



Draft FY 2007

EARLY PHASE INPUT OPPORTUNITY REPORT

OCTOBER 2006



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Cover Page Photo:

The cover page is a montage of photos from different events in which MAG participates. Staff from MAG, ADOT, Valley Metro and Valley Metro Rail (METRO) often coordinate events in order to receive public comment on Valley transportation plans and programs. This coordination offers Valley residents the opportunity to provide their comments to all of the regional transportation entities at the same place and time.

TABLE OF CONTENTS

EXECUTIVE SUMMARY

Introduction	1
Input Opportunities	1
Locations	2
Summary of Input	2

I. PUBLIC INVOLVEMENT PROCESS

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

II. APPENDIX A: PUBLICITY MATERIAL

11

III. APPENDIX B: CORRESPONDENCE SINCE THE END OF THE FY 2006 FINAL PHASE AND START OF THE FY 2007 EARLY PHASE

15

EXECUTIVE SUMMARY

INTRODUCTION

Following in the tradition of its predecessor, the Transportation Equity Act for the 21st Century (TEA-21), new federal transportation guidelines known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in SAFETEA-LU is to increase public awareness and involvement in transportation planning and programming. SAFETEA-LU requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. The 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 for the FY 2008-2012 Transportation Improvement Program (TIP) and FY 2007 Regional Transportation Plan (Plan) Update was conducted from August through September, 2006. The Early Phase generally provides opportunity for initial input before projects in the new planning cycle have been decided upon as well as any updates to the Plan. Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Draft FY 2007 Early Phase Input Opportunity Report, which is presented to the MAG Management Committee, MAG Transportation Policy Committee and MAG Regional Council for review and consideration prior to action.

INPUT OPPORTUNITIES

MAG provided the opportunity for public comment at all committee meetings during the phase, including MAG Management Committee, MAG Transportation Policy Committee and MAG Regional Council. On Friday, August 18, 2006 MAG kicked off the Early Phase input opportunity by hosting an Early Phase Transportation Stakeholders meeting. MAG, in conjunction with Arizona Department of Transportation (ADOT), Region Public Transportation Authority (Valley Metro) and Valley Metro Rail (METRO) received comments and suggestions on the new 2008-2012 funding cycle. An open house was held prior to the meeting where staff from MAG, ADOT, Valley Metro and METRO were available to answer questions and respond to citizen comments. MAG also staffed a booth at the Chicanos Por La Causa Business Seminar in Spanish on Tuesday, September 12, 2006. MAG staff was

available to answer questions and respond to comments of seminar attendees. MAG staff joined with ADOT and Valley Metro at a series of I-17 Road Shows. These events were held to provide information to residents in the northern part of the Valley regarding construction schedules for I-17. The Road Shows included in the phase were held on Tuesday, September 19 and Thursday, September 22, 2006. MAG staffed a booth with the City of Phoenix Public Transit Department and Valley Metro to answer questions and respond to comments of event attendees.

LOCATIONS

The Early Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Early Phase committee meetings were held during the week, in the afternoon and evening. The other events varied in time and place.

Early Phase Transportation Stakeholders Open House and Meeting

Phoenix
Friday, August 18, 2006
1:30 p.m. to 4:00 p.m.

Chicanos Por La Causa Business Seminar in Spanish

Phoenix
Tuesday, September 12, 2006
1:00 p.m. to 7:00 p.m.

I-17 Road Show

Phoenix
Tuesday, September 19, 2006
6:00 p.m. to 8:00 p.m.

I-17 Road Show

Phoenix
Thursday, September 21, 2006
6:00 p.m. to 8:00 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, 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 Draft FY 2007 Early Phase Input Opportunity Report. A summary of the input received is listed below.

- The freeway program needs to be accelerated.
- We need to add more capacity on the entire transportation system.
- Commuter rail needs more consideration as a key plan component.

- Valley Metro needs to follow up with the Dial-a-Ride study that it said it would complete.
- Newspaper notices don't do enough to reach people. You should do more to involve and educate young people about the transportation plans and programs.
- Reach people through local government meetings to get their views on regional issues.
- Do more to outreach to people through the MAG Web site.
- TV stations and radio could do more to notify people of public meetings.
- When is the Loop 303 going to be completed?
- I wish light rail would follow the entire freeway system.
- Is the light rail line going to go to the new Cardinals stadium?
- When are we going to get light rail along I-10?
- I am happy to see that I-10 is going to be widened in the West Valley.
- When is bus service going to be increased in the West Valley?
- Are there plans to increase light rail to the West Valley?
- I hope the air quality improves once we get all the transit in place.
- Is MAG responsible for the speeders along the Loop 101?
- People drive too fast on the Loop 101.
- I didn't know that the Valley had a Community Emergency Notification System.
- I'm glad that MAG is doing something related to Domestic Violence.
- Is MAG going to do population projections again any time soon?
- I think it is important to know where the growth in the Valley is going to be concentrated.
- I'm glad that MAG has Spanish language materials.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

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

In September 1994, the Maricopa Association of Governments (MAG) Regional Council adopted a public involvement process for receiving public opinion, comment and suggestions on

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

transportation planning and programming in the MAG region, in accordance with federal requirements. This process provides complete information on transportation plans, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement in the planning process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the Early Phase input opportunity was conducted from August through September 2006. The results of these meetings are included in this report – *FY 2007 Early Phase Input Opportunity Report* (October 2006).

The Mid-Phase process provides for input on initial plan analysis for the Draft TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through March. The results of the Mid-Phase Input Opportunity will be included in the *FY 2007 Mid-Phase Input Opportunity Report* (March/April 2007). The Final Phase provides an opportunity for final comment on the TIP, Plan and Air Quality Conformity Analysis, and generally occurs upon the completion of the air quality conformity analysis in the summer. The results of the Final Phase Input Opportunity will be included in the *FY 2007 Final Phase Input Opportunity Report*. In addition, continuous outreach is conducted throughout the annual update process and includes activities such

as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

ENHANCED PUBLIC OUTREACH PROCESS

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

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

DEVELOPMENT OF NEW PUBLIC PARTICIPATION PLAN

In addition to the new guidelines for metropolitan transportation planning, SAFETEA-LU also requires the development of a new Public Participation Plan. A draft participation plan has been developed in accordance with new federal guidelines and is currently available for public review for 45 days. Action will be taken to approve the plan in November by the MAG Management Committee, MAG Transportation Policy Committee and MAG Regional Council.

Multimodal Regional Planning Process

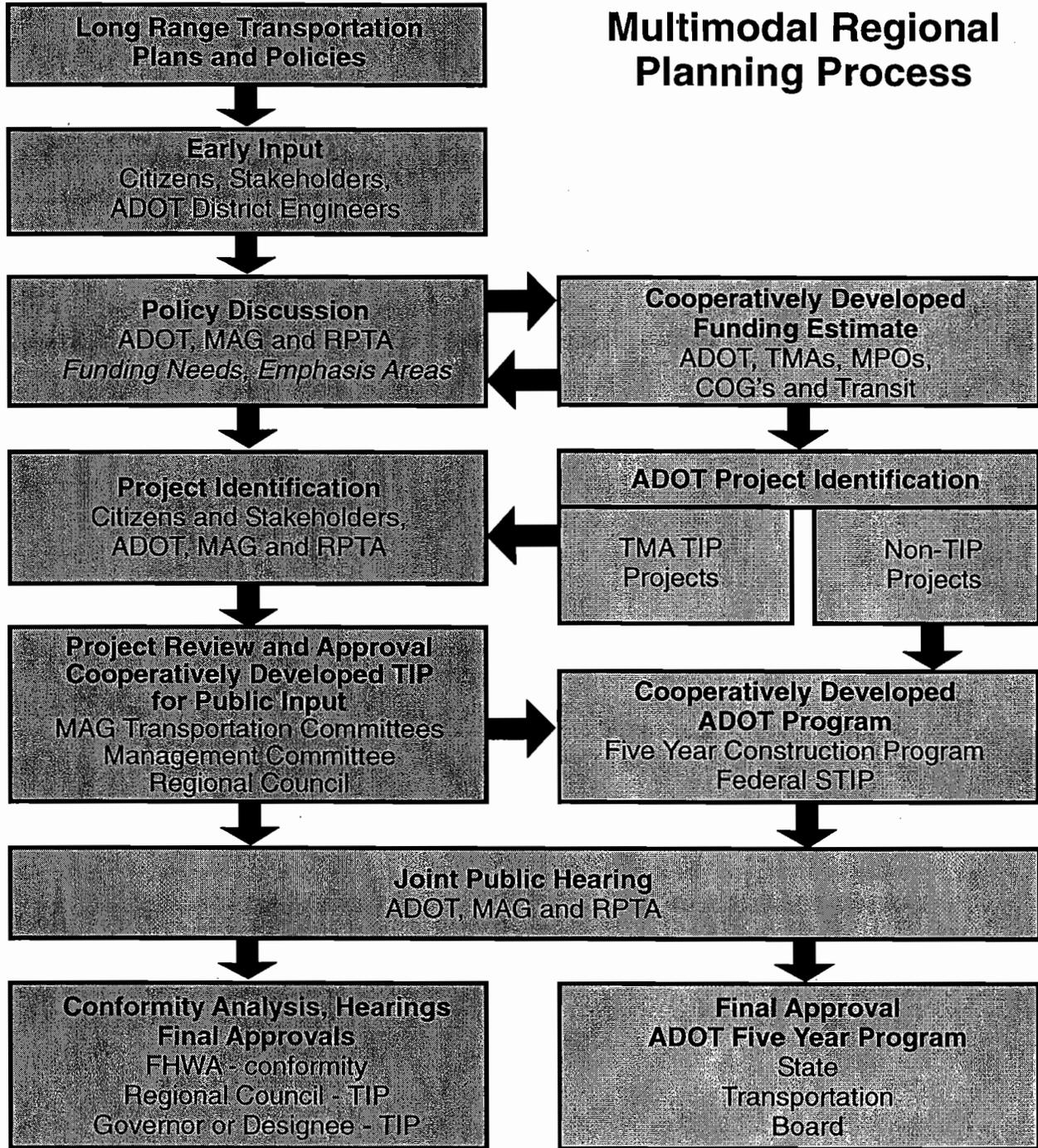


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG LRTP, and ADOT Life Cycle Program (Joint Planning Process)

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

**Guiding Principles
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 Open House and Meeting was announced with a targeted mailing and the meeting posted on the MAG Web site at www.mag.maricopa.gov. Other events that MAG participated in, such as the Chicanos Por La Causa Business Seminar and I-17 Road Shows, were advertised in the newspaper, on television and through radio programming. MAG also advertised all committee meetings through the its Web site and through its quarterly newsletter, *MAGAZine*. All MAG committee meetings during the phase included an opportunity for comment.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the FY 2006 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 special events in which MAG, ADOT, Valley Metro, and Valley Metro Rail (METRO) jointly participated.
- ◆ Monthly e-mail updates from the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site. 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 jstephens@mag.maricopa.gov. In addition, each addition of the *MAGAZine* includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with ADOT, Valley Metro, METRO and CTOC have also led to enhancements to the public involvement process.

APPENDIX A
PUBLICITY MATERIAL

August 3, 2006

TO: Transportation Stakeholders
FROM: Eric Anderson, Transportation Director
SUBJECT: EARLY PHASE TRANSPORTATION STAKEHOLDERS MEETING

Friday, August 18, 2006 – 1:30 p.m.
MAG Offices, Suite 200 – Saguaro Room
302 North First Avenue, Phoenix

The Maricopa Association of Governments (MAG), Arizona Department of Transportation (ADOT), Valley Metro and Valley Metro Rail (METRO) are co-hosting an **Early Phase Transportation Stakeholders** meeting. 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.

The meeting will consist of an open house to provide information on the Regional Transportation Plan (RTP); an **Early Phase Transportation Stakeholders** meeting to collect input on the funding of transportation projects within Maricopa County to be considered for inclusion in the new five-year listing of projects, 2008-2012; and a Transportation Improvement Program (TIP) Guidance Report Workshop on how to apply for funding.

In addition, MAG has been charged with creating a new Public Participation Plan as a result of new federal transportation legislation. The legislation calls for a number of different groups to be included in the plan's development. We will present proposed aspects of the participation plan and ask for your comment. Your participation in this process would also be greatly appreciated.

If you cannot attend the meeting, you can e-mail your project suggestion(s), questions or comments to **MAG Public Involvement Planner Jason Stephens** at jstephens@mag.maricopa.gov, or call (602) 452-5004. Since all project suggestions must be submitted by a MAG member agency (city, town, Maricopa County, an Indian Community, ADOT, or Valley Metro) to obtain funding, we will forward your project suggestion(s) to the appropriate agency.

We urge you to attend this meeting. Please refer to the enclosed agenda for additional information.
Enclosure

cc: Management Committee
Intergovernmental Representatives
Transportation Review Committee
ADOT
MAG
Valley Metro
METRO
MAG Committee Chairs
Public Involvement/Stakeholders
FHWA

AGENDA

Early Phase Transportation Stakeholders
Open House, Meeting and TIP Guidance Workshop
Maricopa Association of Governments
302 North 1st Avenue
Second Floor, Saguaro Room
Friday, August 18, 2006
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. – STAKEHOLDERS MEETING

Meeting attendees will have the opportunity to suggest projects, voice concerns and receive answers to transportation questions.

2:45 P.M. – PUBLIC PARTICIPATION PLAN

Staff will provide aspects of the Public Participation Plan for comment by meeting attendees.

3:15 P.M. – UPDATES BY MAG, ADOT AND VALLEY METRO

Staff will provide agency updates.

3:30 P.M. – TIP GUIDANCE WORKSHOP

MAG Programming Manager Paul Ward will provide information on how to apply for funding for transportation projects.

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.

**III. APPENDIX B
CORRESPONDENCE SINCE THE END OF THE FY
2006 FINAL PHASE AND START OF THE FY 2007
EARLY PHASE**

Jason Stephens

From: James Treece [jltreece@juno.com]

Sent: Monday, August 14, 2006 2:44 PM

To: Jason Stephens

Dear Jason Stephens;

I am writing re August 18 hearing which I cannot attend. I live in Sun City which has a major part in any mass transit system. We have freight trains moving through which need as in Denver to have a different destination than downtown. be moved somewhere away from downtown The downtown terminal can be used exclusively for passengers as is being done in Denver. In Littleton where I worked the freight and passenger trains are alternately in depressed areas or are elevated. There shouldn't be trains crossing streets anywhere. In depressions there is little noise from whistles, no holdups of traffic and no danger of collisions. Study Denver and like areas and copy them. We are where we were 100 years ago with train crossings although traffic has increased a million fold. (I was U.S. Attorney for several terms in Colorado and am not nuts.) Thank you,

James Treece

12651 N.. Pebble Beach Drive.

Sun City , AZ 85351

Jason Stephens

From: TCMRyan@aol.com
Sent: Friday, September 01, 2006 3:19 PM
To: eneville@dot.state.az.us; gcunningham@az.gov; custserv@amd5.amerimark.com; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; splayford@valleymetro.org; mwwilson@mail.maricopa.gov
Cc: Dave.Thompson@thompsonindustriesaz.com; deb_jacobus@mccain.senate.gov; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; gilbertnews@newszap.com; suncitynews@newszap.com; pora@suncitywest.org; jack@westmarc.org; dteam10@yahoo.com; MJYannone@aol.com; bobmcknight@cox.net; TFHUSBAND@aol.com; jdelasaux@inlynx.com; greenspj@yahoo.com; CCan2@aol.com
Subject: Financing the Maricopa County Trolley Folly

My friends and fellow citizens, DD Barker raises a number of good questions regarding the financing of VMRI's infrastructure, equipment and capitalized expenditures. She is a very dedicated citizen, and I wish her all the best!

Here's a message that contains interesting information.

Subject: Financing the Maricopa County Trolley Folly
Dianne Barker wrote:

Subject: LIGHT RAIL BONDS
Date: 9/1/2006 8:54:28 A.M. US Mountain Standard Time

Speaking of slow, expensive transportation, on Wednesday, City Street's Director, Tom Callow respectfully (as he put it) asked the Phoenix City Council , SEE AUG 30th, 2006, ITEM 160 agenda, it may be on-line through the City's Clerk records site) for \$226 MILLION dollars to give to Valley Metro Rail VMRI for it's 20 mile trolley.

The monies are coming from City of Phoenix Transit fund bonds in the capital improvement program of the budget , finance and transit departments. Will these bonds pass the muster ?

Half of the 226 million is a gift to VMRI from the City of Phoenix and the other half is to be repaid to the City from VMRI when it receives it's full funding grant "FFGA" monies from the FTA, Federal government.

What a deal. Check it out the cities all over the country are slow, if they do, to receive FFGA monies.

Finally, the City of Phoenix is the FTA recipient in our area. They are being held responsible by the FTA for the VMRI trolley. Why don't the citizens hold the City of Phoenix responsible for creating a need with their funding out of the economic department in 1994, the trolley study and then being apart of RPTA that gave the trolley study engineers a construction project on the trolley.

Quid pro quo.

By the way, FTA is only to pay 50 % on this project and VMRI attorney, Mr. Blake wrote that the three other cities of VMRI, Tempe, Glendale and Mesa do not have to pay until 2012 when FTA is to pay their share.

--- TCMRyan@aol.com wrote:

- > Perhaps they need a few extra dollars to pay for
- > their billion-dollar people
- > mover - but that is hardly "FIXED" TRANSPORTATION.
- > IT'S SLOW, EXPENSIVE
- > TRANSPORTATION.

Jason Stephens

From: TMCMRyan@aol.com
Sent: Friday, September 01, 2006 1:28 PM
To: eneville@dot.state.az.us; gcunningham@az.gov; custserv@amd5.amerimark.com; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; splayford@valleymetro.org; mwwilson@mail.maricopa.gov
Cc: Dave.Thompson@thompsonindustriesaz.com; deb_jacobus@mccain.senate.gov; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; gilbertnews@newszap.com; suncitynews@newszap.com; pora@suncitywest.org; jack@westmarc.org; dteam10@yahoo.com; MJYannone@aol.com; bobmcknight@cox.net; TFHUSBAND@aol.com; jdelasaux@inlynx.com; greenspj@yahoo.com; CCan2@aol.com
Subject: Re: Transportation meeting at 300 W. Washington

Dear Friends and Fellow Citizens:

So, the Phoenix Street Department needs only an extra quarter of a billion dollars during the period when they are DESTROYING street lanes for the new trolley tracks and stations in the middle of the City's streets! The value of the City's street lanes, I believe according to current Federal rules, should be on the books of Phoenix as something like "Assets - Fixed - Streets". When the value of those assets goes to ZERO, for they are to be destroyed when replaced by streetcar tracks and stations, that is an additional expense according to generally-accepted accounting practices, even government accounting practices where the rules sometimes are bent. The costs of destroying perfectly good street lanes and the lost assets, at current replacement value of CITY STREET LANES (much higher than rural street lanes in other states where there is not Arizona's novel legislation regarding the price to be paid for condemned land), apparently WERE NOT IN THE EVALUATION OF ALTERNATE WAYS TO PROVIDE BETTER, SAFER, AND FASTER transportation for City and County taxpayers and drivers from all over the United States.

One alternate way to provide excellent transportation services is the proposal of a deceased Engineer, called RapiTran, that would move traffic between suburbs, on one hand, and both employment centers and Sky Harbor International Airport (PHX). It also could be used between Pacific Ocean and Gulf of California ports and Maricopa County. Note that Maricopa County is not on the main line or either major railroad. Their spur lines that serve Maricopa County have low speed limits and, on at least one sector of the BNSF line, a weight limit for a Phoenix-bound freight train. Those conditions increase the costs of transportation. Furthermore, both I-40 and I-8 provide faster trucking speeds than does I-10. Regional economic planners should consider relative costs of transportation that affect the economic growth potential of counties, states and nations. How are we to compete with the Chinas in a globalized marketplace?

John Shaw's proposed system would conveniently connect other Arizona cities with downtown Phoenix and PHX. That system would accomplish a logical goal, pulling traffic OUT OF Maricopa County's UNDER-BUILT HIGHWAY INTERCHANGES, thereby reducing travel times, travel costs and the production of air pollutants. (Incidentally, the FEIS for the light rail project made a few very important omissions and included a few false assumptions. The feds never did say why they denied claims regarding those subjects.) A network of high-speed infrastructures would do for PHX what a network of high-speed infrastructures has done for Frankfurt passenger traffic. Just check the daily passenger boardings at FRA. One does not have to send sales persons to Europe to generate traffic. It's convenient, high-speed surface connections that increases the desire of people to use ones airport.

Furthermore, the strategy John used in the design of Germany's transportation system, for example, deters the concentration of a nation's, or state's, or county's population in and around one humongous metropolitan area. Note that crime rates and the costs of living are substantially higher in large metropolitan areas than in and around small cities. With fast, convenient transportation services, on which you can do your homework and office work, or sleep, why put up with the traffic jams on I-10, I-17, US-60, SR-51 or any of the Loops??? That's one of the factors used by corporate planners who site future corporate facilities. If the County's 20-year Plan (2006 - 2025) included John Shaw's high-speed grid of RapiTran services, in the future there would be few

traffic jams like we see, today in Maricopa County, even when the County's population reaches 6 millions before 2025. (I believe the County's population increased by 137,000 just last year. The absolute number of County residents and visitors, County vehicle miles driven and hydrocarbon fuels burned in the County to create transportation and electricity are rapidly increasing in an uncontrolled fashion for many reasons.)

The late Engineer John Shaw spent many thousands of dollars worth of his time on the engineer's drawings of a wide-bodied rapid transit vehicle and its infrastructure that would permit high-speed turns. Note that a streetcar, making any of the several sharp turns of the planned Central Phoenix/East Valley Light Rail Project, such as at First Avenue and Jefferson or at Washington Street and Central, , makes 90-degree turns within the street intersections. It appears that Valley Metro Rail, Inc.(VMRI) vehicles, even without ever getting a red light, must be slowed at those intersections to less than 7 MPH or else they will derail. Note that one of the early streetcar deliveries to Parson's Utah project, with much of its right-of-way between Provo and Salt Lake City in an abandoned railroad right-of-way just west of the Wasatch Mountains, derailed in Salt Lake City when its operator made a turn at too high a speed.

John made several important deviations from "in-the-box" planner thinking. He created a WIDE-BODIED VEHICLE that would reduce the cost of producing the cargo and passenger transportation products. Note that since the 1930's Lockheed Loadstar, that carried 14 passengers, and today's commercial transports like the Boeing 777, the airlines' planners have given manufacturers specs that forced the ever-widening aircraft bodies. That's how the costs of air transportation were gradually lowered, in constant dollars, as other costs of living rose during the past eighty (80) years.

John eliminated the use of rails. His wide-bodied vehicles would ride on wheel-ways, roughly ten feet apart. (Note that the "guage" of main line railroad tracks and trolley tracks, today, is the same as the gauge of horse-drawn carriages in England, hundreds of years ago - roughly four feet and eight inches. Somewhere in my mountains of "stuff", I have copies of John's drawings.)

Also, John designed a guide beam in the center of his "RapiTran" infrastructure for several purposes. One is to permit high speeds around relatively sharp corners. A second reason is to eliminate the high-maintenance-costs of overhead wires to provide a source of external electric power. Until John's plan for an on-board Hydrogen Fuel Cell becomes available to power electric motors geared to each wheel, that power would come via metal conduits protected on both undersides of the "T-shaped" central guide beam, similar to the monorail of the Japanese infrastructures, but John's structure would not be weight-bearing. (A firm in Vancouver, B.C., now has a small version of the hydrogen fuel cell that John had in mind.)

Also, John's infrastructure permits having a rapid-transit (passenger and freight) infrastructure across or above streets without touching the streets. The stations can be reached by stairs, elevators or, where possible, walkways when the stations can be built at grade level, dropping the infrastructure just for the stations.

John's infrastructure could be used underground, where that would be appropriate. Note that the New York City rail operations, that make no grade-level crossing, were created when most of Manhattan and almost all of Staten Island, Brooklyn, Queens and the Bronx were wide-open spaces. Almost one hundred years ago, private companies built those infrastructures below ground, at grade level and elevated where appropriate. Before World War One, they put up elevated infrastructures for all their lines in Brooklyn, Queens and the Bronx. Those all-steel, "weathering steel" structures do not need paint, for the oxides on their surfaces act like paint that has to be repainted every 20 or so years.. (The Schuff family will tell you that good news.)

Therefore, the current maintenance costs, and deferred capitalized costs, amortized or depreciated over time, of the RapiTran infrastructure, for any period of time, would be miniscule when compared to maintaining VMRI's light rail tracks that will be literally crossed, at right angles, by millions of vehicles, including heavy trucks, each day. Wake up, you consultants and government planners, to the potential for derailments when the tracks lose their alignment.

Besides, the accidental killing of people - who are worth an awful lot of money - regularly occurs at grade level crossings throughout the world, even when the inconvenient frequency of train and streetcar "services" is low.

So, my friends, it is a shame that John Shaw was ignored by government officials when he tried to demonstrate why his plans are better than those of many consultants and other planning experts. I would be pleased to outline the John's specs, that could be given to manufacturers as specs continually are in their RFPs and RFQs, to the CTOC and/or the MAG if those organizations would agree to listen for more than three (3) minutes. (The rules to hear the ideas of the public, that allow an ordinary citizen, like myself, to speak for only

three (3) minutes, while a consultant can make an hour-long sales pitch, appear to be illogical and outrageous, as is the practice of having CTOC, MAG, RPTA and VMRI public meeting during lunch hour instead of during all the time the public wants to talk from 7:00PM to Midnight. Who is serving whom in this County's transportation planning activities?)

Joe

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Saturday, September 02, 2006 6:13 AM
To: PinkneyFL@aol.com; TCMRyan@aol.com; eneville@dot.state.az.us; gcunningham@az.gov; custserv@amd5.amerimark.com; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; splayford@valleymetro.org; mwwilson@mail.maricopa.gov
Cc: Dave.Thompson@thompsonindustriesaz.com; deb_jacobus@mccain.senate.gov; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; gilbertnews@newszap.com; suncitynews@newszap.com; pora@suncitywest.org; jack@westmarc.org; dteam10@yahoo.com; MJYannone@aol.com; bobmcknight@cox.net; TFHUSBAND@aol.com; jdelasaux@inlynx.com; greenspj@yahoo.com; CCan2@aol.com
Subject: 3-Re: Financing the Maricopa County Trolley Folly

Dear Fred,

Regarding your point that greater Maricopa transportation taxes would be spent on the trolley, Roc Arnett, Chairman of the legislature's Citizens Transportation Oversight Committee, "CTOC", responded to my public statement/inquiry given to them by me at a CTOC meeting.

My inquiry for CTOC's investigation which they undertook due to Mr. Arnett's comment he had received public concern that the trolley would be taking up most of the annual \$100 million Maricopa 400 taxes from other modes sharing as buses, etc was initiated by CTOC Bill Hayden who called and spoke the City of Phoenix Aviation attorney, Nancy Kesseloot. She told Mr. Hayden an investigation of this issue was with the Los Angeles FAA. When I spoke with Ms. Kesseloot later, she indicated that she did not have a time for FAA's answer nor whether the public would be privy to this investigation. I have contacted City Manager Frank Fairbanks, Chairman of MAG's rail committee about this and even Mr. Kreitor, then Aviation Director. Mr. Kreitor was helpful with staff delivering information. However, neither the City nor FAA has finalized this issue to my understanding..

Specifically, my inquiry to CTOC was that trolley engineers, Carter Burgess who created the initial trolley federal transit FTA major investment study, "MIS", was wrongly and late paid by Federal transit "FTA" monies 5309 monies through a Phoenix SKy Harbor package of FAA-FTA monies in 2000. Their "alternative analysis" phase should have been paid two years earlier and not with these funds no to be used for selecting a mode as was done choosing their "locally preferred alternative", light rail trolley.

This pass through by City of Phoenix Aviation Dept to City Transit Dept., the original contractee with MIS contractor performed by City Deputy Transit Manager in 1966, Jack Tevlin, was wrong to be given in 2000 by City Transit Director, Neal Manske, to a State political subdivision, RPTA to pay Carter Burgess who had CONTRACTED WITH THE CITY OF PHOENIX, NOT RPTA.

Furthermore, RPTA had little monies of their own in

2000. They even were giving their annual Maricopa Prop 300 (20 yr tax started in 1985) monies, about 7 Million, to the City transit budget.

As to trolley operating monies, Fred, if present Prop 400 transit monies of approxiamately 100 million annually are administrated per legislation then, RPTA, Valley Metro" is the responsible receiptient for "VMRI's" trolley for CAPITAL EXPENSES because Prop 400 does not allow operation monies for light rail.

Operation monies for light rail come from the 4 VMRI cities and their legal papers state that the general fund is subject to attachment if fare box and other monies not available.

Truthfully, the City of Phoenix has taken on the burden to pay upfront all the costs of this trolley with idea it will be paid back sometime in the future from other cities and the FTA.

FTA hold the City of Phoenix, it's grant receiptient for this area, as sole responsible for the light rail project. However, who is guarding the hen house. IT IS CARTER BURGESS WHO HAS BEEN INSTALLED BY FTA HAS TROLLEY OVERSIGHT,IT'S "PMO" OF ALL CONTRACTORS..

The City of Phoenix is using transit bonds today for this venture as example , 226 million given last Wednesday to VMRI. It is understood that these monies can pay for all costs of VMR whether capital, OPERATIONAL, etc.

Sincerely,
Dianne

--- PinkneyFL@aol.com wrote:

>
> In a message dated 9/1/2006 3:19:02 PM US Mountain
> Standard Time, TCMRyan
> writes:
>
> City Street's Director, Tom Callow
> respectfully (as he put it) asked the Phoenix City
> Council , SEE AUG 30th, 2006, ITEM 160 agenda, it
> may
> be on-line through the City's Clerk records site)
> for
> \$226 MILLION dollars to give to Valley Metro Rail
> VMRI
> for it's 20 mile trolley.
>
>
>
> As bad as it seems, this \$226 million is merely the
> first round of VMRI
> money grabs. There was no operations and
> maintenance funds programmed for the
> Trolley Folley, and we all know it will operate at a
> tremendous deficit.
> Expect the VMRI to start demanding extra Maricopa
> County Transportation Tax (Prop
> 400) money in 8-10 years--when they think we will
> have forgotten what the

> restrictions were.
>
>
> Fred Pinkney
> Gilbert, AZ
>

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Dianne Barker, Pres.
(602) 999-4448

Jason Stephens

From: Dianne Barker [dteam10@yahoo.com]
Sent: Saturday, September 02, 2006 6:31 AM
To: TMCMRyan@aol.com; eneville@dot.state.az.us; gcunningham@az.gov; custserv@amd5.amerimark.com; frank.fairbanks@phoenix.gov; Robert.Hollis@fhwa.dot.gov; david.krietor@phoenix.gov; leslie.rogers@fta.dot.gov; Jason Stephens; mayorhawker@cityofmesa.org; phil.gordon@phoenix.gov; splayford@valleymetro.org; mwwilson@mail.maricopa.gov
Cc: Dave.Thompson@thompsonindustriesaz.com; deb_jacobus@mccain.senate.gov; katie_boyd@kyl.senate.gov; tax.wienke@epa.gov; gilbertnews@newszap.com; suncitynews@newszap.com; pora@suncitywest.org; jack@westmarc.org; dteam10@yahoo.com; MJYannone@aol.com; bobmcknight@cox.net; TFHUSBAND@aol.com; jdelasaux@inlynx.com; greenspj@yahoo.com; CCan2@aol.com
Subject: 2-: Transportation meeting at 300 W. Washington

Joe, as you say "feds never did say why they denied...." the type of Shaw's "wheel-way" design.

Truth is that in 1996 MAG TPO staffers based in Durango choose Parson's Brinkeroff's request for proposal for "MODE CHOICE STUDY" that was definately slanted RAIL choice over two other competant proposers who more objectively looked at ALL modes including rail.

When asked why they were chosen, some answers were that one contracotr didn't look at the car as a mode and that the poor people needed to take the rail. ~ DD

--- TMCMRyan@aol.com wrote:

> Dear Friends and Fellow Citizens:
>
> So, the Phoenix Street Department needs only an
> extra quarter of a billion
> dollars during the period when they are DESTROYING
> street lanes for the new
> trolley tracks and stations in the middle of the
> City's streets! The value of
> the City's street lanes, I believe according to
> current Federal rules, should
> be on the books of Phoenix as something like
> "Assets - Fixed - Streets".
> When the value of those assets goes to ZERO, for
> they are to be destroyed when
> replaced by streetcar tracks and stations, that is
> an additional expense
> according to generally-accepted accounting
> practices, even government accounting
> practices where the rules sometimes are bent. The
> costs of destroying
> perfectly good street lanes and the lost assets, at
> current replacement value of
> CITY STREET LANES (much higher than rural street
> lanes in other states where
> there is not Arizona's novel legislation regarding
> the price to be paid for
> condemned land), apparently WERE NOT IN THE
> EVALUATION OF ALTERNATE WAYS TO
> PROVIDE BETTER, SAFER, AND FASTER transportation
> for City and County taxpayers

> and drivers from all over the United States.
>
> One alternate way to provide excellent
> transportation services is the
> proposal of a deceased Engineer, called RapiTran,
> that would move traffic between
> suburbs, on one hand, and both employment centers
> and Sky Harbor International
> Airport (PHX). It also could be used between
> Pacific Ocean and Gulf of
> California ports and Maricopa County. Note that
> Maricopa County is not on the
> main line or either major railroad. Their spur
> lines that serve Maricopa
> County have low speed limits and, on at least one
> sector of the BNSF line, a
> weight limit for a Phoenix-bound freight train.
> Those conditions increase the
> costs of transportation. Furthermore, both I-40 and
> I-8 provide faster trucking
> speeds than does I-10. Regional economic planners
> should consider relative
> costs of transportation that affect the economic
> growth potential of counties,
> states and nations. How are we to compete with the
> Chinas in a globalized
> marketplace?
>
> John Shaw's proposed system would conveniently
> connect other Arizona cities
> with downtown Phoenix and PHX. That system would
> accomplish a logical goal,
> pulling traffic OUT OF Maricopa County's UNDER-BUILT
> HIGHWAY INTERCHANGES,
> thereby reducing travel times, travel costs and the
> production of air
> pollutants. (Incidentally, the FEIS for the light
> rail project made a few very
> important omissions and included a few false
> assumptions. The feds never did say
> why they denied claims regarding those subjects.)
> A network of high-speed
> infrastructures would do for PHX what a network of
> high-speed infrastructures
> has done for Frankfurt passenger traffic. Just
> check the daily passenger
> boardings at FRA. One does not have to send sales
> persons to Europe to generate
> traffic. It's convenient, high-speed surface
> connections that increases the
> desire of people to use ones airport.
>
> Furthermore, the strategy John used in the design of
> Germany's
> transportation system, for example, deters the
> concentration of a nation's, or state's, or
> county's population in and around one humongous
> metropolitan area. Note
> that crime rates and the costs of living are
> substantially higher in large
> metropolitan areas than in and around small cities.
> With fast, convenient
> transportation services, on which you can do your
> homework and office work, or
> sleep, why put up with the traffic jams on I-10,
> I-17, US-60, SR-51 or any of
> the Loops??? That's one of the factors used by

> corporate planners who site
> future corporate facilities. If the County's
> 20-year Plan (2006 - 2025)
> included John Shaw's high-speed grid of RapiTran
> services, in the future there
> would be few traffic jams like we see, today in
> Maricopa County, even when the
> County's population reaches 6 millions before 2025.
> (I believe the County's
> population increased by 137,000 just last year.
> The absolute number of County
> residents and visitors, County vehicle miles driven
> and hydrocarbon fuels
> burned in the County to create transportation and
> electricity are rapidly
> increasing in an uncontrolled fashion for many
> reasons.)

>
> The late Engineer John Shaw spent many thousands of
> dollars worth of his
> time on the engineer's drawings of a wide-bodied
> rapid transit vehicle and its
> infrastructure that would permit high-speed turns.
> Note that a streetcar,
> making any of the several sharp turns of the planned
> Central Phoenix/East Valley
> Light Rail Project, such as at First Avenue and
> Jefferson or at Washington
> Street and Central, , makes 90-degree turns within
> the street intersections.
> It appears that Valley Metro Rail, Inc. (VMRI)
> vehicles, even without ever
> getting a red light, must be slowed at those
> intersections to less than 7 MPH or
> else they will derail. Note that one of the early
> streetcar deliveries to
> Parson's Utah project, with much of its
> right-of-way between Provo and Salt
> Lake City in an abandoned railroad right-of-way just
> west of the Wasatch
> Mountains, derailed in Salt Lake City when its
> operator made a turn at too high a
> speed.

>
> John made several important deviations from
> "in-the-box" planner thinking.
> He created a WIDE-BODIED VEHICLE that would reduce
> the cost of producing the
> cargo and passenger transportation products. Note
> that since the 1930's
> Lockheed Loadstar, that carried 14 passengers, and
> today's commercial transports
> like the Boeing 777, the airlines' planners have
> given manufacturers specs
> that forced the ever-widening aircraft bodies.
> That's how the costs of air
> transportation were gradually lowered, in constant
> dollars, as other costs of
> living rose during the past eighty (80) years.

>
> John eliminated the use of rails. His wide-bodied
> vehicles would ride on
> wheel-ways, roughly ten feet apart. (Note that the
> "guage" of main line
> railroad tracks and trolley tracks, today, is the
> same as the guage of horse-drawn
> carriages in England, hundreds of years ago -

> roughly four feet and eight
> inches. Somewhere in my mountains of "stuff", I
> have copies of John's drawings.)
>
> Also, John designed a guide beam in the center of
> his "RapiTran"
> infrastructure for several purposes. One is to
> permit high speeds around relatively
> sharp corners. A second reason is to eliminate the
> high-maintenance-costs of
> overhead wires to provide a source of external
> electric power. Until John's
> plan for an on-board Hydrogen Fuel Cell becomes
> available to power electric
> motors geared to each wheel, that power would come
> via metal conduits protected
> on both undersides of the "T-shaped" central guide
> beam, similar to the
> monorail of the Japanese infrastructures, but
> John's structure would not be
> weight-bearing. (A firm in Vancouver, B.C., now has
> a small version of the hydrogen
> fuel cell that John had in mind.)
>
> Also, John's infrastructure permits having a
> rapid-transit (passenger and
> freight) infrastructure across or above streets
> without touching the streets.
> The stations can be reached by stairs, elevators or,
> where possible, walkways
> when the stations can be built at grade level,
> dropping the infrastructure
> just for the stations.
>
> John's infrastructure could be used underground,
> where that would be
> appropriate. Note that the New York City rail
> operations,
=== message truncated ===

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Dianne Barker, Pres.
(602) 999-4448

Jason Stephens

From: Kelly Taft
Sent: Thursday, September 14, 2006 9:24 AM
To: Jason Stephens
Subject: FW: How federal policies distort local transit planning.

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

From: TCMRyan@aol.com [mailto:TCMRyan@aol.com]
Sent: Thursday, September 14, 2006 9:18 AM
To: bjklein@swbell.net; jd.hayworth@mail.house.gov; Dennis Smith; jack@westmarc.org
Cc: kkang@dot.state.az.us; jflake@azleg.state.az.us; jharper@azleg.state.az.us; gpierce@azleg.state.az.us; rblendu@azleg.state.az.us; MARGEO928@aol.com; eneville@dot.state.az.us; gcunningham@az.gov; katie_boyd@kyl.senate.gov; Robert.Hollis@fhwa.dot.gov; mleyshon@aztrib.com; John_McCain@mccain.senate.gov; Kelly Taft; vice_president@whitehouse.gov; amity@westmarc.org
Subject: Re: How federal policies distort local transit planning.

Hi!

I skim read those pages and missed seeing a number of ways the pro-rail people get away with what appears to be fraudulent project justifications. These items were observed here with the Central Phoenix/East Valley Light Rail Project:

1. It was said that a federal rule requires cities to keep the value of their infrastructures, like their highway and street lanes, on their balance sheets as ASSETS. It is a generally accepted accounting practice to drop the value of an asset to zero on the left hand side of the balance sheet when an asset is destroyed. When that happens, there must be an equal and opposite change made in the balance sheet to keep the books in balance. And when the net worth of the city drops by the value of the lost highway lanes, there is a LOSS, a cost, or whatever you want to call it. It appears that lost value did not enter into the evaluation of alternate infrastructures and much lighter vehicles that would use far less fuel than does today's trolleys.. The Central Phoenix/East Valley Light Rail Project should be curtailed before too much is lost.
2. The FEIS was based on phoney data entered into the program that computes the changes in the volume of fuel to be saved by VMRI. The evaluators forgot to include the added driving miles the VMRI infrastructure will cause. No mention was made of the true Origin and Destination (O&D) of the traffic that has been using the roadways that will be reduced in size by the VMRI infrastructure. The evaluation omits the need for most of those drivers who will continue to use the VMRI routes to make left turns off the routes, and the new VMRI infrastructure will force them to drive farther and make U-Turns to get back to where, today, they can turn left.
3. Another phony set of numbers that I came across in the FEIS working papers was the forecast mix of vehicular traffic during the forecast period. The data was created to show far less fuel would be burned just by putting in a lower mix of heavy trucks and busses and light trucks - the vehicles that get fewer miles per gallon. So, give the feds any valid forecast of vehicle miles driven (VMD) and then tell the computer that 75% of the vehicles will be cars, 20% will be "light trucks" - and that includes all pick-up trucks, all SUVs, all vans and all mini-vans - and 5% trucks.
4. The traffic model that MAG uses has no controls to keep the output within the realm of reasonableness. For example, in the Case of the intersection of 7th Street and I-10, for a rush hour in the future, the model had no output for I-10 eastbound and westbound. Perhaps the thing died because I-10 at the Deck Park Tunnel probably will have a flow speed of 5 MPH which would reduce its CAPACITY to almost nothing. Furthermore, there were unexplained major differences between the northbound and southbound flows of traffic on 7th Street.
5. The boardings and discharging of passengers at the 19th Avenue and Bethany Home made no sense in the forecast peak hours. One must assume that people do not migrate to other lands by bus or trolley. Therefore,

when you add up the people who leave that station during peak hours and who arrive at that terminus during peak hours, and assuming the people who leave from there in the morning return in the evening, and the people who arrive there in the morning leave in the evening. So, the total station boardings during the peak hours must be roughly equal to the total station discharges during peak hours. They were not when I added up the numbers.

6. Today, many bus riders travel on bus lines that are to be truncated to force riders onto the trolley services. Riders will lose time in both directions - waiting for the next trolley or bus to make the connections. When you add the aggravation and the added commuting time to the truncated passenger trips, some will not do what the government planners tell them to do. But the forecasters produced no number for the riders hat they mujst lose when the public get wind of the new public services.

7. We transportation people were brought up on safety check-lists. There is no sign of the forecast accidents that regularly occur when streetcars operate AT GRADE LEVEL in the middle of the streets.

8. The City of Phoenix has invested big bucks in consultants and hardware and software to synchronize the traffic lights to give drivers non-stop trips on their journeys through town. Yea! If my math serves me correctly, to get that with traffic lights on a one-mile grid, the cycle time of the traffic lights must be 90 seconds and the traffic must travel at 45 MPH. Now, we know the streetcars will operate roughly at random in both directions on routes that go north-south and east-west. A new computer system will always give drivers red lights when a trolley is FORECAST to be on its way - and that's to be based on 20-second station stops. What a mess that will make of the ITS!!!!

'Nuff said for now!

Best regards, Joe

Jason Stephens

From: TMCMRyan@aol.com
Sent: Wednesday, September 20, 2006 8:05 AM
To: bjklein@swbell.net
Subject: Re: A very different view on U.S. air pollution

Here are a few thoughts stirred up by the article that you forwarded. I always appreciate hearing other's viewpoints.

Joe

Really Getting Real on Air Pollution and Health

By Joe Ryan
Special commentary on Joel Schwartz's article

I refer to two paragraphs from:

Getting Real on Air Pollution and Health

By Joel Schwartz
Special to washingtonpost.com
Wednesday, June 14, 2006; 12:00 AM

"There is no question that air pollution can kill. About 4,000 Londoners died during the infamous five-day "London Fog" of December 1952, when pollution soared tens of times higher than current peak levels, and visibility dropped as low as 20 feet. Today's fears, however, center on the extent to which current, far lower air pollution levels can be harmful."

"It would be nice if we didn't have to give up anything in order to achieve additional reductions in air pollution. But in the real world, the costs of air pollution control mean higher prices, lower wages and lower returns on investments, reducing the resources we have available for everything else that affects our health, safety and quality of life. If our air is already safe to breathe, then the EPA's never ending war on air pollution is costing us much and providing little in return."

It appears that Mr. Schwartz, who is a visiting fellow at the American Enterprise Institute for Public Policy Research (AEI), does not suffer from breathing problems. During the 1960s, I lived just east of Los Angeles and worked in the city. That was before the State of California made major reductions in its allowable emissions standards for gasoline engines. Every morning, I woke up with a throat filled with thick mucus. Every evening, when driving home on the Pasadena Freeway, my eyes were burning and at times I could barely see because of the tears in my eyes. Those effects were caused only by the high concentration of air pollutants in several pockets around Los Angeles.

In 1992, I retired to the northwest portion of the Phoenix area where prevailing winds kept air pollutants at a relatively low level. The mountains all around were clearly visible. Since 1992, the

neighboring orchards, cotton, vegetable and flower farms have been covered over with hundreds of thousands of new homes where a half-million new residents park hundreds of thousands of new cars. The particles in the Sun City West air are bringing back the physical problems that I experienced in the L.A. area during the 1960s.

Here in this retirement town, I have had sad times watching friends die from breathing problems. While lung diseases resulting from air pollution may cause only a small portion of American deaths, dying gradually while gasping for air is one of the worst ways to die. Judging from the pain and suffering that I have seen, better controls should be placed on lobbyists in order to reduce the pressures that special interests put on employees of the EPA.

Consultants and lobbyists are highly-paid to create images that reflect the position of their employers. They make fuzzy statements like, "If our air is already safe to breathe, then the EPA's never ending war on air pollution is costing us much and providing little in return."

Special interests' funding of lobbyists, in many indirect ways, buy votes that cause Congress to fund inefficient pork projects. Shouldn't members of our great silent, middle-class, make personal efforts to learn which of the candidates is more responsible? Any organization can work; people make the difference! If our representatives would not give lobbyists the time of day, then the K-Street Crowd might fade away and control of our nation could return to the public.

Joseph B. Ryan

13311 Paintbrush Dr., Sun City West, AZ 85375

Telephone 623- 584-3300