailing anyway ?

Better Collaboration of citizens and government with innovation and co-operation in safety and efficiency.
Review MAG website address for ITS SAFETY, capabilities and government structure -

www.mag.maricopa.gov/project.cms?item=1395

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

> DD -
> We've received your e-mails.
> In regard to your e-mail about the Early Phase meeting, your comments
> will be included in the Early Phase Report, due out in October. We do
> not provide formal responses in the Early Phase Report.
> Jason
>
> _____
>
> From: dteam11@yahoo.com [mailto:dteam11@yahoo.com]
> Sent: Monday, August 20, 2007 11:42 AM
> To: Jason Stephens
> Cc: dteam11@yahoo.com
> Subject: 2 killed in I-10 accident
>
>
> <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 dteam11@yahoo.com:
> (The email address of the sender has not been
> verified.)
>
> Re: Aug 17th submittal (follow-up) , Another crash on I10
>
> To access the content, click on the headline below or copy and paste
> the full address into your Web browser:
>
> 2 killed in I-10 accident
>
>
http://www.azcentral.com/php-bin/clicktrack/email.php/7237833

>
<http://www.azcentral.com/php-bin/clicktrack/email.php/7237833>
>
>
> <http://www.azcentral.com/images2/clear.gif>
> <http://www.azcentral.com/images2/clear.gif>
>

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Moody friends. Drama queens. Your life? Nope! - their life, your story. Play Sims Stories at Yahoo! Games.
http://sims.yahoo.com/

Jason Stephens

From: Dianne Barker [dteam11@yahoo.com]
Sent: Monday, August 20, 2007 2:55 PM
To: Jason Stephens
Subject: : 3--RE: Aug 17th Submittal -website

Jason, anyone else see the website , my meaningful input . On Fridayon Friday you said .
" We welcome those who provide constructive and meaningful
input." `Dianne

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

> We do many different events throughout the year to obtain input, this
> meeting was just one of them.
>
> Yes, I opened the Web site. Thank you for submitting it.
>
> -----Original Message-----
> From: Dianne Barker [mailto:dteam11@yahoo.com]
> Sent: Monday, August 20, 2007 2:33 PM
> To: Jason Stephens
> Subject: 2--RE: Aug 17th Submittal -website
>
> Jason, it is understood that the public is or should be a
> "stakeholder.
> Our input is the reason for your position, isn't it?
>
> However, you should not worry what you can't control , the mail that
> I never received notification of them ,not of this meeting nor the
> final phase. I was informed of this meeting of Fri meeting by
> yourself.
>
> Did you open and read the MAG website i sent? It was meant to be
> helpful to all you attended the meeting?
>
>
> .
>
> --- Jason Stephens <jstephens@mag.maricopa.gov>
> wrote:
>
> > "when there is a request that can be helpful to
> the process as website
>
> > below, is there and can there be consideration by
> MAG for all
> > attending staff and citizens to review if
> interested, Jason?"
> >
> > I don't understand your question above. Please
> clarify.
> >
> > The only citizens we mailed to were you (who
> responded), Jim Jochim
> > (who attended), Joe Ryan (who submitted something
> via
> > e-mail) and Bob
> > McKnight (who didn't respond). This wasn't a

> public meeting, it was a
> > meeting for agency people and other private sector
> stakeholders.
> > Approximately 50 people attended.
> >
> >
> >
> > -----Original Message-----
> > From: Dianne Barker [mailto:dteam11@yahoo.com]
> > Sent: Monday, August 20, 2007 2:14 PM
> > To: Jason Stephens
> > Subject: Aug 17th Submittal -website
> >
> > While MAG may not "respond" spontaneously to
> submittals at "early
> > Phase", when there is a request that can be
> helpful to the process as
> > website below, is there and can there be
> consideration by MAG for all
> > attending staff and citizens to review if
> interested, Jason? By the
> > way, how many citizens came with the 350 mailing
> anyway ?
> >
> >
> > Better Collaboration of citizens and government
> with innovation and
> > co-operation in safety and efficiency.
> > Review MAG website address for ITS SAFETY,
> capabilities and government
>
> > structure -
> >
> >
> > www.mag.maricopa.gov/project.cms?item=1395
> >
> >
> >
> >
> >
> >
> > --- Jason Stephens <jstephens@mag.maricopa.gov>
> > wrote:
> >
> > > DD -
> > > We've received your e-mails.
> > > In regard to your e-mail about the Early Phase
> > meeting, your comments
> > > will be included in the Early Phase Report, due
> > out in October. We do
> > > not provide formal responses in the Early Phase
> > Report.
> > > Jason
> > >
> > > _____
> > >
> > > From: dteam11@yahoo.com
> [mailto:dteam11@yahoo.com]
> > > Sent: Monday, August 20, 2007 11:42 AM
> > > To: Jason Stephens
> > > Cc: dteam11@yahoo.com
> > > Subject: 2 killed in I-10 accident
> > >
> > >
> > > <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 dteam11@yahoo.com:
> > > (The email address of the sender has not been
> > > verified.)
> > >
> > > Re: Aug 17th submittal (follow-up) , Another
> crash
> > on I10
> > >
> > > To access the content, click on the headline
> below
> > or copy and paste
> > > the full address into your Web browser:
> > >
> > > 2 killed in I-10 accident
> > >
> > >
> >
>
http://www.azcentral.com/php-bin/clicktrack/email.php/7237833
> > >
> >
>
<http://www.azcentral.com/php-bin/clicktrack/email.php/7237833>
> > >
> > >
> > > <http://www.azcentral.com/images2/clear.gif>
> > > <http://www.azcentral.com/images2/clear.gif>
> > >
> >
> > Dianne Barker, US Citizen
> > Phoenix, AZ
> > dteam11@yahoo.com
> > (602) 999-4448
> >
> >
> >
> >
>

> > _____
> > Moody friends. Drama queens. Your life? Nope! -
> their life, your
> > story.
> > Play Sims Stories at Yahoo! Games.
> > http://sims.yahoo.com/
> >
> >
> >
>
>
> Dianne Barker, US Citizen
> Phoenix, AZ
> dteam11@yahoo.com
> (602) 999-4448
>
>
>
>

> _____
> Shape Yahoo! in your own image. Join our Network Research Panel

> today!
>
http://surveylink.yahoo.com/gmrs/yahoo_panel_invite.asp?a=7
>
>
>
>
>
>

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Shape Yahoo! in your own image. Join our Network Research Panel today!
http://surveylink.yahoo.com/gmrs/yahoo_panel_invite.asp?a=7

Jason Stephens

From: TMCMRyan@aol.com

Sent: Tuesday, August 21, 2007 7:08 AM

To: MAG General Mailbox; Eric Anderson; Dennis Smith; Kelly Taft; phil.gordon@phoenix.gov; frank.fairbanks@phoenix.gov; Mary.Peters@ost.dot.gov; jack@westmarc.org; bbrooks@az.gov; rblendu@azleg.state.az.us; jharper@azleg.state.az.us; azgov@az.gov; russellpearce@cableaz.com; Richard.deuriarte@arizonarepublic.com; jennifer.dokes@arizonarepublic.com; bob.robb@arizonarepublic.com; AZRepLD4@aol.com; CTOC@azdot.gov; rarnett@evp-az.org; gcunningham@az.gov; hotline@oig.dot.gov; trent.franks@houseenews.net; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; oig.dot.gov@hotlines.com; ramas4us@verizon.net; craig_rhodes@email.msn.com; rolfhparta@bellsouth.net

Cc: Randall.Overmyer@surpriseaz.com; pora@suncitywest.org

Subject: Message presented to MAG's Transportation POLICY Committee August 20th

Ladies and Gentlemen:

The obviously poorly planned routing of the South Mountain Freeway, that will be a major traffic by-pass route around the City of Phoenix, has been brought to the attention of both the Citizens Transportation Oversight Committee (CTOC) and members of the region's designated planning organization, the Maricopa Association of Governments (MAG). The existing rules prohibit members of those bodies to discuss any subject immediately after it is brought to their by a citizen. The oversight must be subsequently placed on an agenda. I note that oversight matters have not been placed on recent CTOC agendas nor has this matter been placed on recent MAG agendas.

Since these two major problems are matters of life and death, I urge a member of CTOC and/or MAG to place on their next agendas the currently-planned routing of the SMF. It is a misuse of federal, state and county funds. The objective should be to discuss and then change the planned SMF routing, for the benefit of not only residents of Arizona but also all interstate traffic that will use the SMF. The currently planned routing will add to the traffic overloads on I-10 during peak hours now and all-day-long in the future UNLESS PASSENGER AND FREIGHT TRAFFIC IS ATTRACTED OFF I-10 BY A HIGH-SPEED VEHICLE THAT DOES NOT EXIST TODAY.

Here are two major problems with the currently-planned routing of the SMF:
A. The tremendous volume of PM-2.5 and compounds of carbon, nitrogen and sulfur that will be produced from the worn tires, brake components, battery posts and consumed hydrocarbon fuels used by the trucks, light trucks and cars traveling over the SMF will be carried by the winds into the air above the nearby grounds of four elementary schools, a middle school, a high school and a learning center.
B. Placing the point where the western end of the SMF is attached to I-10, BETWEEN THE NORTH-SOUTH EXPRESSWAYS IDENTIFIED AS LOOP 101 AND I-17, will cause heavy volumes of SMF traffic volumes that have both Origins and Destinations north of I-10 to zig-zag on I-10, in both directions. The affected sectors of I-10 are between the SMF at 55th Avenue and Loop 101 (just west of 91st Avenue), that will carry the affected flows of existing O&D traffic and newly-generated O&D traffic, and the same type of traffic that will flow between the SMF at 55th Avenue and I-17 (where traffic congestion already in 2007 is a mess during peak traffic hours).

It is my understanding that none of these two major problems has been discussed IN PUBLIC by the 25 members of the MAG Regional Council, the body of mayors and a few others who have designated

responsibility for this region's transportation planning. If their unanimous votes on the current "Transportation Improvement Plan" reflects any discussion outside their public meetings, it appears that the meeting of government managers who made the decision for the "consent agenda" of the Regional Council, in which the current routing was approved, was violating both the federal TEA-21 and the state open meeting laws.

Again, I remind the Chairmen of the MAG and CTOC meetings that the reasonable time it takes to just barely outline these two serious problems is longer than 3 minutes. The MAG and the CTOC Chairmen's continued insistence that no member of the public can address these matters for more than three minutes violates the right of a citizen to speak for a reasonable length of time granted by both the federal and the state law.

A. I urge members of the Regional Council to direct the transportation planners of the Maricopa Association of Governments, the Cities of Phoenix, Tolleson, Avondale and Goodyear, the County of Maricopa (MCDOT), the State of Arizona (ADOT) and the Native American Nation, all of whom are affected, to move the planned route of the SMF farther south, farther away from the school grounds.

B. Also, I urge members of the Regional Council to direct all of those transportation planners to move the north-south segment of the western end of the SMF farther west so that none of the existing flows of traffic and newly-generated flows of traffic that have points of origin and destination north of I-10 will zig-zag on I-10 but will flow directly, in both directions, between the SMF and Loop 101 on a properly-designed high-speed interchange that has a break-down lane on both sides of every connecting three-lane ramp. That should be adequate for the anticipated 2107 traffic. (Think Chinese!)

The existing intersection of Loop 101 has been poorly designed for the future traffic volumes when the population of Maricopa County is 6,000,000 persons. No connecting ramp, connecting two major, high-volume highways where traffic flows between 65 MPH and 75 PH should be a one-lane, 40 MPH ramp. If there is not enough money to build a safe ramp, at the very least for the next 40 years, professional ethics dictate no engineering drawing be made and a potentially-dangerous ramp is not built. Aside from that, the traffic congestion caused by under-built intersections causes lost valuable time of the drivers and passengers, lower utilization of trucks and trailers and busses, and higher production of air pollutants. The costs of the resulting breathing problems are high. Death from breathing problems is one of the nastier ways to die. So, stop building interchanges that cannot handle even today's peak-hour traffic!

Furthermore, the members of MAG, the designated transportation planners for this region that receives federal funds for our highways and the reduction in the production of air pollutants, should be ashamed of themselves for ignoring the major problems, outlined above, in their current transportation plan for the 2006 to 2025 planning period.

Please refer to the article on the problem of the SMF being near seven schools that is reported in The Arizona Republic, Sunday, August 19, 2007, in Section B, on pages B1 and B4. That report is on the following two pages.

I trust the members of the MAG will be moved to promptly solve these very serious routing problems of the existing plan for the SMF.

Sincerely,
/s/ Joe Ryan

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

August 19, 2007

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Tuesday, August 21, 2007 7:25 AM
To: Jason Stephens
Cc: Eric Anderson; Lindy Bauer; Jochim1@aol.com
Subject: Re: Easy ?

Jason,

I am disappointed that minutes were not taken at the Early Phase Stakeholder's Meeting especially when the cover letter from Mr. Eric Anderson stated the following: **"This meeting kicks off the most important of MAG's cooperative four phase public input process-the early input phase--which allows for input prior to the selection of transportation projects by MAG committees."**

When I reflect back on the Final Phase Input Opportunity Report meeting that was Chaired by Lindy Bauer on June 18, 2007 a Certified Report was at the meeting to capture all comments. As a process improvement suggestion maybe there should be alignment on documentation between the phases in the future.

Sincerely,

Jim Jochim

----- Original Message -----
From: Jason Stephens
To: jochim1@cox.net
Cc: Eric Anderson
Sent: Monday, August 20, 2007 1:06 PM
Subject: RE: Easy ?

Jim -
We do not take minutes at the Early Phase Stakeholder's Meeting. We take down project suggestions, and also forward them to the appropriate member agency if needed. The input received will be included in the Early Phase Input Opportunity Report that will be available in October, along with other input received during the Early Phase. We can mail you a hard copy to the Early Phase Report, as we did the Final Phase report, if you so desire.
Thank you!
Jason

From: Eric Anderson
Sent: Monday, August 20, 2007 10:23 AM
To: Jason Stephens
Subject: FW: Easy ?

From: Jim Jochim [mailto:jochim1@cox.net]
Sent: Saturday, August 18, 2007 9:18 AM
To: Eric Anderson
Cc: Jim Jochim
Subject: Easy ?

Mr. Anderson

Eric,

When will minutes of the Early Phase Transportation Stakeholders Meeting that was held on August 17, 2007 be available to the attendees?

Sincerely,

Jim Jochim

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Tuesday, August 21, 2007 12:31 PM
To: Jason Stephens; Timothy Tait
Cc: Jochim1@aol.com; Jim Jochim
Subject: Recap of pending questions and expectations on response times

Dear Jason Stephens (MAG) & Timothy Tait (ADOT),

Outlined below is a brief summary of the six questions that are pending written responses from ADOT & MAG . They will be listed in date order submitted:

July 27, 2007. Question # 1: Monies paid to the SRPMIC for land acquisition & right-of-way.

July 27, 2007. Question # 2: Length of the Pima 101 Freeway on SMPMIC property.

August 2, 2007. Question # 3 : How to prevent CANAMEX truck traffic from using the SMF.

August 2, 2007. Question # 4 : Validation of the 7 % reduction of traffic on the B'Way curve if SMF constructed.

August 2, 2007. Question # 5: Current projected costs to build the SMF.

August 8, 2007. Question # 6: Impacts on the alterial street network if SMF is built.

If you need hard copies of the above e-mails please advise and I will send them via Certified Mail to ensure receipt documentation

My expectation is to receive a written response on these six questions within 30 days from the date of this e-mail. That will provide both of your agencies more lead time to respond to these questions than your process will allow public comments once the DEIS is released.

Please advise if you have any questions.

Sincerely,

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ
T # 480-460-2535
Fax # 480-460-2898

Jason Stephens

From: Timothy Tait [TTait@azdot.gov]
Sent: Thursday, August 23, 2007 11:22 AM
To: Jim Jochim
Cc: Jason Stephens; Bill Hayden
Subject: Re: South Mountain Inquiries
Attachments: Fw: Data needed; Fw: CANAMEX; Fw: Two data validation questions

Mr. Jochim,

Thank you for your interest in the proposed South Mountain Freeway. This e-mail is in response to the three e-mails (attached) that you sent to me on August 10.

You expressed concern about the current budgeted costs that MAG and ADOT are using in relation to the construction of the proposed South Mountain Freeway at the Pecos Road alignment.

A detailed assessment of the financial implications of the build alternatives will be unknown until preparation of the Design Concept Report is complete. The Draft Environmental Impact Statement will review potential construction impacts, purpose and need, right-of-way acquisition, tax base/economic analysis, travel time, impacts to public parks/recreation areas, planning level cost estimates, etc. MAG, as the designated transportation planning organization for Maricopa County, prioritizes projects that are part of the voter-approved Regional Transportation Plan. The 2004 election designated more than $1 billion (in 2004 dollars) for construction of the South Mountain Freeway portion of Loop 202, although MAG can modify allocations to meet current construction estimates. Ultimately, if a build alternative is approved MAG will decide whether or not to fund the proposed freeway based upon a full review of documentation.

You also asked whether a constructed South Mountain Freeway would result in an approximate seven percent reduction in traffic at the Broadway Curve as opposed to not building the freeway.

This data will be presented in the Draft Environmental Impact Statement. The seven percent reduction is still a valid estimate.

You had concerns about how the CANAMEX Corridor would relate to the South Mountain Freeway and how truck traffic could be prevented from accessing this potential freeway.

Currently, trucks from Mexico are only permitted to travel 20 miles north of the U.S./Mexico border. In Maricopa County, the MAG recommended corridor generally follows:

- Interstate 8 to SR 85
- SR 85 to I-10
- I-10 to US Route 93

You can access the recommended corridor for Maricopa County from the MAG Web site at http://www.mag.maricopa.gov/pdf/cms.resource/canamexroutes_995.pdf.

According to the CANAMEX Corridor Coalition's 2001 working paper, "Task VI: Environmental Fatal Flaw Screening and International Regulatory Issues," "*The Ports of Entry in each of the CANAMEX states have a mission to ensure compliance with motor carrier regulations; to provide assistance and information to the motor carriers; and to assist in the preservation of the highway system and the safety of the traveling public. This mission is accomplished through safety inspections and educational programs provided to commercial drivers and motor carrier companies. The states have ports of entry along the CANAMEX Corridor to enforce the laws and regulations of the state.*" You can view this document at http://www.canamex.org/PDF/Environmental_and_International_Issues.pdf.

For more information on the CANAMEX Corridor, it is suggested you contact, Marisa Walker, Executive Director, 1700 West Washington Street, Suite 600, Phoenix, AZ 85007 (phone: 602.771.1111 or e-mail:

marisaw@azcommerce.com).

Your final question asked whether a constructed South Mountain Freeway would actually reduce traffic on the surrounding arterial streets and referred to the "FY 2007 Final Phase Input Opportunity Report" that contained information that, "Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."

The statement about the reduction of arterial street traffic is a general remark looking at the overall arterial street network. The City of Phoenix conducted a traffic study looking at this issue. Some locations would have higher volumes with the freeway, but the volume on these streets is still projected to be low enough as not to result in poor traffic operations. The major roads that would be parallel to the freeway would see a reduction in traffic.

Once again, thank you for your interest in this proposed freeway. Please do not hesitate to contact me if you have additional questions. Thank you.

Sincerely,

Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
office 602.712.7070

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Kelly Taft

From: Kelly Taft
Sent: Thursday, August 23, 2007 2:03 PM
To: 'Dianne Barker'
Cc: Jason Stephens
Subject: RE: 2-: TPC E-Update for 8/20/07

Yes, Mr. Ryan provided input on that item, Agenda Item #6, at the August 22, 2007 Regional Council meeting.

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

-----Original Message-----
From: Dianne Barker [mailto:dteam11@yahoo.com]
Sent: Thursday, August 23, 2007 1:25 PM
To: Kelly Taft
Subject: 2-: TPC E-Update for 8/20/07

Thanks for e-news, Kelly .Believe the interest money the cities want to accelerate highways bulding is an issue of Mr. Ryan's spoke of yesterday at Regional Counci, isn't itl ? `Dianne

--- 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
>
> August 20, 2007, Meeting Summary
>
>
>
> Message from the Chair
>
> Sometimes things run along so smoothly that we are brought up short
> when difficult issues come our way. During our August meeting, we had
> the challenging task of trying to decide how best to allocate $10
> million from the $31.2 million in funding given to the MAG region by
> the State Legislature through the Statewide Transportation
> Acceleration Needs (STAN II) account. While most agree the widening of
> I-10 is a priority, the concern many expressed was in regard to
> process and whether we are establishing a precedent for future
> acceleration projects.
> Unfortunately, there is no simple solution on this issue, and it is
> clear that we will not find unanimous agreement in this case. I do
> want to say that I was impressed by the thoughtfulness behind the
> votes at our meeting and the respect shown by everyone involved. It is
> clear that going forward, we need to reexamine the MAG highway
> acceleration policy to deal with issues of interest reimbursement, as
> well as hold a discussion on how best to work with our state and
> federal legislative partners when new funding is assigned to our
> region.
>
>

>
> Meeting Summary
>
>
>
> Statewide Transportation Acceleration Needs (STAN) II Account
>
> As part of the FY 2008 state budget, the Legislature transferred $62
> million from the State Highway Fund to the State Transportation
> Acceleration Needs (STAN) account. Under House Bill 2793, the
> Legislature established a subaccount for the reimbursement of interest
> expenses incurred by or on behalf of a local jurisdiction for the
> acceleration of transportation projects. The bill allocated $10
> million from the $62 million STAN II appropriation for this purpose.
>
>
>
> State law requires that the regional planning agency establish a
> process for the review and approval of reimbursement of interest costs
> from the STAN account. State law also requires that for a project to
> be eligible for reimbursement of the interest cost, an agreement needs
> to be in place with at least one other city or county, the Arizona
> Department of Transportation, and the regional planning agency. On
> March 20, 2000, the Regional Council adopted a Highway Acceleration
> Policy. Several MAG member agencies have since accelerated projects
> using the policy. HB
> 2793 has now clarified that the interest cost incurred by the cities
> can by reimbursed by the funding provided in the STAN II legislation.
>
>
>
> The TPC recommended authorizing the MAG Executive Director to enter
> into an agreement with ADOT, to approve the reimbursement of up to $10
> million for the local interest cost for the acceleration of the I-10
> widening, and to forward it to the State Transportation Board for
> consideration. The MAG Regional Council will consider the TPC
> recommendation at its meeting tonight.
>
>
>
> Future Meetings and Events
>
> Regional Council Meeting
>
> 5 PM, Wednesday, August 22, 2007, at the MAG Offices.
>
> Management Committee Meeting
>
> Noon, Wednesday, September 12, 2007, at the MAG Offices.
>
> MAG Information Booth, 22nd National Hispanic Women's Conference
>
> 8 AM - 4 PM, September 13-14, 2007, Phoenix Convention Center, Phoenix
>
> Transportation Policy Committee Meeting
>
>
>
> 4 PM, Wednesday, September 19, 2007, at the MAG Offices
>
> Regional Council Meeting
>
> 5 PM, Wednesday, September 26, 2007, at the MAG Offices.
>
>
>
> The MAG Offices are located at 302 N. 1st Avenue, Phoenix. Meeting

> rooms are on the second floor.
>
>
>
> Let's Keep Moving E-Update is a monthly electronic newsletter
> providing information about the Transportation Policy Committee and
> the implementation of the Regional Transportation Plan.
> For questions
> regarding this publication, or to be removed from the distribution
> list, contact Kelly Taft at (602) 254-6300, or via e-mail at
> ktaft@mag.maricopa.gov.
>
>
>
>

Dianne Barker, US Citizen
Phoenix, AZ
dteam11@yahoo.com
(602) 999-4448

Choose the right car based on your needs. Check out Yahoo! Autos new Car Finder tool.
http://autos.yahoo.com/carfinder/

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Thursday, August 23, 2007 4:39 PM
To: Timothy Tait
Cc: Jason Stephens; Bill Hayden; Jochim1@aol.com; Jim Jochim
Subject: Re: South Mountain Inquiries

Mr. Tait

Thank you for the response.

I will study your e-mail in greater detail after the SMCAT Meeting tonight but upon an initial quick review I see there is a lack of any documentation on the first question that was sent on July 27,2007 to Jason Stephens on the SRPMIC issues. As noted in my prior e-mails I did receive a call from Mr. Hayden on the two questions but I need a formal response in writing.

Thank you for your role as Community Relations Project Manager in this critical issue.

Sincerely,

Jim Jochim

----- Original Message -----
From: Timothy Tait
To: Jim Jochim
Cc: Jason Stephens ; Bill Hayden
Sent: Thursday, August 23, 2007 11:21 AM
Subject: Re: South Mountain Inquiries

Mr. Jochim,
Thank you for your interest in the proposed South Mountain Freeway. This e-mail is in response to the three e-mails (attached) that you sent to me on August 10.
You expressed concern about the current budgeted costs that MAG and ADOT are using in relation to the construction of the proposed South Mountain Freeway at the Pecos Road alignment.
A detailed assessment of the financial implications of the build alternatives will be unknown until preparation of the Design Concept Report is complete. The Draft Environmental Impact Statement will review potential construction impacts, purpose and need, right-of-way acquisition, tax base/economic analysis, travel time, impacts to public parks/recreation areas, planning level cost estimates, etc. MAG, as the designated transportation planning organization for Maricopa County, prioritizes projects that are part of the voter-approved Regional Transportation Plan. The 2004 election designated more than $1 billion (in 2004 dollars) for construction of the South Mountain Freeway portion of Loop 202, although MAG can modify allocations to meet current construction estimates. Ultimately, if a build alternative is approved MAG will decide whether or not to fund the proposed freeway based upon a full review of documentation.
You also asked whether a constructed South Mountain Freeway would result in an approximate seven percent reduction in traffic at the Broadway Curve as opposed to not building the freeway.
This data will be presented in the Draft Environmental Impact Statement. The seven percent reduction is still a valid estimate.
You had concerns about how the CANAMEX Corridor would relate to the South Mountain Freeway and how truck traffic could be prevented from accessing this potential freeway.
Currently, trucks from Mexico are only permitted to travel 20 miles north of the U.S./Mexico border. In Maricopa County, the MAG recommended corridor generally follows:

- Interstate 8 to SR 85
- SR 85 to I-10

- I-10 to US Route 93

You can access the recommended corridor for Maricopa County from the MAG Web site at http://www.mag.maricopa.gov/pdf/cms.resource/canamexroutes_995.pdf.
According to the CANAMEX Corridor Coalition's 2001 working paper, "Task VI: Environmental Fatal Flaw Screening and International Regulatory Issues," "*The Ports of Entry in each of the CANAMEX states have a mission to ensure compliance with motor carrier regulations; to provide assistance and information to the motor carriers; and to assist in the preservation of the highway system and the safety of the traveling public. This mission is accomplished through safety inspections and educational programs provided to commercial drivers and motor carrier companies. The states have ports of entry along the CANAMEX Corridor to enforce the laws and regulations of the state.*" You can view this document at http://www.canamex.org/PDF/Environmental_and_International_Issues.pdf.
For more information on the CANAMEX Corridor, it is suggested you contact, Marisa Walker, Executive Director, 1700 West Washington Street, Suite 600, Phoenix, AZ 85007 (phone: 602.771.1111 or e-mail: marisaw@azcommerce.com).
Your final question asked whether a constructed South Mountain Freeway would actually reduce traffic on the surrounding arterial streets and referred to the "FY 2007 Final Phase Input Opportunity Report" that contained information that, "Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."
The statement about the reduction of arterial street traffic is a general remark looking at the overall arterial street network. The City of Phoenix conducted a traffic study looking at this issue. Some locations would have higher volumes with the freeway, but the volume on these streets is still projected to be low enough as not to result in poor traffic operations. The major roads that would be parallel to the freeway would see a reduction in traffic.
Once again, thank you for your interest in this proposed freeway. Please do not hesitate to contact me if you have additional questions. Thank you.
Sincerely,
Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
office 602.712.7070

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity (ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Kelly Taft

From: TMCMRyan@aol.com

Sent: Saturday, August 25, 2007 2:43 AM

To: azgov@az.gov; bbrooks@az.gov; jharper@azleg.state.az.us; jburges@azleg.state.az.us; Opinions@arizonarepublic.com; doug.maceachern@arizonarepublic.com; metronews@arizonarepublic.com; bob.robb@arizonarepublic.com; wvalley.letters@arizonarepublic.com; Kelly Taft; Dennis Smith; pora@suncitywest.org; phil.gordon@phoenix.gov; senator_mccain@mccain.senate.gov; frank.fairbanks@phoenix.gov

Cc: MAG General Mailbox; jack@westmarc.org; amity@westmarc.org; Mary.Peters@ost.dot.gov; tax.wienke@epa.gov

Subject: Phoenix Power Plays Hurt Entire State of Arizona

AN OPINION REGARDING THE ARIZONA REPUBLIC'S FRONT PAGE ARTICLE ON AUGUST 24, 2007

Dear Editor:

Last Wednesday's power play of the City of Phoenix, holding up the widening of I-10, is just another example of how Phoenix politicians act to the detriment of the entire State of Arizona. Most readers do not understand what is going on. The highway program of Maricopa County is seriously under-funded for the current 20-year period, 2006 - 2025. Currently, there is not enough money generated by the half-cent sales tax to cover the much-needed and long-overdue widening of I-10 in the western part of the County. Traffic carried by I-10 includes inter-county, interstate and international traffic.

The current plan is to borrow money, now, to pay for a small, yet important, improvement, widening I-10 in western Maricopa County. That would reduce its current high rate of accidents, injuries and deaths. Obviously, that would benefit regional and international traffic. The unanswered question is who will promise to pay the bond-holders for the unanticipated interest on the highway improvement bonds? Future collections from a portion of the County's half-cent sales tax would be dedicated to cover the repayment of the principal amount. The problem with this illogical funding scheme is that the City of Phoenix wants three small cities to pay for the interest due on those bonds. What if the taxpayers of Avondale and Litchfield Park refuse to pay the interest cost that illogically is allocated to them? Why would any party, issuing these bonds, agree to give money to the borrower if repayment of the interest portion of the loan is not 100% guaranteed? The entire financial plan for the County's 2006 - 2025 highway needs, that under-funds the forecast 2025 population's requirements by tens of billions of dollars, is ridiculous. Unless it is changed, Maricopa County's plan will have adverse effects upon the entire economy of Arizona.

Most the Maricopa Association of Government's (MAG's) Transportation Policy Committee and Regional Council meetings, held last Monday and Wednesday, was spent discussing many ways of allocating a few million dollars of interest costs illogically to a few thousand taxpayers of 3 tiny cities. That waste of time did not solve the obvious problem that is causing traffic accidents, injuries and deaths along the County's under-built highways and highway interchanges. The deal desired by Phoenix politicians, to be thrust upon the 3 small cities by the Regional Council's weighted vote, makes no common sense. The dollar needs of this County, for this 20-year planning period, are under-funded not just by the "chump change" of those interest costs but by tens of billions of dollars. That's the big problem that is being ignored.

Phoenix politicians are harming the State's growth in other ways. For example, the parking lots of Sky Harbor International Airport are cash cows. No high-speed transportation line is planned to connect a single Arizona city with that "airport gateway to the world". (Even the planned Phoenix streetcar line will not serve the Sky Harbor terminals. Airline passengers using the planned light rail line also will have to make connections with a planned "people mover".) The apparent position of Phoenix politicians, forcing airline travelers to use their "cash cow" airport parking lots, prevents the cities of Arizona from being competitively connected by high-speed elevated transit lines with other cities of the world's global economy.

Back in the 1970's, an Arizona governor designated the Maricopa Association of Governments (MAG) to be this region's Metropolitan Planning Organization for all aspects of transportation planning. Under the MAG's control, Maricopa County's transportation infrastructure has become highly congested, causing accidents and dangerous levels of air

pollutants. It is suggested that either the State legislature or the Governor should re-designate to some other organization responsibility for creating this region's transportation strategies, policies and plans.

Joseph B. Ryan
13311 Paintbrush Drive
Sun City West, Arizona

(623) 584-3300

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: Jim Jochim [jochim1@cox.net]
Sent: Saturday, August 25, 2007 7:58 AM
To: Timothy Tait
Cc: Jason Stephens; Bill Hayden; Jochim1@aol.com; Jim Jochim; marisaw@azcommerce.com
Subject: Re: South Mountain Inquiries

Mr. Tait,

Thank you for your role in communicating to the public the impacts the SMF will have on the environment & life style in the Ahwatukee Foothills area.

To the best of your teams ability I would like to know the VPD (Vehicle Per Day) count on 32nd Street at the intersection of Pecos Road and 32nd Street. Specifically how many VPD use that intersection to either gain access to Pecos Road or to exit Pecos Road to gain access to 32nd Street.

I also find of interest your statement that the volume on these streets " is projected to be low enough not to result in poor traffic operations". Since ADOT/MAG likes to use the alpha scale to rate traffic flow--what is it today and what will it be if the "proposed" SMF is constructed.

Regarding the CANAMEX issue I plan to be in contact with Marisa Walker as I find your continued responses to be void of any substance on how we are going to truly prevent the truckers from using the "proposed" SMF. Words like declaration and recommended corridor will not stop an 18 wheeler from using the shortest route with better amenities to get to their destination.

As your team's schedule permits I look forward to your reply.

Sincerely

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ 85048
T # 480-460-2535
Fax # 480-460-2898.

----- Original Message -----
From: Timothy Tait
To: Jim Jochim
Cc: Jason Stephens ; Bill Hayden
Sent: Thursday, August 23, 2007 11:21 AM
Subject: Re: South Mountain Inquiries

Mr. Jochim,
Thank you for your interest in the proposed South Mountain Freeway. This e-mail is in response to the three e-mails (attached) that you sent to me on August 10.
You expressed concern about the current budgeted costs that MAG and ADOT are using in relation to the construction of the proposed South Mountain Freeway at the Pecos Road alignment.
A detailed assessment of the financial implications of the build alternatives will be unknown until preparation of the Design Concept Report is complete. The Draft Environmental Impact Statement will review potential construction impacts, purpose and need, right-of-way acquisition, tax base/economic analysis, travel time, impacts to public parks/recreation areas, planning level cost estimates, etc. MAG, as the designated transportation planning organization for Maricopa County, prioritizes projects that are part of the voter-approved Regional Transportation Plan. The 2004 election designated more than $1 billion (in 2004 dollars) for

construction of the South Mountain Freeway portion of Loop 202, although MAG can modify allocations to meet current construction estimates. Ultimately, if a build alternative is approved MAG will decide whether or not to fund the proposed freeway based upon a full review of documentation.

You also asked whether a constructed South Mountain Freeway would result in an approximate seven percent reduction in traffic at the Broadway Curve as opposed to not building the freeway.

This data will be presented in the Draft Environmental Impact Statement. The seven percent reduction is still a valid estimate.

You had concerns about how the CANAMEX Corridor would relate to the South Mountain Freeway and how truck traffic could be prevented from accessing this potential freeway.

Currently, trucks from Mexico are only permitted to travel 20 miles north of the U.S./Mexico border. In Maricopa County, the MAG recommended corridor generally follows:

- Interstate 8 to SR 85
- SR 85 to I-10
- I-10 to US Route 93

You can access the recommended corridor for Maricopa County from the MAG Web site at http://www.mag.maricopa.gov/pdf/cms.resource/canamexroutes_995.pdf.

According to the CANAMEX Corridor Coalition's 2001 working paper, "Task VI: Environmental Fatal Flaw Screening and International Regulatory Issues," "*The Ports of Entry in each of the CANAMEX states have a mission to ensure compliance with motor carrier regulations; to provide assistance and information to the motor carriers; and to assist in the preservation of the highway system and the safety of the traveling public. This mission is accomplished through safety inspections and educational programs provided to commercial drivers and motor carrier companies. The states have ports of entry along the CANAMEX Corridor to enforce the laws and regulations of the state.*" You can view this document at http://www.canamex.org/PDF/Environmental_and_International_Issues.pdf.

For more information on the CANAMEX Corridor, it is suggested you contact, Marisa Walker, Executive Director, 1700 West Washington Street, Suite 600, Phoenix, AZ 85007 (phone: 602.771.1111 or e-mail: marisaw@azcommerce.com).

Your final question asked whether a constructed South Mountain Freeway would actually reduce traffic on the surrounding arterial streets and referred to the "FY 2007 Final Phase Input Opportunity Report" that contained information that, "Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."

The statement about the reduction of arterial street traffic is a general remark looking at the overall arterial street network. The City of Phoenix conducted a traffic study looking at this issue. Some locations would have higher volumes with the freeway, but the volume on these streets is still projected to be low enough as not to result in poor traffic operations. The major roads that would be parallel to the freeway would see a reduction in traffic.

Once again, thank you for your interest in this proposed freeway. Please do not hesitate to contact me if you have additional questions. Thank you.

Sincerely,

Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
office 602.712.7070

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity (ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Jason Stephens

From: TMCMRyan@aol.com

Sent: Sunday, August 26, 2007 4:50 PM

To: MAG General Mailbox; Eric Anderson; bibrahim@pccairo.org; CTOC@azdot.gov; rarnett@evp-az.org; eneville@dot.state.az.us; frank.fairbanks@phoenix.gov; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; pora@suncitywest.org; Dennis Smith; Kelly Taft

Cc: azgov@az.gov; doug.maceachern@arizonarepublic.com; bob.robb@arizonarepublic.com; ken.western@arizonarepublic.com; burges@myexcel.com; gcunningham@az.gov; mary.peters@ost.dot.gov; tax.wienke@epa.gov; JFlake@aol.com; khildebrand@auditorgen.state.az.us; Robert.Hollis@fhwa.dot.gov; senator_mccain@mccain.senate.gov

Subject: The Billion Dollar Question for this region's Metropolitan Planning Organization

Folks, the message below, attributed to the Chair of a MAG meeting, overlooks the obvious. Members of the MAG's Transportation POLICY Committee and the Regional Council should not be spending their time discussing the best way to charge three small cities CHUMP CHANGE. They should be discussing how to raise the tens of billions of dollars SHORTAGE in their revenue plan for this current 20-year planning period. When the agreed basis of the 20-year transportation plan for Maricopa County includes a population that is TWICE THE CURRENT POPULATION, the transportation infrastructure plan must be able to handle MORE THAN TWICE THE CURRENT VEHICLE MILES DRIVEN EACH DAY. I think that has been clearly pointed out to the members of both "boards of directors".

Now, why hasn't that problem been on the agendas of the Transportation Policy Committee and the Regional Council? Why hasn't the Chairman of the Citizen's Transportation Oversight Committee stood up before both of those distinguished groups and mentioned that minor oversight, first to a lesser degree in Prop 300 (back in 1985), and now in Prop 400? The serious omission of the ways the County's infrastructure requirements are to be funded was raised in the Citizen's Transportation OVERSIGHT Committee meetings. For that matter, why hasn't Chairman Arnett's agendas included any item of oversight brought to his Oversight Committee's attention by Citizens at prior meetings?

Folks, the problem is not how to bill citizens of Avondale, Goodyear and Litchfield Park for an extra share of the cost of widening I-10. That bill should be sent to the wealthiest town around here, Phoenix, to be paid out of the same slush fund that it paid a City contractor for a 1999 direct mail advertising project selling voters on Prop 2000. Charge it to Professional Services Purchased - and ask an Audit Partner how well he likes the audit.

Joe Ryan
Sun City West

August 20, 2007, Meeting Summary
> >
> >
> >
> > Message from the Chair
> >
> > Sometimes things run along so smoothly that we are
> brought up short
> > when difficult issues come our way. During our
> August meeting, we had
> > the challenging task of trying to decide how best
> to allocate $10
> > million from the $31.2 million in funding given to
> the MAG region by
> > the State Legislature through the Statewide
> Transportation
> > Acceleration Needs (STAN II) account. While most
> agree the widening of

>
> > I-10 is a priority, the concern many expressed was
> in regard to
> > process and whether we are establishing a
> precedent for future
> > acceleration projects.
> > Unfortunately, there is no simple solution on this
> issue, and it is
> > clear that we will not find unanimous agreement in
> this case. I do
> > want to say that I was impressed by the
> thoughtfulness behind the
> > votes at our meeting and the respect shown by
> everyone involved. It is
>
> > clear that going forward, we need to reexamine the
> MAG highway
> > acceleration policy to deal with issues of
> interest reimbursement, as
> > well as hold a discussion on how best to work with
> our state and
> > federal legislative partners when new funding is
> assigned to our
> > region.
> >
> >
> >
> > Meeting Summary
> >
> >
> >
> > Statewide Transportation Acceleration Needs (STAN)
> II Account

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: mag@theshortestpath.com
Sent: Tuesday, August 28, 2007 2:07 PM
To: Jason Stephens
Subject: Feedback Received

Feedback received from 'pete sheehan'
Email Address : 'pete.sheehan@amec.com'
Subject : 'shallow manholes'
Page : '/display.cms'
Feedback :
'AMEC is working with the City of Lake Havasu on the Wastewater Expansion Project. The City standards for a shallow manhole (4 to 8 feet deep) does not have a dimension for the wall thickness. The std details for a manhole
8 to 30 feet deep calls out a wall thickness of 6 to 8 inches.

When looking thru the MAG stds, detail 522, the wall thicknes is 4 inches.

Could you please confirm the recommended manhole wall thickness for shallow manholes 8 feet or less... Does MAG have a std detail of this?'

Jason Stephens

From: Marisa Walker [MarisaW@AZcommerce.com]
Sent: Monday, August 27, 2007 11:44 AM
To: jochim1@cox.net; TTait@azdot.gov
Cc: Jason Stephens; BHayden@azdot.gov; Jochim1@aol.com
Subject: Re: South Mountain Inquiries

Mr. Jochim, I look forward to speaking with you.

Marisa Paula Walker
CANAMEX Corridor Coalition

----- Original Message -----
From: Jim Jochim <jochim1@cox.net>
To: Timothy Tait <TTait@azdot.gov>
Cc: Jason Stephens <jstephens@mag.maricopa.gov>; Bill Hayden <BHayden@azdot.gov>; Jochim1@aol.com <Jochim1@aol.com>; Jim Jochim <jochim1@cox.net>; Marisa Walker
Sent: Sat Aug 25 07:58:15 2007
Subject: Re: South Mountain Inquiries

Mr. Tait,

Thank you for your role in communicating to the public the impacts the SMF will have on the environment & life style in the Ahwatukee Foothills area.

To the best of your teams ability I would like to know the VPD (Vehicle Per Day) count on 32nd Street at the intersection of Pecos Road and 32nd Street. Specifically how many VPD use that intersection to either gain access to Pecos Road or to exit Pecos Road to gain access to 32nd Street.

I also find of interest your statement that the volume on these streets " is projected to be low enough not to result in poor traffic operations". Since ADOT/MAG likes to use the alpha scale to rate traffic flow--what is it today and what will it be if the "proposed" SMF is constructed.

Regarding the CANAMEX issue I plan to be in contact with Marisa Walker as I find your continued responses to be void of any substance on how we are going to truly prevent the truckers from using the "proposed" SMF. Words like declaration and recommended corridor will not stop an 18 wheeler from using the shortest route with better amenities to get to their destination.

As your team's schedule permits I look forward to your reply.

Sincerely

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ 85048
T # 480-460-2535
Fax # 480-460-2898.

> ----- Original Message -----
> From: Timothy Tait <mailto:TTait@azdot.gov>
> To: Jim Jochim <mailto:jochim1@cox.net>
> Cc: Jason Stephens <mailto:jstephens@mag.maricopa.gov> ; Bill Hayden <mailto:BHayden@azdot.gov>
> Sent: Thursday, August 23, 2007 11:21 AM
> Subject: Re: South Mountain Inquiries

Mr. Jochim,

Thank you for your interest in the proposed South Mountain Freeway. This e-mail is in response to the three e-mails (attached) that you sent to me on August 10.

You expressed concern about the current budgeted costs that MAG and ADOT are using in relation to the construction of the proposed South Mountain Freeway at the Pecos Road alignment.

A detailed assessment of the financial implications of the build alternatives will be unknown until preparation of the Design Concept Report is complete. The Draft Environmental Impact Statement will review potential construction impacts, purpose and need, right-of-way acquisition, tax base/economic analysis, travel time, impacts to public parks/recreation areas, planning level cost estimates, etc. MAG, as the designated transportation planning organization for Maricopa County, prioritizes projects that are part of the voter-approved Regional Transportation Plan. The 2004 election designated more than $1 billion (in 2004 dollars) for construction of the South Mountain Freeway portion of Loop 202, although MAG can modify allocations to meet current construction estimates. Ultimately, if a build alternative is approved MAG will decide whether or not to fund the proposed freeway based upon a full review of documentation.

You also asked whether a constructed South Mountain Freeway would result in an approximate seven percent reduction in traffic at the Broadway Curve as opposed to not building the freeway.

This data will be presented in the Draft Environmental Impact Statement. The seven percent reduction is still a valid estimate.

You had concerns about how the CANAMEX Corridor would relate to the South Mountain Freeway and how truck traffic could be prevented from accessing this potential freeway.

Currently, trucks from Mexico are only permitted to travel 20 miles north of the U.S./Mexico border. In Maricopa County, the MAG recommended corridor generally follows:

- Interstate 8 to SR 85
- SR 85 to I-10
- I-10 to US Route 93

You can access the recommended corridor for Maricopa County from the MAG Web site at http://www.mag.maricopa.gov/pdf/cms.resource/canamexroutes_995.pdf.

According to the CANAMEX Corridor Coalition's 2001 working paper, "Task VI: Environmental Fatal Flaw Screening and International Regulatory Issues," "The Ports of Entry in each of the CANAMEX states have a mission to ensure compliance with motor carrier regulations; to provide assistance and information to the motor carriers; and to assist in the preservation of the highway system and the safety of the traveling public. This mission is accomplished through safety inspections and educational programs provided to commercial drivers and motor carrier companies. The states have ports of entry along the CANAMEX Corridor to enforce the laws and regulations of the state." You can view this document at http://www.canamex.org/PDF/Environmental_and_International_Issues.pdf.

For more information on the CANAMEX Corridor, it is suggested you contact, Marisa Walker, Executive Director, 1700 West Washington Street, Suite 600, Phoenix, AZ 85007 (phone: 602.771.1111 or e-mail: marisaw@azcommerce.com).

Your final question asked whether a constructed South Mountain Freeway would actually reduce traffic on the surrounding arterial streets and referred to the "FY 2007 Final Phase Input Opportunity Report" that contained information that, "Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."

The statement about the reduction of arterial street traffic is a general remark looking at the overall arterial street network. The City of Phoenix conducted a traffic study looking at this issue. Some locations would have higher volumes with the freeway, but the volume on these streets is still projected to be low enough as not to result in poor traffic operations. The major roads that would be parallel to the freeway would see a reduction in traffic.

Once again, thank you for your interest in this proposed freeway. Please do not hesitate to contact me if you have additional questions. Thank you.

Sincerely,

Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
office 602.712.7070

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Jason Stephens

From: TMCMRyan@aol.com

Sent: Saturday, September 01, 2007 4:25 PM

To: kkang@dot.state.az.us; MAG General Mailbox; Eric Anderson; bbrooks@az.gov; jharper@azleg.state.az.us; forum@aztrib.com; azgov@az.gov; jburges@azleg.state.az.us; burges@myexcel.com; jack@westmarc.org; eneville@dot.state.az.us; gcunningham@az.gov; trent.franks@houseenews.net; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; pora@suncitywest.org; Randall.Overmyer@surpriseaz.com; Dennis Smith; Kelly Taft

Cc: rblendu@azleg.state.az.us; doug.maceachern@arizonarepublic.com; ed@glendaleaz.com; CTOC@azdot.gov; mary.peters@ost.dot.gov; Robert.Hollis@fhwa.dot.gov; senator_mccain@mccain.senate.gov; c.ullman@juno.com; mrsvanover@cox.net; editor@thewester.com; amity@westmarc.org

Subject: ****SPAM**** Proposal, with justifications, to cancel the subject meeting

SUBJECT: NOTIFICATION OF SPECIAL TELEPHONE CONFERENCE CALL MEETING AND TRANSMITTAL OF TENTATIVE AGENDA

REGARDING: MAG REGIONAL COUNCIL MEETING AT 10:00AM ON THURSDAY, SEPTEMBER 6, 2007 (great for employed citizens)

AGENDA ITEM 3. STATEWIDE ACCELERATION NEEDS (STAN) II ACCOUNT – INTEREST REIMBURSEMENT SUBACCOUNT

Chairman Cavanaugh and Members of the MAG Regional Council

The notes on the transportation item to be heard during the September 6, 2007 are quite inadequate. No mention was made of this citizen's comments on this subject both during the prior meeting's Call to the Public and this action item on the prior meeting's agenda. Furthermore, several members of the Regional Council made clear and compelling arguments that would have saved the taxpayers of three small towns having to pay any amount of the interest expense that would be incurred if some other party or parties borrowing millions against millions of future (inadequate) revenues that will accrue during under-funded periods of time to pay for the widening of I-10. The interest on the bonds, obviously, will be an added cost of widening Interstate 10 (I-10) used by international, interstate and inter-county cargo and passenger traffic. That's hardly an expense that should be allocated in any one of the four proposed methods to the taxpayers of three small towns.

As was clearly pointed out, the plan for highway construction during this 20-year period does not in any way cover the highway requirements of the forecast population growth of the MPO's region. This is a major oversight of the designated planning

organization, the MAG. The Regional Council has refused to even discuss in public several means of paying for the obviously needed highways and improvements to the under-built structures.

It has been pointed out that major intersections have been under-built even for the period during which they were designed and built. The Regional Council has not placed those oversights on their Agenda.

Now, the only reason this matter of having the taxpayers of three small cities, one not even located on I-10, pay millions of dollars extra, over and above what they normally pay for highway construction, is the requirement of the City of Phoenix to have votes at the prior meeting WEIGHTED on the basis of population, A HIGHLY UNUSUAL METHOD OF VOTING. The City of Phoenix also arranged for a significant portion of the Prop 400 highway tax to be diverted to its trolley car system, Valley Metro Rail, Inc. (VMRI) or whatever the Central Phoenix/East Valley light rail streetcar project is now called.

The logical way to solve the under-funding of not only the currently needed design and construction of new highway infrastructure but also the proper maintenance of the existing infrastructure (Note recent article in The Arizona Republic on this ADOT subject.) is to immediately increase the funding rate. Also, the Mayors should tell their constituents that a slower rate of population growth would hold down their tax increases. New zoning regulations for fewer homes per acre are sorely needed.

The public knows that traffic jams increase air pollution that increase sickness and increased medical costs, and increase the cost of time lost in the traffic jams. The public knows that inadequate highways increase the rate of traffic accidents that cause injuries and deaths. The unnecessary accidents increase the costs of insurance for all who register cars in Arizona. The concurrent injuries and deaths have additional costs of pain, suffering and lost time. Some Arizona roads have the highest accident rates in the United States. One stretch of I-10 has 30 accidents per month.

So, what is the Regional Council doing? Who are the special interests who arranged to have one third of the Prop 400 tax revenues taken away from highways and most of those diverted taxes on every sale in Maricopa County given to the Valley Metro Rail, Inc. and its consultants, contractors and employees?

Remember the advertisements for the light rail project before Prop 2000? The Friends of Transit said it would provide "rapid transit". What will be produced is a 20-mile run that is SCHEDULED to take an hour, if none of the 27 intermediate 20-second station stops take more than 20 seconds. That 20-MPH operation, with station stops less than a mile apart, definitely is not a rapid transit operation.

The public was shown in "open houses", in direct mail advertisements, and other media some pictures of light rail stations that are not in the middle of the streets. Now, whoever was in charge of deciding where the VMRI stations will be put, has placed most of the VMRI stations in the middle of the streets.

Telling the taxpayers and future consumers of public transportation that the services to be created will be rapid and off the streets, and then to produce slow services that will be very dangerous, operating in the middle of the streets, is a "bait and switch" exercise that violates consumer protection laws.

The very dangerous configuration also slows traffic and increases the production of air pollutants. Other factors of the VMRI operations, like overriding the ITS, that keeps vehicular traffic moving, to give the 40 streetcars, moving at random times in all four directions, guaranteed green lights, will make major additions to the production of air pollutants and inconvenience thousands of drivers and passengers in cars, light trucks and other vehicles.

One sure way to solve the fundamental problem is not by TAKING FROM PETER TO PAY PAUL AND CHARGING SALLY, BARBARA AND SUSIE for the ill-conceived and costly borrowing exercise, is by telling the public what a mess the region's designated transportation planners have created in Maricopa County's finances. Given the assumed population growth in the current 20-year plan, the highway revenue forecast is short by tens of billions of dollars!

The Members of the Regional Council should tell their constituents that to properly fund the new highways and all of the needed highway maintenance, required to serve the forecast six million residents by the end of 2025, an "X" percent sales tax was required yesterday and a "Y" percent sales tax now should be enacted.

To reduce the forecast needs for funds for highways (and for hospitals, schools, colleges, libraries, police organizations, courts et al), the Mayors' constituents could vote for new zoning restrictions that would drastically limit the population growth IN ALL AREAS OF MARICOPA COUNTY.

I suggest the hastily-planned meeting of the Regional Council be canceled.

Joseph B. Ryan
Sun City West, AZ

(623) 584-3300

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: TMCMRyan@aol.com

Sent: Sunday, September 02, 2007 11:10 AM

To: tbee@azleg.state.az.us; tboone@azleg.state.az.us; rburns@azleg.state.az.us; shuffman@azleg.state.az.us; russellpearce@cableaz.com; jeff.flake@mail.house.gov; jhart@azleg.state.az.us; Jlflake@aol.com; david.krietor@phoenix.gov; jeanlynn@juno.com; Jason Stephens; mayorhawker@cityofmesa.org; Mary.Peters@ost.dot.gov; phil.gordon@phoenix.gov; pora@suncitywest.org

Cc: carols@peoriaaz.com; mleyshon@aztrib.com; Maureen.west@arizonarepublic.com; opinions@arizonarepublic.com; Randall.Overmyer@surpriseaz.com; janenbillpod@cybertrails.com

Subject: ****SPAM**** Suggestions to reduce costs of highways and, indirectly, auto insurance

Dear Officials of the Arizona Government and Editors of The Arizona Republic:

THE OPINIONS OF JOE RYAN, A RETIRED TRANSPORTATION PLANNER

The front-page article of The Arizona Republic (TAR), September 1, 2007, headlined "Arizona's tax revenue falling", may portend deadly results. Another recent TAR article reported the Arizona Department of Transportation (ADOT) has not been able to perform highway maintenance at the desired level for lack of adequate funding. The legislature could reduce the deadly effects of having too little funding for the maintenance of existing highways and the building of much-needed new highways by eliminating two laws. Almost all residents of Arizona are unaware that these laws exist. The illogical laws were written and passed by the Arizona legislature in the same fashion as was the infamous "Alt Fuel Legislation".

One Arizona law is contrary to the federal law that states when federal funds are used to acquire land for highway infrastructures, the price paid for the right-of-way must not exceed the going market price of the land at the time it is purchased. Years ago, when it became known where some Arizona highways were going to be built, parties who purchased tracts of the affected land had a unique law written and passed by the Arizona legislature. This Arizona law requires an employee of the government to negotiate with the landowner the price to be paid for the right-of-way on the basis of what the land WOULD BE WORTH AFTER THE GOVERNMENT INFRASTRUCTURE IS COMPLETED! This law creates an outrageous "give away" of taxpayers' money. Since a new highway will increase the value of nearby land, affected landowners reasonably might pay the State or the County for the privilege of giving up their land for the right-of-way regardless of when the government's facility will be designed and built!

The second existing law ensures the highway will be built promptly so that developers of adjacent land will be able to sell the rest of their land at a maximum profit. With the law's highway completion deadline, the land developers will be able to affect a return on their investments in land and new homes shortly after the homes are completed. The irrational law requires the ADOT (and the MCDOT) to complete the highway within two years after the right-of-way is purchased. This law precludes the many important benefits of long-range planning. Arizona governments should purchase right-of-ways long before a multi-modal transportation system will be built through the wide-open spaces. That notice will allow others to plan for major public facilities that will be needed by the three million future County residents. The new residents (and more "snow birds") will need additional very basic facilities such as State and County colleges (including medical schools), town libraries, police and fire department structures, private hospitals and private clinics. It makes common sense for

governments to purchase ample space for highways and, most importantly, for high-speed interchanges and multi-modal terminals many years before they will be needed.

An example of today's major areas of traffic congestion, caused by the law requiring the land for a major intersection be purchased 24 months before it will be designed and built, is the intersection of Loop 101 and I-17. Every day, at that relatively young intersection, there are major traffic jams caused both by the sharp turning radius of turning ramps, the inadequate width of turning ramps, and the short length of acceleration lanes for merging the entering, accelerating traffic into the high-speed highway lanes beyond the interchange. There were traffic back-ups before and beyond that interchange the day after it was completed. To reduce the effects of under-building that critical infrastructure, a few of the one-lane ramps were re-striped to become two-lane ramps with no breakdown lane.

Inadequate highways and interchanges increase the rate of traffic accidents, injuries and deaths. The results of those two irresponsible laws are appalling. Some Arizona roads have the worst accident rates in the United States. If the Arizona legislature eliminated both of those laws, Arizona's tax revenue falling would not have as many deadly results.

I ask the Arizona Republic Editors to take actions that will lead to educating the public on ways to reduce the costs of highway development. Tax dollars will go farther when the average cost-per-mile of Arizona highways is reduced. More and better highways will lower accident and insurance rates for everyone's benefit.

I ask the Arizona Legislators, with that knowledge and public support, by two unanimous votes, to eliminate those two "special interest" laws.

/s/ Joe Ryan

Joseph B. Ryan
Sun City West

Get a sneak peek of the all-new AOL.com.

Jason Stephens

From: Timothy Tait [TTait@azdot.gov]
Sent: Monday, September 10, 2007 4:54 PM
To: jochim1@cox.net
Cc: Jason Stephens; Bill Hayden
Subject: RE: South Mountain Inquiries
Attachments: Phoenix Traffic Count Map.pdf; General LOS Guidelines for Urban Areas.pdf

Mr. Jochim,

I have attached two files for your use. The first is the City of Phoenix Traffic Count Map from 2005 that will give you the current vehicles per day counts for the Phoenix arterial street system, including the Ahwatukee area. This map can also be accessed at www.phoenix.gov/ftpalias/payf/vmap05.pdf.

The second file I have attached is an example of level of service guidelines that are being used by the Florida Department of Transportation and are used for planning level analysis of freeways, highways and arterials in urbanized areas. I have highlighted the area that would be used for the evaluation of 32nd Street, but the rest of the table would be appropriate for other areas of the project, including freeway operations on the proposed South Mountain Freeway. If you would like more information on the development and appropriate uses for the level of service guidelines, please visit the Florida Department of Transportation's Web site at www.dot.state.fl.us/planning/systems/sm/los/default.htm.

Based on what is shown in the level of service guidelines, 32nd Street would operate at LOS B today and in the future with or without the South Mountain Freeway. This is because in all cases, the traffic would be less than 29,300 vehicles per day, but greater than 4,800 vehicles per day.

Once again, thank you for your interest in this project. Please let me know if you have any additional questions.

Sincerely,

Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
Office 602.712.7070

From: Jim Jochim [mailto:jochim1@cox.net]
Sent: Saturday, August 25, 2007 7:58 AM
To: Timothy Tait
Cc: Jason Stephens; Bill Hayden; Jochim1@aol.com; Jim Jochim; Marisa P. Walker
Subject: Re: South Mountain Inquiries

Mr. Tait,

Thank you for your role in communicating to the public the impacts the SMF will have on the environment & life style in the Ahwatukee Foothills area.

To the best of your teams ability I would like to know the VPD (Vehicle Per Day) count on 32nd Street at the intersection of Pecos Road and 32nd Street. Specifically how many VPD use that intersection to either gain access to Pecos Road or to exit Pecos Road to gain access to 32nd Street.

I also find of interest your statement that the volume on these streets " is projected to be low enough not to result in poor traffic operations". Since ADOT/MAG likes to use the alpha scale to rate traffic flow--what is it today and what will it be if the "proposed" SMF is constructed.

Regarding the CANAMEX issue I plan to be in contact with Marisa Walker as I find your continued responses to be void of any substance on how we are going to truly prevent the truckers from using the "proposed" SMF. Words like declaration and recommended corridor will not stop an 18 wheeler from using the shortest route with better amenities to get to their destination.

As your team's schedule permits I look forward to your reply.

Sincerely

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ 85048
T # 480-460-2535
Fax # 480-460-2898.

----- Original Message -----
From: Timothy Tait
To: Jim Jochim
Cc: Jason Stephens ; Bill Hayden
Sent: Thursday, August 23, 2007 11:21 AM
Subject: Re: South Mountain Inquiries

Mr. Jochim,
Thank you for your interest in the proposed South Mountain Freeway. This e-mail is in response to the three e-mails (attached) that you sent to me on August 10.
You expressed concern about the current budgeted costs that MAG and ADOT are using in relation to the construction of the proposed South Mountain Freeway at the Pecos Road alignment.
A detailed assessment of the financial implications of the build alternatives will be unknown until preparation of the Design Concept Report is complete. The Draft Environmental Impact Statement will review potential construction impacts, purpose and need, right-of-way acquisition, tax base/economic analysis, travel time, impacts to public parks/recreation areas, planning level cost estimates, etc. MAG, as the designated transportation planning organization for Maricopa County, prioritizes projects that are part of the voter-approved Regional Transportation Plan. The 2004 election designated more than $1 billion (in 2004 dollars) for construction of the South Mountain Freeway portion of Loop 202, although MAG can modify allocations to meet current construction estimates. Ultimately, if a build alternative is approved MAG will decide whether or not to fund the proposed freeway based upon a full review of documentation.
You also asked whether a constructed South Mountain Freeway would result in an approximate seven percent reduction in traffic at the Broadway Curve as opposed to not building the freeway.
This data will be presented in the Draft Environmental Impact Statement. The seven percent reduction is still a valid estimate.
You had concerns about how the CANAMEX Corridor would relate to the South Mountain Freeway and how truck traffic could be prevented from accessing this potential freeway.
Currently, trucks from Mexico are only permitted to travel 20 miles north of the U.S./Mexico border. In Maricopa County, the MAG recommended corridor generally follows:

- Interstate 8 to SR 85
- SR 85 to I-10
- I-10 to US Route 93

You can access the recommended corridor for Maricopa County from the MAG Web site at http://www.mag.maricopa.gov/pdf/cms.resource/canamexroutes_995.pdf.
According to the CANAMEX Corridor Coalition's 2001 working paper, "Task VI: Environmental Fatal Flaw Screening and International Regulatory Issues," "*The Ports of Entry in each of the CANAMEX states have a mission to ensure compliance with motor carrier regulations; to provide assistance and information to the motor carriers; and to assist in the preservation of the highway system and the safety of the traveling public. This mission is accomplished through safety inspections and educational programs provided to commercial drivers and motor carrier companies. The states have ports of entry along the CANAMEX Corridor to enforce the laws and regulations of the state.*" You can view this document at http://www.canamex.org/PDF/Environmental_and_International_Issues.pdf.
For more information on the CANAMEX Corridor, it is suggested you contact, Marisa Walker, Executive

Director, 1700 West Washington Street, Suite 600, Phoenix, AZ 85007 (phone: 602.771.1111 or e-mail: marisaw@azcommerce.com).

Your final question asked whether a constructed South Mountain Freeway would actually reduce traffic on the surrounding arterial streets and referred to the "FY 2007 Final Phase Input Opportunity Report" that contained information that, "Additionally, construction of the South Mountain Freeway reduces traffic on the surrounding arterial street network."

The statement about the reduction of arterial street traffic is a general remark looking at the overall arterial street network. The City of Phoenix conducted a traffic study looking at this issue. Some locations would have higher volumes with the freeway, but the volume on these streets is still projected to be low enough as not to result in poor traffic operations. The major roads that would be parallel to the freeway would see a reduction in traffic.

Once again, thank you for your interest in this proposed freeway. Please do not hesitate to contact me if you have additional questions. Thank you.

Sincerely,

Timothy Tait
Community Relations Project Manager
Arizona Department of Transportation
office 602.712.7070

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity (ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.