

FY 2006 Mid Phase Input Opportunity Report



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MAG participates in many events throughout the year designed to gather input on transportation plans and programs. MAG also partners with member agency organizations ADOT, Valley Metro and METRO (light rail) in an effort to ensure a cooperative public involvement process that provides Valley residents with a variety of opportunities to provide input prior to the approval of plans and programs.

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EXECUTIVE SUMMARY

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 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 agencies, 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 Mid-Phase Input Opportunity for the FY 2007-2011 Transportation Improvement Program (TIP) was conducted from February through March, 2006. The Mid-Phase generally provides opportunity for input on the Draft TIP and any updates to the Regional Transportation Plan (RTP). Citizens are invited to provide comments and suggestions for the Valley's transportation system. The input is then collected and entered into the Mid-Phase Input Opportunity Report, which is presented to the MAG Management Committee, Transportation Policy Committee and Regional Council for review and consideration.

INPUT OPPORTUNITIES

Various forums for input were used prior to and during the FY 2006 Mid-Phase Input Opportunity. On Monday, January 16, 2006, MAG staffed a booth at the Martin Luther King Day celebration in Phoenix. Staff was available to answer questions, respond to comments and received suggestions for the Valley's transportation system. On Saturday, February 4, 2006, MAG staffed a booth at the Black Heritage Festival in Phoenix. Staff was available to answer questions and respond to comments and receive suggestions on the Valley's transportation system. On Thursday, February 9, 2006, MAG staffed a booth at the African-American Day at the Legislature. MAG staff spoke with event attendees regarding the Valley's transportation system and handed out information on the Regional Transportation Plan. On Friday, March 10, 2006, MAG, the Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee, Valley Metro, METRO and the City of Phoenix Public Transit co-hosted a Joint Transportation Open House and Public Hearing. A court reporter was in attendance to record public comment. A transcript of the hearing is included in this report. Written responses to comments made during the phase are included in Section II of this report.

LOCATIONS

The Mid-Phase public meetings and events were held to provide input opportunities for residents in the MAG region. The specific locations, dates and times are shown below. Meeting and event times were varied in an attempt to accommodate as many citizens as possible. The Mid-Phase committee meetings were held on weekdays, in the afternoon and evening. The Martin Luther King Day celebration and Black Heritage Festival were on the weekend, while the African-American Day at the Legislature was on a weekday during the afternoon.

Martin Luther King Day Celebration

Phoenix
Monday, January 16, 2006
10:00 a.m. to 3:00 p.m.

African-American Day at the Legislature

Phoenix
Thursday, February 9, 2006
8:00 a.m. to Noon

Black Heritage Festival

Phoenix
Saturday, February 4, 2006
10:00 a.m. to 4:00 p.m.

Joint Transportation Open House and Public Hearing

Phoenix
Friday, March 10, 2006
Open House – 11:00 a.m. to Noon
Public Hearing – Noon

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

SUMMARY OF INPUT

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

SPECIAL NOTE: Also included in Appendix B of this report is correspondence received on the proposed South Mountain Freeway. Since its last input phase, the Maricopa Association of Governments has received numerous comments on proposed alignments for the South Mountain Freeway. We have forwarded all comments received to the South Mountain Study Team for consideration and response. The Arizona Department of Transportation, in coordination with the Federal Highway Administration and the Corps of Engineers, is in the process of evaluating all technical data and public input regarding the alternatives, including not building a freeway. The technical data regarding these alternatives will be provided for public review in the Draft Environmental Impact Statement toward the end of 2006. Included in that document will be an evaluation of public input. Additional information is posted on the ADOT Web site at southmountainfreeway.com.

- ▶ Where and when will the CANAMEX freeway be going through Valley?
- ▶ They ought to take down Terminal 2 and send some traffic east and west because we have a million people on both sides of the Valley.
- ▶ When is the South Mountain Freeway going to be built?
- ▶ What are they going to do about the congestion between I-10 and the US-60?
- ▶ Something needs to be done about I-17 all the way to Anthem.
- ▶ The congestion on I-10, west of the Loop 101 is terrible.
- ▶ They need to extend freeways into the Southeast Valley into Pinal County.
- ▶ MAG and ADOT need to explore options for accelerating the projects in the Regional Transportation Plan.
- ▶ ADOT needs to fund a terminal area storm drain at the Chandler Municipal Airport.
- ▶ Commuter rail needs to be part of the region as soon as possible.
- ▶ When reconstructing Grand Avenue, they need to include pedestrian and bicycle facilities.
- ▶ The bike map isn't comprehensive enough, it needs to include the entire Valley.
- ▶ When the bridges are being redone along Grand Avenue, put a tunnel underneath them.
- ▶ Yavapai, Pima and Pinal counties need to be part of the planning process.
- ▶ Not all the communities have contributed their fair share to the Human Services Campus.
- ▶ We shouldn't be covering cars at the park-and-rides until we cover all the bus stops.
- ▶ I am concerned that the air quality is worse than reported.
- ▶ The diesel trucks running through Ventana Lakes in Peoria are causing too much pollution.
- ▶ Agua Caliente Road needs to be paved.
- ▶ The bridges in the region do not have a sufficient rating.
- ▶ We need tunnels, not bridges.
- ▶ There's not enough public outreach.

- ▶ There was no quorum of MAG or RPTA at the public hearing.
- ▶ Light rail construction needs to take place in the daytime and not at night. It keeps people from sleeping, especially downtown.
- ▶ On 27th Avenue, how do you accommodate bus ridership?
- ▶ In the Regional Transit Plan there are streets that are going to four-lane roads that are going to be improved, but when you look back at the bus, where is it going?
- ▶ The Supergrid needs to be connected. Scottsdale Road should extend into Cave Creek and Carefree.
- ▶ The Glendale Avenue bus should run all the way through Paradise Valley on Lincoln.
- ▶ Why do all public transit options – Dial-a-Ride, bus, light rail – take decades to start working properly?
- ▶ Legislation allows buses to idle for up to an hour, the legislature needs to change that law.
- ▶ Light rail needs to go to Metrocenter, not 25th Avenue and Mountain View.
- ▶ The Supergrid and roadway connectivity is not to the edge of the county, it needs to be.
- ▶ What does passenger support services include?
- ▶ What are the specifics on the bus stop and pullout expenditures?
- ▶ Why isn't the regional grid bus route on 51st Avenue extended into the Gila River Indian Community?
- ▶ Why aren't regional bus grid routes shown on all the new arterials that are projected to be built in the future?
- ▶ Why hasn't rural bus route service been provided from Sentinel into Gila Bend and Aguila into Wickenburg? All projects should be considered for conformity, including transit projects.
- ▶ When constructing the arterial system, pedestrian and bike facilities should be built at the same time.
- ▶ All of the projects proposed in the Plan should be built before adding any new projects to the program.
- ▶ Widen I-17 up between Deer Valley and New River.
- ▶ Use the revenue out of the gas tax for transportation alternatives.
- ▶ We need heavy rail – commuter rail that goes to Albuquerque.
- ▶ Help the City of Phoenix with its shortfall so that it doesn't have to stop bus service at 10:30 p.m.
- ▶ When will light rail be up and running?
- ▶ The bus system needs to be regional so that it goes from one end of the county to the other.
- ▶ How come the decision on light rail was made before we took a vote?
- ▶ We really need more buses for the people that can't drive anymore.
- ▶ I'm happy that the Loop 303 will be completed – we need that in the Northwest Valley.
- ▶ We really need the I-10 reliever to be done soon.
- ▶ We need more bike routes and make sure they're safe.
- ▶ More needs to be done in the Southeast Valley and Southwest Valley into Pinal County.
- ▶ The Sun Valley Parkway area needs to be developed more, not just the Loop 303.

I. PUBLIC INVOLVEMENT PROCESS

INTRODUCTION

The Transportation Equity Act for the 21st Century (TEA-21) continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 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 agencies, 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 transportation planning and programming in the MAG region, which is in accord 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 MAG Process for Public Involvement receives public opinion in accord with federal requirements, and provides opportunities for early and continuing involvement in the transportation planning and programming process.

The public involvement process is divided into four phases: Early Phase, Mid-Phase, Final Phase and continuous involvement. The Early Phase meetings ensure early involvement of the public in the development of these plans and programs. This year, the Early Phase input opportunity was conducted from August through October, 2005. The results of these meetings are included in the *FY 2006 Early Phase Input Opportunity Report* (October, 2005).

The Mid-Phase process provides for input on initial plan analysis for the TIP and Plan, and includes a public hearing on regional transportation issues. The Mid-Phase is usually conducted from February through April. The results of the Mid-Phase Input Opportunity are included in this document, the *FY 2006 Mid-Phase Input Opportunity Report* (April, 2006). 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 2006 Final Phase Input Opportunity Report* (July, 2006). 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 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 (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 state and regional planning and programming processes have been combined. (See Page 7).

Multimodal Regional Planning Process

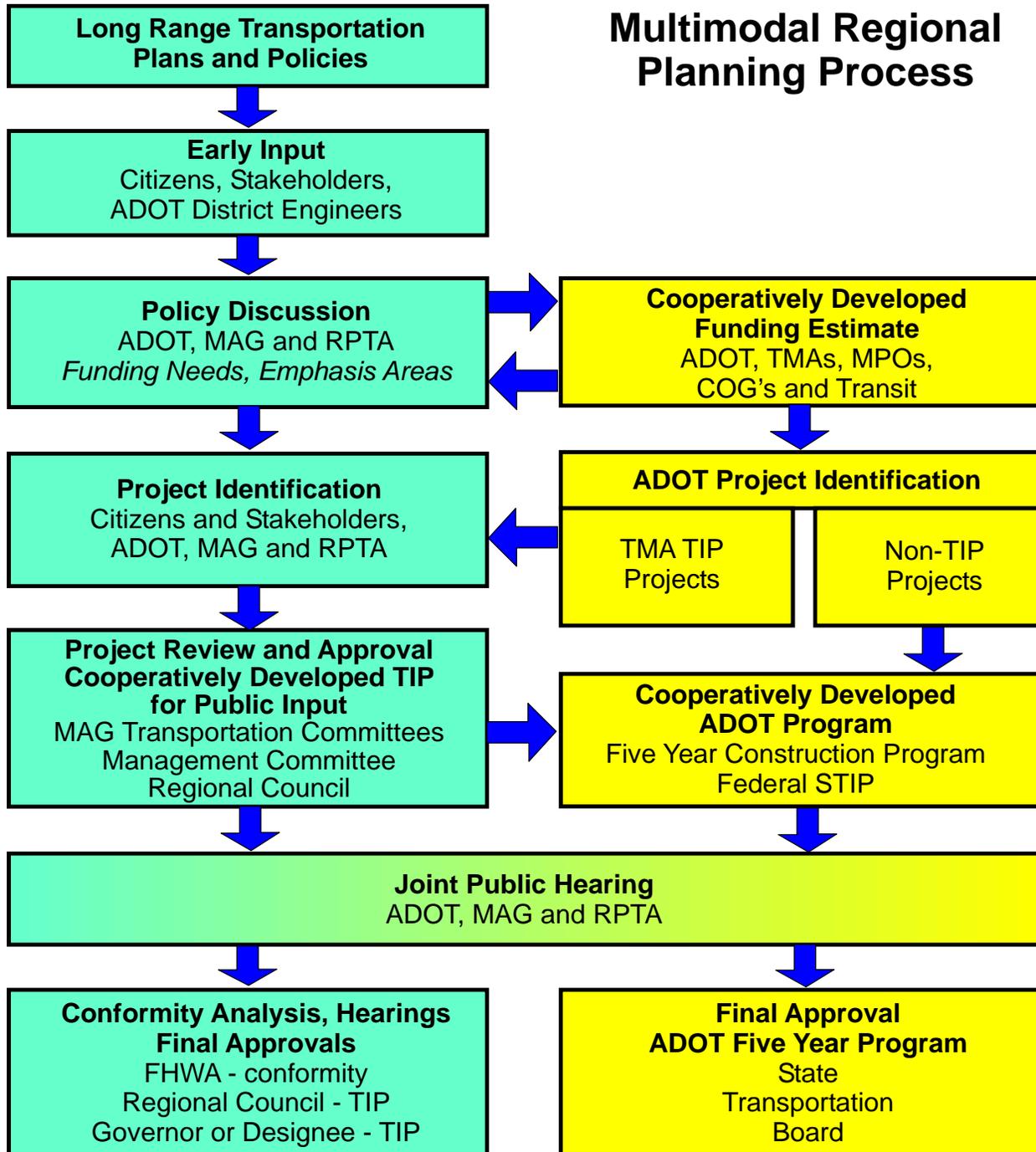


Table 1: Development Process for ADOT Five-Year Program, MAG TIP, MAG RTP, and ADOT Life Cycle Program (Joint Planning Process)

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

**Guiding Principles
New Arizona Transportation Planning and Programming Process
Casa Grande Resolves**

- ◆ One multimodal transportation planning process for each region that is seamless to the public; includes early and regular dialogue and interaction at the state and regional level; and recognizes the needs of state, local and tribal governments, and regional organizations.
- ◆ Process that encourages early and frequent public participation and stakeholder involvement and that meets the requirements of TEA-21 and other state and federal planning requirements.
- ◆ The policy and transportation objectives of the state, regional and local plans will form the foundation of the Statewide Long Range Transportation Plan.
- ◆ The Statewide Transportation Plan and Programs will be based on clearly defined and agreed to information and assumptions including the resources available, performance measures, and other technical information.
- ◆ Each project programmed shall be linked to the Statewide Long Range Transportation Plan with each project selected to achieve one or more of the Plan objectives, and the program represents an equitable allocation of resources.
- ◆ Implementation of the Plan and Program shall be monitored using a common database of regularly updated program information and allocations.
- ◆ There is a shared responsibility by state, local and tribal governments, and regional organizations to ensure that Plan and Program implementation meet the transportation needs of the people of Arizona.

Table 2: Casa Grande Resolves

PUBLICITY

The public was informed of early phase public involvement events through a variety of methods. The Joint Transportation Open House and Public Hearing was announced with a targeted mailing to the MAG public involvement mail list of more than 3,000 individuals, as well as noticed with display advertisements in *The Arizona Republic*, *Arizona Informant* and *Prensa Hispana*. A postcard notice of the Transportation Fair and Joint Transportation Open House and Public Hearing was also sent to approximately 25 regional libraries throughout the Valley. Each library was sent 20 postcards. MAG was also part of several other events that were advertised in newspapers across the Valley.

CONTINUOUS INVOLVEMENT

As part of the continuous outreach process, MAG staff has participated in a number of events since the completion of the Early Phase Input Opportunity. Activities included:

- ◆ Small group presentations, participation in special events and providing information to residents via e-mail, telephone and one-on-one consultations.
- ◆ MAG membership and involvement with several civic organizations in the region including the Phoenix Chamber of Commerce, Valley Forward, Hispanic Chamber of Commerce, Hispanic Community Forum, Latino Institute and the League of United Latin American Citizens (LULAC).
- ◆ Continued consideration of input received by the MAG Human Services Planning Program in its public outreach process.
- ◆ Continued community outreach to Title VI/Environmental Justice populations, utilizing the MAG Community Outreach Specialist and MAG Disability Outreach Associate.
- ◆ Continued involvement with the Citizens Transportation Oversight Committee (CTOC).
- ◆ Partnership in numerous joint special events including MAG, ADOT, Valley Metro, and METRO.
- ◆ Monthly e-mail updates from the Transportation Policy Committee.

Additional outreach activities included updating the MAG Web site at www.mag.maricopa.gov. The site provides information on MAG committees and issues of regional importance, as well as access to electronic documents and links to member agencies. The site also provides a Spanish language link. Visitors to the site may provide feedback through various project pages. Staff contact information is provided for specific projects. Users may also send comments or questions via e-mail to mag@mag.maricopa.gov. In addition, each quarter MAG distributes a newsletter, *MAGAZine*, which includes information about MAG activities and the issues and concerns of the cities, towns and tribal communities of Maricopa County. Ongoing coordination with ADOT, Valley Metro, METRO and CTOC have also led to enhancements to the public involvement process.

II. PUBLIC HEARING/MEETING COMMENTS AND RESPONSES

INTRODUCTION

This section is organized by meeting/event location and includes written and oral comments received during Mid-Phase public input opportunities. Comments received at the open house and public hearing are included in transcript form under Section III of this report, while other comments taken by staff representatives are listed below. In some cases, comments listed below are summarized and not taken verbatim.

COMMENTS RECEIVED DURING REGIONAL COUNCIL MEETING ON FEBRUARY 22, 2006

Comments from Lyle Tuttle, Valley Resident

Comment: There is a mining recommendation zoning district in Surprise, bounded by the Central Arizona Project canal to Grand Avenue on the Agua Fria River. I want to thank the County Board of Supervisors for the 2004-2005 air quality study that showed they were close to the upper limits of air pollution. The problem with the study was that the winter and spring of 2004-2005 were the wettest on record, and I am concerned that this kept down the dust and could have skewed the results. I am concerned that the capacity of the mines was not adequately reported due to proprietary information, and I could not get this information. They have an eight mile area with 24 to 26 mines—nine between Bell Road and Loop 303 alone.

Response: Maricopa County conducted a four-month ambient air quality study along the Agua Fria River basin in the Sun City area. According to the report completed in September 2005, the study focused on particulate matter and polynuclear aromatic hydrocarbons (PAHs) from asphalt odors in response to resident complaints. Only a single day at one monitoring location had a 24-hour PM-10 concentration above the National Ambient Air Quality Standards (NAAQS) of 150 micrograms per cubic meter. This concentration was caused by a natural occurrence which was recorded on a county-wide basis and was not the result of a particular source or industry. The monitoring generally occurred during a six-month period between November 20, 2004 and May 30, 2005.

Since that time, Maricopa County adopted revisions to Rule 316 which limits particulate matter (PM-10) emissions from any commercial and/or industrial nonmetallic mineral processing plant and/or rock product plant. PM-10 emissions are generated from commercial and/or industrial nonmetallic mineral processing plants and/or rock product plants during the mining, processing, and handling (i.e.,

transporting, loading/unloading, conveying, crushing, screening, mixing, and storing) of nonmetallic minerals. For more information, please contact the Maricopa County Air Quality Department.

Comments from William “Blue” Crowley, Valley Resident

Comment: Does modeling include the CANAMEX corridor going through the City of Phoenix?

Response: On April 25, 2001, the MAG Regional Council adopted the Wickenburg Road/Vulture Mine Road location for the CANAMEX Corridor. This location appears on maps of the freeway/highway element of the MAG Regional Transportation Plan and has been conveyed to the Arizona Department of Transportation for inclusion in the statewide plan for the CANAMEX Highway. The MAG transportation modeling process does not make any other modeling assumptions regarding the location of this corridor in the MAG region.

Comment: Many bridges in the region do not have a sufficiency rating.

Response: The Arizona Department of Transportation (ADOT) received approximately \$15 million in Bridge Replacement and Rehabilitation funds for bridges in Arizona for federal fiscal year 2006. These funds may be used for a variety of repair, rehabilitation and reporting functions but are usually targeted at bridges that have some form of structural or operational deficiency. ADOT maintains a database of bridges and calculates sufficiency ratings on them to determine whether replacements are needed or warranted. Some public agencies have bridge engineers on staff or under contract and provide data to ADOT staff to more fully populate the bridge database. However, the greatest demand on these funds tends to be in rural areas where a bridge is often the only way to connect a community to the outside transportation network.

The City of Phoenix has operated a study of the effect that fast moving flood water can have on some bridges in the Maricopa County region. Such flood waters tend to have a severe scour effect on bridge supports and this can weaken the structural efficiency of the bridges. A bridge scour study is a formal method to inspect and report on the status of scour on a series of different bridges in the region, especially those where scour has created problems in the past. If scour problems are allowed to continue, the bridge structure itself can deteriorate to the point where a full replacement is needed, thereby severely increasing the cost. The inspections carried out as part of the scour study usually allow engineers to identify scour problems at an early stage and to provide cost effective remedies. It is believed that bicycle facilities would not be impacted directly by the bridge scour study.

Comment: \$7.3 million will be spent at Osborn Road, but where are the bike facilities? At 27th Avenue, how do you accommodate bus ridership? A six-foot sidewalk is not up to the standard for pedestrians, let alone bicycle and pedestrians together.

Response: The MAG Grand Avenue Major Investment Study-Phase II (Loop 101 to McDowell Road) took bicycle and pedestrian facilities into account, as well as transit service, as part of the corridor analysis. The improvements identified in this analysis were preliminary concepts that will be refined during the ADOT project design process, which will include the opportunity for additional public input.

Comment: We need tunnels, not bridges. Tunnels are one-third the cost of bridges. A tunnel costs \$800,000 and a bridge costs \$3.5 million.

Response: The ADOT facility design process considers alternatives that take into account the functional goals of the facility, design restrictions due to conditions at the site, and the cost of specific design features. These factors are weighed against the amount of funding available for the project to determine the most reasonable design for the facility.

Comment: Legislation allows buses to idle up to an hour, longer than other vehicles. I want the Legislature to allow Maricopa County to change this rule. Las Vegas and Los Angeles have a 10 minute idling rule. I was told they are allowed to idle because of the air conditioning, and it takes time to cool them down with the doors open. Why not have canopies shading them?

Response: Valley Metro is currently evaluating the idling policy and may revise the policy based on that review.

Comment: Light rail needs to go to Metrocenter, not to 25th Avenue and Mountain View.

Response: The Metrocenter extension is conceptual in nature. The final alignment was defined by the corridor study which assessed the costs and benefits of various mode and alignment alternatives.

Comment: The Supergrid and roadway connectivity is not to the edge of the county.

Response: Proposition 400 represents a finite funding source. The regional transit system described in the Regional Transportation Plan utilizes the available funding to effectively address current and projected transit demand. Fixed route service outside the urbanized area is not cost effective due to the low development density. In the RTP, fixed route service will expand beyond its current limits as development continues to push into the West, North and Southeast Valleys.

COMMENTS RECEIVED DURING MID-PHASE MANAGEMENT COMMITTEE MEETING ON WEDNESDAY, MARCH 8, 2006

Comments by William “Blue” Crowley, Valley Resident

Comment: Mr. Crowley noted that six-foot sidewalks proposed for Grand Avenue do not meet today’s standards.

Response: See response on page 12.

Comment: Mr. Crowley stated that the Supergrid should have connectivity across town, especially Scottsdale Road and Glendale Avenue.

Response: The member agency did not support a route extension on Lincoln Drive.

Comment: The bikes and multimodalism are not being done properly along Grand Avenue. Bicycle improvements should be built simultaneously with street improvements.

Response: See response on page 12.

Comment: Bridges in the region do not have a sufficiency rating and wondered if there were plans to fix them.

Response: See response on page 14 regarding bridge integrity.

Comment: Most of the roads in the Supergrid will be increased to four lanes. Is bus service going to be added to these roads?

Response: If the road in question is on the Supergrid, then bus service is going to be added. If the road is an arterial that is not listed on the Supergrid, there are varying factors as to whether or not a bus may be added.

COMMENTS RECEIVED DURING MID-PHASE JOINT TRANSPORTATION OPEN HOUSE AND PUBLIC HEARING ON FRIDAY, MARCH 10, 2006

Comments from William “Blue” Crowley, Valley Resident

Comment: I looked at the Grand Avenue part and noticed that you’re not doing anything for the bicycles or the pedestrians when you're using six-foot sidewalks that don't even meet the standards that they’re supposed to be.

Response: The MAG Grand Avenue Major Investment Study-Phase II (Loop 101 to McDowell Road) took bicycle and pedestrian facilities into account as part of the corridor analysis. The improvements identified in this analysis were preliminary concepts that will be refined during the ADOT project design process, which will include the opportunity for additional public input.

Comment: I'd like you to look at the rail, both the commuter and the freight, and that we need to be going northeast to take the freight; and we need to be using the commuter rail within the system now. All the cities have that.

Response: MAG will initiate a study in FY 2007 to further refine commuter rail concepts for the region and assess the timing and financing options for potential future services. It is also anticipated that ADOT will be conducting a statewide assessment of both freight and passenger rail conditions and the need for future service improvements.

Comment: The practical part of it, I look at this document, which is the TIP 2007-2009, and it has the bridge integrity and whether it should be used along the Grand Canal for bicycle facilities.

Response: ADOT received approximately \$15 million in Bridge Replacement and Rehabilitation funds for bridges in Arizona for federal fiscal year 2006. These funds may be used for a variety of repair, rehabilitation and reporting functions but are usually targeted at bridges that have some form of structural or operational deficiency. ADOT maintains a database of bridges and calculates sufficiency ratings on them to determine whether replacements are needed or warranted. Some public agencies have bridge engineers on staff or under contract and provide data to ADOT staff to more fully populate the bridge database. However, the greatest demand on these funds tends to be in rural areas where a bridge is often the only way to connect a community to the outside transportation network.

The City of Phoenix has operated a study of the effect that fast-moving floodwater can have on some bridges in the Maricopa County region. Such floodwaters tend to have a severe scour effect on bridge supports and this can weaken the structural efficiency of the bridges. A bridge scour study is a formal method to inspect and report on the status of scour on a series of different bridges in the region, especially those where scour has created problems in the past. If scour problems are allowed to continue, the bridge structure itself can deteriorate to the point where a full replacement is needed, thereby severely increasing the cost. The inspections carried out as part of the scour study usually allow engineers to identify scour problems at an early stage and to provide cost effective remedies. It is believed that bicycle facilities would not be impacted directly by the bridge scour study.

Comment: And then, of course, the CANAMEX. It shows here on the document that it's going to be going to Central Phoenix. That's not where it should be going. It should be going out from 85 to the Vulture Mine Road, from the Vulture Mine Road to the 60 and 93.

Response: On April 25, 2001, the MAG Regional Council adopted the Wickenburg Road/Vulture Mine Road location for the CANAMEX Corridor. This location appears on maps of the freeway/highway element of the MAG Regional Transportation and has been conveyed to the Arizona Department of Transportation for inclusion in the statewide plan for the CANAMEX Highway.

Comment: If you also then look at your document of the Regional Transit Plan, it has—the light-brown one—streets that are going to be going to four-lane roads that you’re going to be improving; but then when you look back at that bus, where is it going?

Response: Route concepts for planned Supergrid, Express Bus Rapid Transit (BRT), Arterial BRT, Rural Transit and Light Rail Transit routes are shown on Figures 8-2, 8-3 and 8-4 (RTP 2006 Update). Text descriptions of these routes can be found in Appendix B of the Transit Program Reference Manual.

Comment: One of the places that I suggested in last year’s mid-phase was with the first road under Supergrid, Scottsdale Road. Why isn’t it going to go all the way and extend into Cave Creek and Carefree so that would be a part of it? But then when you look at the second roads being built, Chandler Boulevard and Glendale, it stops at 24th and then goes into that high transit corridor, the Biltmore. That isn’t what happened. What you need to do is get at least that one going all the way through to Scottsdale. Going through Paradise Valley is the way that it should go.

Response: A transit service extension to Cave Creek and Carefree was not included in the final proposed transit plan due to low development densities which could not be effectively served by fixed route public transit.

Comments by Deborah Williams, Valley Resident

Comment: My question is why do all public transit—Dial-a-Ride, light rail, and freeway projects—being in this Valley for 47 years—take decades from consultation to allocation to funding to federal grants to tax dollars, bonds, to administrative mumbo jumbo, to a ten-year delay or more for 1990 light rail or 2000—whatever we’re going to add to the Valley Metro public transit?

Response: Use of federal transportation dollars brings with it certain environmental requirements that must be met before a project can be funded. These requirements include assessing alternative strategies for accomplishing the desired result, and avoiding adverse impacts to minority as well as low income communities. The regulations also require the grantee to identify and address potential impacts to the environment (e.g. air quality, water quality, preservation of habitat, etc.). Meeting these federal requirements can add substantially to the time it takes to develop and implement a project.

Comment by Richard Tracy, Valley Resident

Comment: I think they ought to take down Terminal 2 (at Sky Harbor International Airport) and send some of the traffic east and west because we have got a million people on both sides of the Valley now who would not have to drive downtown if we reduce the amount of traffic going into Sky Harbor. When I spent an hour and a half going eight miles across town two days ago because of an accident on Route 10, I'm saying to you that the system here is a failure. And you have far more roads than we had back in 1970.

Response: The MAG region is one of the fastest growing metropolitan areas in the country, which results in ever increasing travel demand. The voters in the region have addressed this issue directly by approving a 20-year, half-cent sales tax for regional transportation improvements in 1985, and authorizing its continuation in 2004 for another 20 years through 2025. The funding made possible from this source has resulted in major expansions to the regional freeway system during the past 20 years, and will result in expansions of the freeway system, arterial street system and public transit during the next 20 years. Because of competing needs for public services outside the transportation sector, funding is not available to eliminate all congestion in the region; however, past and future transportation projects will make a major contribution to helping deal with the travel demand generated by continuing population growth.

Comments by Dan Cook, City of Chandler

Comment: We noted that the ADOT Aeronautics Group has supported a request from the City of Chandler for improvements to an access road that is greatly needed to help benefit Chandler Municipal Airport and has also proposed funding for a terminal area storm drain. Regarding the storm drain, we did ask FAA for some funding on that and are probably not going to get it. So I'd like to ask ADOT to consider making that possibly all ADOT funding, or we'll continue to pursue funding for that.

Response: The request to fund a terminal area storm drain for the Chandler Municipal Airport using all ADOT funding sources will be forwarded to ADOT.

Comments by Martin Shultz, Valley Resident

Comment: The big picture is, I think, we need to have a transportation plan for Arizona. And I think it needs to be accelerated. We need to bond forward. Those two words are significant in how we get the money. We need to build a new accelerated transportation plan for Arizona.

Response: MAG agrees with the need for consideration of transportation needs at the state level and has raised this issue through a number of forums. MAG has prepared statewide maps of potential future development patterns and discussed their implications for transportation facility improvements

and the need for increased transportation revenues. It is recognized that the economic vitality of the MAG region depends not only on adequately funding transportation within the region but also providing for the ability to efficiently transport people and goods into and out of the region.

Comment from Robin Petty, Valley Resident

Comment: What I am concerned about right now is with this light rail construction because I live in the Westward Ho, which is located at Fillmore and Central Avenue. Already we had one person die because of the construction people where they dig up at night. They're not—they hit the wrong wires and that we've had five blackouts because of it. When the electricity goes out, the air, the oxygen and all that goes out; and there are people who are on oxygen in that building. There are so many things here and other people that have problems of breathing and everything. And when the electricity goes out, they can't breathe. Something's got to be straightened out because when they work at night, that's when the problem hits. I can't sleep at night with that noise and everything. And I had come up here earlier in the month or so, and what I did was I told them that they need to work in the daytime instead of the nighttime because the seniors and a lot of people can't sleep at night with all of this machinery. And then over in Salt Lake, they worked during the daytime. They didn't work at night because they were thinking of the people that lived in the buildings because somehow apartment buildings sometimes come up in the downtown area.

Response: According to Westward Ho management staff, no deaths have occurred at the facility related to light rail construction. Adjacent to the Westward Ho, the METRO contractor (Archer Western) is only permitted to work during daytime hours. Current construction activity on First Avenue includes the relocation of water and sewer lines. (When water service disruptions are required the METRO contractor will notify affected stakeholders seven days prior to the shutdown and also provide a 24-hour reminder. Planned power service disruptions are handled by the service provider.) METRO construction activity has not affected any type of power service in the area nor that of the Westward Ho. Areas under construction will remain plated (steel coverings) when work is not in progress. These plates do create noise when vehicles drive over them due to the uneven grade of the street (high parabolic crown). The METRO contractor will continue to monitor the condition of the plates and make as many adjustments as possible to reduce noise level. In January a rail welding yard was placed on First Avenue (north of Fillmore). The rail welding activity at this yard is now completed and the rail will remain stored at this site until it is ready to be installed along the northbound and southbound guide-way within Line Section 3. The removal of the rail from this yard will occur during nighttime hours to minimize the impact on traffic.

Dianne Barker, Valley resident, contacted MAG staff via telephone and asked that the following comments be made part of the record:

Comment: There's not enough money for light rail transit or the RTP.

Response: There have been recent cost increases in right-of-way, construction materials, and overall project bid levels, due to high demand in the local real estate market, national competition for construction contracting (partially due to Hurricane Katrina), and international pressures on commodity prices. It cannot be determined at this point what the long-term effect of these cost increases will be on the implementation of the Regional Transportation Plan. However, the state legislation that authorized the election for Proposition 400 recognized that during the course of implementing a 20-year RTP, it will be necessary to respond to changing conditions and new information. Therefore, this legislation calls for a five-year performance audit of the RTP, specifies consultation steps for any major amendments to the RTP, and requires life-cycle programs for highways, streets and transit to ensure that the cost of projects programmed for construction can be completed within available revenues.

Comment: METRO is receiving funds through a flawed process.

Response: The process is defined by state statute and was structured by the State Legislature to ensure transparency and accountability. The process includes annual financial audits as well as performance audits every five years to assess the effectiveness of transportation investments made under the program.

Comment: CMAQ funds that went to light rail never had a CMS score.

Response: The above statement, that CMAQ funds that were appropriated to light rail did not have a CMS score, is correct.

Comment: METRO wasn't to get new starts money until after preliminary engineering started in 1998.

Response: Funding became available after the completion of a Full Funding Grant Agreement between the Federal Transit Administration and Valley Metro Rail.

COMMENTS FROM COMMENT CARDS RECEIVED AT PUBLIC HEARING

Comments by William "Blue" Crowley, Valley Resident

Comment: Bike and pedestrian facilities are not being addressed along Grand Avenue.

Response: The MAG Grand Avenue Major Investment Study-Phase II (Loop 101 to McDowell Road) took bicycle and pedestrian facilities into account as part of the corridor analysis. The improvements identified in this analysis were preliminary concepts that will be refined during the ADOT project design process, which will include the opportunity for additional public input.

Comment: The bike map is not full enough, it needs to include the whole county.

Response: It would not be as effective to depict the whole county on the bike map, because the map scale required to show the entire county would result in loss of detailed information in developed areas. The rural areas have very few, if any, bicycle facilities, and attempting to show these areas would visually diminish the depiction of the bicycle facilities in the areas where the majority of the population lives.

Comment: When the bridges are redone along Grand Avenue, put a tunnel underneath.

Response: The ADOT facility design process considers alternatives that take into account the functional goals of the facility, design restrictions due to conditions at the site, and the cost of specific design features. These factors are weighed against the amount of funding available for the project to determine the most reasonable design for the facility.

Comment: When and where will CANAMEX go through the Valley?

Response: On April 25, 2001, the MAG Regional Council adopted the Wickenburg Road/Vulture Mine Road location for the CANAMEX Corridor. This location appears on maps of the freeway/highway element of the MAG Regional Transportation and has been conveyed to the Arizona Department of Transportation for inclusion in the statewide plan for the CANAMEX Highway. The timing of developing a highway facility in the CANAMEX Corridor depends on funding being made available to Arizona from federal sources. At this time, funding has not been allocated to the segment of the corridor in Maricopa County.

Comment: Yavapai, Pinal, Pima counties should be part of the transportation planning process.

Response: MAG coordinates very closely with the other Councils of Governments (COGs) in Arizona, particularly those covering Yavapai, Pinal and Pima counties. The COGs in Arizona meet periodically to discuss common issues and pursue actions, such as identifying funding sources, to address common transportation needs. A joint study of transportation needs in southeast Maricopa County and northeastern Pinal County was conducted by MAG and the Central Area Association of Governments (CAAG), which includes Pinal County. Planning issues identified by the study, as well as a variety of other issues affecting both MAG and CAAG, are coordinated on a continuing basis. In addition, MAG's transportation and population forecasting processes include databases that take Pinal County development into account. This forecasting capability is made available to CAAG and Pinal County for use in their planning efforts.

Comment: There was no quorum of MAG or RPTA at the public hearing. MAG should hold the public hearing at Regional Council so that there will be a quorum.

Response: Members of the Regional Council Executive Committee are invited to participate and attend if their schedules permit. It is important to note that all Regional Council members receive a copy of the Input Opportunity Report, which includes verbatim transcripts of the hearing. A staff presentation summarizing the input received at the hearing is also given prior to any action taken. A quorum of Regional Council members at MAG public hearings is not required by federal law, nor necessary to facilitate the public hearing process.

Comment: There's not enough outreach done to get citizen input at the public hearing.

Response: To notice the public hearing, MAG placed a public notice in *The Arizona Republic*, as well as display advertisements in *The Arizona Republic*, the *Arizona Informant* (the most widely distributed African-American newspaper in the Valley) and *Prensa Hispana* (the most widely distributed Hispanic newspaper in the Valley). MAG also sent out a postcard noticing the hearing to more than 2,500 people on its public involvement mailing list, in addition to having copies of the postcard at more than 25 regional libraries. The City of Phoenix also distributed 500 postcards at its transit centers.

Comment: You cover cars in the park-and-ride lots, before two-thirds of bus stops, which are not covered. It should be other way around.

Response: Park-and-ride lots are funded out of a separate pot of money from that used to fund bus stop improvements.

COMMENTS RECEIVED VIA TELEPHONE BY WILLIAM "BLUE" CROWLEY

Comment: In the 2005 Annual Report, page 35: Why is the light rail route labeled as ending at Metrocenter when it actually doesn't?

Response: The Metrocenter extension is conceptual in nature. The final alignment was defined by the corridor study which assessed the costs and benefits of various mode and alignment alternatives.

Comment: In the 2005 Annual Report; page 44: What does the \$318 million in other income include in the table?

Response: Revenue from the cities.

Comment: In the 2005 Annual Report, Table C-3: What do other services include?

Response: Regional services.

Comment: In the 2005 Annual Report, Tables C-6 and C-7: Why is the light rail transit (LRT) route labeled as ending at Metrocenter when it actually doesn't?

Response: Please see response on page 20.

Comment: In the 2005 Annual Report, Tables C-1 and C-2: What do passenger support services include?

Response: Customer services (the call center—to make complaints, ask for bus times, find different departments), scheduling (schedule development with partnering agencies with routes that cover multiple jurisdictions), etc.

Comment: In the 2005 Annual Report, Tables C-4: What are the specifics on the bus stop and pullout expenditures?

Response: Specific improvements that will be eligible for regional funding are being defined by the Bus Stop Inventory and Design Standards Study, which is currently in progress.

Comment: Why isn't the Regional Grid Bus Route on Glendale Road extended along Lincoln through Paradise Valley?

Response: The member agency did not support a route extension on Lincoln Drive.

Comment: Why isn't the Regional Grid Bus Route on 51st Avenue extended into the Gila River Indian Community?

Response: Consultations with Gila River Indian Community indicated that the lack of road infrastructure in the community was their biggest concern.

Comment: Why isn't the Regional Grid Bus Route a complete grid throughout the entire MAG area?

Response: The proposed regional fixed route system will serve both current and planned development in the urbanized part of the county. Service is phased to allow for the construction of support infrastructure and the procurement of fleet. Service outside the urbanized area is by way of two rural transit routes that provide access to services for residents of rural communities. Additional rural routes may be developed if other funding sources can be identified.

Comment: Why aren't Regional Grid Bus Routes shown on all the new arterials that are projected to be built in the future?

Response: Regional fixed route service is not meant to serve all roads within the urbanized area. The rural system addresses inter-community trips and is supported by an overlay of locally funded fixed route service. Locally funded service includes local bus routes, shuttles, and neighborhood circulators that serve local trip needs and provide connections to the regional bus system.

Comment: Why hasn't rural bus route service been provided from Sentinel into Gila Bend and Aguila into Wickenburg?

Response: Proposition 400 only included funding for two rural transit routes. Additional routes may be implemented if other sources of funding can be identified.

III. PUBLIC HEARING AGENDA AND TRANSCRIPT

AGENDA

JOINT TRANSPORTATION PUBLIC HEARING

Friday, March 10, 2006

12:00 Noon

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

I. CALL TO ORDER/OPENING REMARKS

- Mayor Keno Hawker will call the meeting to order and facilitate introductions.

II. PRESENTATIONS

- *Draft 2006 Update of the Regional Transportation Plan*
MAG Senior Project Manager Roger Herzog
- *Draft FY 2007-2011 MAG TIP (Listing of Projects)*
MAG Transportation Programming Manager Paul Ward
- *ADOT's Tentative FY 2006-2011 MAG Regional Freeway System/RTP Freeway Program Recommendations.*
Special Assistant Regional Freeway System Bill Hayden
- *Valley Metro/RPTA Update*
Deputy Executive Director Bryan Jungwirth

III. PUBLIC COMMENT

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

IV. ADJOURN

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MARICOPA ASSOCIATION OF GOVERNMENTS

JOINT TRANSPORTATION PUBLIC HEARING

Draft 2006 Update of the Regional Transportation Plan

Draft FY 2007-2011 MAG TIP (Listing of Projects)

ADOT's Tentative FY 2006-2011 MAG Regional Freeway
System/RTP Freeway Program Recommendations

Valley Metro/RPTA Update

Phoenix, Arizona
March 10, 2006
12:00 p.m.

Prepared For:

MARICOPA ASSOCIATION OF GOVERNMENTS

(Original)

Prepared By:

LORENA W. ELDER
Court Reporter

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P R E S E N T A T I O N S

SPEAKER	PAGE
Mr. Herzog	11
Mr. Ward	15
Mr. Boggs	22
Mr. Hayden	25

P U B L I C C O M M E N T S

SPEAKER	PAGE
Ms. Petty	35
Mr. Tracy	37
Mr. Cook	39
Mr. Crowley	41
Mr. Shultz	44
Ms. Williams	47

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MARICOPA ASSOCIATION OF GOVERNMENTS

JOINT TRANSPORTATION PUBLIC HEARING

Draft 2006 Update of the Regional Transportation Plan
Draft FY 2007-2011 MAG TIP (Listing of Projects)
ADOT's Tentative FY 2006-2011 MAG Regional Freeway
System/RTP Freeway Program Recommendations
Valley Metro/RPTA Update

commenced at 12:00 a.m. on March 10, 2006, at the offices
of Maricopa Association of Governments, 302 North First
Avenue, Suite 300, Phoenix, Arizona, before
LORENA W. ELDER, a Court Reporter in and for the County
of Maricopa, State of Arizona.

* * * * *

A P P E A R A N C E S

- MARICOPA ASSOCIATION OF GOVERNMENTS:
Keno Hawker - Mayor of Mesa, Chair
Cliff Elkins
- ARIZONA DEPARTMENT OF TRANSPORTATION:
Victor Mendez - Director
David Janofsky - Deputy Director
- CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE:
F. Rockne Arnett - Chair
George Davis
Nelson Ladd
Jack Lunsford
Terry Rainey

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

060310

3 PHOENIX TRANSIT:
Dale Hardy - Staff
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5 STATE TRANSPORTATION BOARD:
Delbert Householder
Joe Lane
6 S.L. Schoor
Felipe Zubia
7
8 VALLEY METRO:
David Boggs - Executive Director
9
10 METRO:
Rick Simonetta - Chief Executive Officer
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STIPULATION

4 IT IS STIPULATED by and between counsel for the
5 respective parties hereto that the hearing of
6 MARICOPA ASSOCIATION OF GOVERNMENTS
7 may be taken before LORENA W. ELDER, a court reporter in
8 and for the County of Maricopa, State of Arizona.

9 IT IS FURTHER STIPULATED that the hearing is taken
10 pursuant to the Rules of Civil Procedure relating to the
11 taking and returning of hearings for use in the Superior
12 Court of Arizona, County of Maricopa; and that notice of
13 filing and other formalities required by law for the
14 taking and returning of said hearing are waived.

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Phoenix, Arizona
March 10, 2006
12:02 p.m.

* * * * *

PROCEEDINGS

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CHAIRMAN HAWKER: Good afternoon.

9

Let me call the meeting to order if I could

10 please.

11

I am Keno Hawker, the mayor of Mesa, and I

12

will be cochairing this hearing today with the

13

Vice Chairman of the State Transportation Board, Joe

14

Lane.

15

To those of you that came out to attend the

16

hearing today, I thank you for taking the time to do so.

17

Those driving to the meeting who parked in

18

the parking garage can have their tickets validated.

19

There's a table out there with a little stamp. If you

20

just stamp the ticket, they'll honor it on the way out.

21

Those using transit can get a transit

22

ticket with presentation of a valid transfer to MAG

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staff.

24

And I'd like to have everyone stand for the

25

Pledge of Allegiance to the Flag.

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(The Pledge of Allegiance was stated.)

2

CHAIRMAN HAWKER: This public hearing is

3

one component of the MAG Mid-Phase Public Involvement

4

Opportunity.

5

Prior to this hearing, MAG participated in

6

a number of events with ADOT, Valley Metro and Metro

7 where Staff was available to answer questions and respond
8 to comments from Valley residents.

9 This public hearing is one of two Phoenix
10 regional public hearings on the tentative program for the
11 State Transportation Board. The second hearing will be
12 held on April 7th at the ADOT offices.

13 For the past few years, MAG and ADOT have
14 successfully coordinated planning processes for the MAG
15 Regional Transportation Plan, the MAG Transportation
16 Improvement Program, and the ADOT Statewide
17 Transportation Plan and Program.

18 This hearing is your opportunity in the
19 region to provide comment on both the MAG plans and the
20 ADOT plans at the same time with the State Transportation
21 Board, Valley Metro and Metro, Citizens Transportation
22 Oversight Committee, and the City of Phoenix Public
23 Transit Department representatives in attendance.

24 This is also your opportunity to listen.
25 We're interested in hearing what you have to say

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8

1 regarding the Valley's transportation system.

2 Those who wish to comment will have three
3 minutes to express their concerns on any issues related
4 to transportation in the valley.

5 Any comments received here today will be
6 taken down verbatim by the court reporter, and Staff will
7 provide written responses to the comments.

8 The comments and responses will be included
Page 7

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9 in the Fiscal Year 2006 MAG Mid-Phase Public Opportunity
10 Report. This report will be distributed to all MAG
11 mayors and ADOT for review prior to taking action on any
12 plans and programs.

13 Should anyone providing comment here today
14 desire a copy of that report, please leave your name and
15 address with Staff; and they will make sure you receive a
16 copy.

17 Next I would like to introduce the MAG
18 representatives on the panel here today.

19 And I think we have Councilmember Elkins
20 representing Surprise, and I think that is it for the MAG
21 members present.

22 We may have Vice Chairman Thomas here
23 later.

24 I'd like to thank you for being here.

25 And, Joe, do you want to introduce your

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9

1 board members?

2 MR. LANE: Thank you, Keno.

3 would the State Transportation Board please
4 come to order.

5 Members of The Board that are present today
6 are Delbert Householder for District No. 4 and Felipe
7 Zubia, our new member of the board. He's from Avondale.

8 We also have members from the Citizens
9 Transportation Oversight Committee: CTOC Chair, Rock

10 Arnett.

11 I don't see him.

12 MR. CROWLEY: He's out in the hallway, but
13 he is here.

14 MR. LANE: Somebody go get Rock.

15 CHAIRMAN HAWKER: They're out there cutting
16 a deal.

17 MR. MENDEZ: He's not available. So go
18 ahead, and I'll go find him.

19 MR. LANE: All right.

20 when Rock gets here, we'll have him
21 introduce the members of the Citizens Transportation
22 Oversight Committee.

23 Keno, do you want to go back and continue?

24 CHAIRMAN HAWKER: would the rest of the
25 panel members -- I'd like you to introduce yourselves to

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1 The Board.

2 MR. BOGGS: David Boggs, Executive Director
3 with Valley Metro.

4 CHAIRMAN HAWKER: Rock, do you want to
5 introduce your CTOC board members?

6 MR. ARNETT: I would like you to say hello
7 to the CTOC Board.

8 Mr. Lunsford, Mr. Ladd, Mr. Rainey, and
9 George Davis.

10 Thank you.

11 These are all great servants of the public.

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12 Thank you.

13 CHAIRMAN HAWKER: I'd like to thank
14 everyone for being here, and I'd like to quickly go over
15 the agenda for today.

16 First we will have some brief comments
17 given by MAG followed by ADOT and Valley Metro staff.

18 Following these presentations, we will take
19 public comment on any of the items presented here today
20 after which we will go into adjournment.

21 For those of you wanting to make comments
22 on the material presented here today, a Speaker's Request
23 Form is available from MAG Staff at the registration
24 tables, and they look like this blue card here.

25 If you fill out one of these, they will

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11

1 give them to me, and then we'll call on you in the order
2 that I receive them.

3 Please complete this form so we are able to
4 give everyone an opportunity to speak.

5 As you come up to the podium, please state
6 some information for the formal record. That should
7 include your name and who you represent and your address.

8 Again, traditionally members of the panel
9 do not answer questions or respond to comments from the
10 hearing attendee. However, should a member of the panel
11 feel compelled to speak, I will recognize them, and they
12 may do so at their own discretion.

13 So let's go ahead then, and I will go ahead
14 and first introduce the MAG Senior Project Manager, Roger
15 Herzog who will do a 2006 Update on the Regional
16 Transportation Plan.

17 Roger.

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21 PRESENTATIONS

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

24 I'd like to brief everyone quickly here on
25 one of the items that is the subject of the hearing

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1 today, the Draft Regional Transportation Plan 2006
2 Update.

3 Just as a bit of background, the Regional
4 Transportation Plan that we're working with was adopted
5 in 2003 as a result of a comprehensive plan update. The
6 plan was subsequently updated in 2004 to reflect some
7 light trail transit schedules, construction, and also in
8 2005 to reflect some changes in phasing of highway and
9 arterial projects.

10 The 2006 update covers the period from
11 Fiscal Year 2007 through 2026, and the document
12 summarizes the key elements of the plan.

13 The changes this year basically are
14 updating of the revenue forecasts and also inclusion of

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15 the Freeway, Arterial, and Transit Life Cycle Programs.

16 Now, these programs are 20-year projects
17 with specific programs that show projects by year, and
18 they are consistent with the original priorities and
19 funding allocations in the Regional Transportation Plan,
20 but they're being included now in the RTP to allow more
21 specific monitoring of the program and updating of the
22 program. So those inclusions are the most significant
23 part of the update.

24 Just to look real quickly at the overall
25 plan, a total of 31.2 billion from all funding sources.

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13

1 As you can see, the half-cent funding represents the
2 biggest part of the overall funding for the plan.

3 Also ADOT funds and federal funds are
4 significant elements.

5 The uses of the funds then include bus,
6 light rail, streets, and freeways. And as you can see in
7 our planning, we have tried to anticipate a significant
8 element here for inflation and also a bonding program to
9 help with cash flow and also meeting needs when they
10 occur.

11 CHAIRMAN HAWKER: Excuse me, Roger.

12 Are those in expenditure dollars or what?

13 MR. HERZOG: That's correct. Year of
14 expenditure dollars so those represent inflated dollars.

15 CHAIRMAN HAWKER: Thank you.

16 MR. HERZOG: Here's an overview of the
17 Freeway/Highway Life Cycle Program.

18 Again, the half cent monies are the biggest
19 chunk, and, of course, ADOT funding is the other
20 significant part. The funds go to widening of virtually
21 all of the segments of the existing system including the
22 HOV lanes and general purpose lanes and also construction
23 of new corridors.

24 These corridors include the Loop 303; the
25 South Mountain Freeway, what's been referred to as the

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14

1 I-10 reliever. It's got a number now, State Route 801,
2 and also the Williams Gateway Freeway. So those are the
3 new elements included in the new corridors.

4 And as far as the Arterial Life Cycle
5 Program, this is a total of 2.9 billion half-cent
6 funding, the most significant source. And that goes to
7 capacity and intersection improvements around the valley.
8 Also the Transit Life Cycle Program, a total of 9.4
9 billion.

10 As any other programs, the half-cent
11 funding is the significant block of funding, but also
12 federal funds play a very important role. And this
13 funding goes to bus operations and bus capital and then
14 light rail capital.

15 So the next step in the update process, of
16 course, includes today's public hearing. Then in April,
17 we'll take the comments we have today along with the plan

18 for consideration by the MAG committees for approval for
19 air quality conformity analysis. And then during
20 May, we'll conduct that analysis. And in June as was
21 mentioned, we'll have another hearing on the plan and the
22 air quality results and then consider the plan for
23 adoption in July.

24 So, Mr. Chairman, that's the end of my
25 report here.

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15

1 CHAIRMAN HAWKER: Okay. Thank you.

2 Any questions on the report?

3 All right.

4 The next one will be the Draft MAG
5 Fiscal Year 2007-2011 Transportation Improvement Plan.
6 This will be a listing of projects, and Paul Ward will be
7 presenting this.

8 MR. WARD: Good afternoon, Mr. Chairman,
9 members of the panel, members of the audience.

10 I am the MAG Transportation Programming
11 Manager.

12 My main responsibility here at MAG is to
13 ensure that the Regional Transportation Improvement
14 Program is developed correctly and in accordance with
15 federal requirements.

16 The Fiscal Year 2007 to 2011 Draft MAG TIP,
17 which is a listing of projects at this stage, is a
18 document, which contains major transportation projects

19 with a schedule to be carried out within a metropolitan
20 planning area within the next five years.

21 This Draft TIP builds on the last program,
22 which was for Fiscal Years 2006 through 2011 and form
23 part of the normal cycle for its development.

24 The following slides that you have in front
25 of you describe the TIP process, and they pose the

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16

1 following questions:

2 why do we need to develop the TIP? When
3 does it need to happen? Where does the data come from?
4 And what data is actually required?

5 First of all, why do we need to develop the
6 TIP?

7 Federal guidance requires that metropolitan
8 areas such as ours periodically develop a Transportation
9 Improvement Program. This TIP shall include all projects
10 utilizing Title 23 cycle transportation funds with some
11 exceptions regarding safety, emergency, and/or planning
12 funds.

13 In addition as our region is in
14 non-attainment for a variety of federally recognized air
15 quality pollutants, the TIP is also to include all
16 regionally significant projects regardless of funding
17 source.

18 A simplified description of regionally
19 significance is whether the project is likely to have a
20 measurable effect on air quality. Furthermore, due to

21 air quality concerns, all regionally significant projects
22 within the region need to come from a Congestion
23 Management System.

24 In general, the TIP is a federally required
25 document; but due to the additional projects that are

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1 included by several area agencies, the TIP is also
2 regarded as a reasonably good guide to transportation
3 investments within the region.

4 Second question: when does it need to
5 happen?

6 The TIP needs to be developed every four
7 years. That's a recent change in federal legislation.
8 However, to stay completely up to date with air quality
9 plans in a very fast growing region and to allow for
10 maximum flexibility, MAG TIP is usually developed every
11 year.

12 Fiscal Year 2007-2011 Draft TIP has been
13 primarily based on previous programs and has incorporated
14 all of the projects contained in the first phase of the
15 Regional Transportation Plan.

16 New MAG federally funded projects have been
17 added to Fiscal Year 2011, and ADOT and transit projects
18 were added by the end of December.

19 Locally funded projects were added or
20 changed in January, and the TIP is expected to be
21 approved for air quality conformity analysis together

22 with the update of the Regional Transportation Plan by
23 the end of April.

24 This analysis is expected to be completed
25 by June, and the Regional Council is expected to approve

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18

1 the TIP by the end of July 2006.

2 where does the data come from, and what is
3 actually needed?

4 Data primarily comes from federal, state,
5 and local agencies, private developers, from MAG
6 transportation plans, and the Unified Planning work
7 Program. We take a lot of advice from MAG models.

8 And further input is provided -- obviously
9 in this case -- by members of the public, MAG Technical
10 Advisory Committees, and from MAG staff.

11 what data is actually required?

12 Federal regulations state that we need to
13 have sufficient detail on all of the projects being
14 submitted in order to enable MAG staff to conduct an air
15 quality conformity analysis in accordance with conformity
16 requirements.

17 Details are described in our TIP Data Entry
18 system which we send out to all of our member agencies.

19 The projects listed are as follows: we
20 currently have 510 street projects.

21 Okay. Plan B. These numbers are
22 incorrect, so as a treat, I'm going to read out how many
23 projects there are.

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24 319 street projects, 251 transit projects,
25 120 freeway projects, a combined 104 bicycle and

0

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1 pedestrian projects, 65 Intelligent Transportation System
2 projects. Those are mainly traffic signal coordination.
3 Thirty-three projects that directly address air quality
4 or transportation and demand management issues, five
5 bridge projects, 11 major projects, and 11 projects
6 classified as other.

7 The other category -- to answer your
8 question because I know you're dying to ask -- contains
9 studies and funds reserved for contingencies.

10 The following slide describes where the
11 funds come from I hope.

12 Yes.

13 Currently the largest component of funds is
14 almost \$2.3 billion, and that comes from regional
15 funding. That's about 34 percent of the total part of
16 money.

17 And local funds are committed to highways
18 and transit projects, a combined total \$1.76 billion.
19 That's about 27 percent of the pie. Federal highway and
20 transit funds are next at just over \$1.66 billion.

21 State highway and state transit funds are
22 at 633 million. The remaining \$3.6 million worth of
23 funds are private funds, and that's \$236 million.

24 The total of \$6.34 billion represents an

25 annual increase of more than 12 percent from the previous

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20

1 program. This increase is spread actually across most of
2 the funding sources.

3 The next slide shows where the money is
4 being targeted.

5 As you can see, the funds available are
6 roughly shared between freeways and street projects and
7 transit projects, the largest share being street projects
8 with almost 50 percent. That's almost a 30 percent
9 increase from the last program. Freeway percentage split
10 from 30.6 percent from the last program to 29.7 this
11 year.

12 The transit has a slight percentage
13 increase also, the amount of funding slipping from 1.4
14 billion to just under 1.3, so that's almost stayed level.

15 The remaining \$18 million is actually going
16 to our air quality projects.

17 The final slide that I have for you shows
18 where MAG federal funds are being committed. The
19 percentage of MAG federal funds committed to freeways
20 just dropped once again from 39 percent to almost 37.

21 Street projects alone have increased the
22 largest amount, 23.5 percent, and with a separate part of
23 money going to Intelligent Transportation System
24 projects. That's the traffic signal coordination and is
25 just over 12.

□

1 Transit is next with 10.8 percent.

2 Bike and pedestrian projects combined will
3 receive over 14 percent.

4 And specific air quality and Transportation
5 Demand Measurement projects will receive under 7.5
6 percent and not 2.3 percent that you're showing on the
7 chart there.

8 The remaining 3.4 percent are targeted for
9 studies and contingencies.

10 Mr. Chairman, that concludes my
11 presentation.

12 CHAIRMAN HAWKER: Any questions besides who
13 made the charts that didn't match?

14 MR. WARD: I am the culprit.

15 CHAIRMAN HAWKER: Where do the other
16 numbers on the charts come from, and what's the
17 difference between the two?

18 MR. WARD: The difference was --
19 Mr. Chairman, the one that you had on the number of
20 projects were actually last year's.

21 CHAIRMAN HAWKER: Okay.

22 MR. WARD: And I was going through this
23 particular one this morning.

24 Literally I've updated the program and --
25 about 16 different projects I updated this morning.

1 CHAIRMAN HAWKER: When we have the final
2 report with the public comment, would you make sure that
3 the right slides are inserted into that report?

4 MR. WARD: Yes. I physically have the
5 correct slide myself. It just wasn't shown on the chart.

6 CHAIRMAN HAWKER: Okay. Thank you.

7 Any other questions?

8 All right. Let's move on then to
9 Valley Metro/RPTA update.

10 MR. BOGGS: Mr. Chairman, thank you very
11 much.

12 As you all are aware in 2003, the Regional
13 Transportation Plan was adopted. It was updated in 2005,
14 and it identifies a comprehensive program of transit
15 capital and operating investments that will be undertaken
16 over the next 20 years.

17 And with the support of a lot of people in
18 this room, Proposition 400 funded that program; and we're
19 very excited about being the overseer of Valley Metro.
20 And we're working very closely with our light rail
21 partners, and we have a lot of projects going on in order
22 to support that 20-year plan.

23 Without going into a lot of detail, we have
24 a number of bus rapid transit corridor studies --
25 operating studies. We have a safety and security

1 planning study that will be done this year. That's never
2 been done in the region before at a comprehensive level.
3 we're also hiring a regional manager of safety, which
4 will implement that study.

5 we have what I call a Proposition 400
6 Readiness Study, which is really called Service Admission
7 and Effectiveness, and we have our CTOC members on this.
8 It's a study that really helps us develop performance
9 required by the law and various performance measures on
10 all of the projects.

11 In addition to that, we're going to add an
12 audit element to it; however, we just recently received
13 an audit of our financial capabilities which we do every
14 year, and it was outstanding. So we've already got the
15 \$18,000. We're taking every dime we can get as we move
16 forward.

17 We also have two committees. We have
18 what's called BMOCC. It's an Operational and Capital
19 Committee and a Financial Oversight Committee, FOAC, as
20 part of making sure that the plan is built as planned and
21 that it's financially strong. So we're working with --
22 all of our members are on all of those committees, and we
23 believe that we will be able to deliver the plan without
24 difficulty.

25 we have a couple of cities, Peoria and

1 surprise, that we're assisting them on with regional
2 planning with planning studies for their area. We have
3 the regional Dial A Ride studies which we have. This is
4 such a huge project. It's been asked for a number of
5 times through this process.

6 And we have a scoping consultant. It's a
7 company that's laid out the request for proposal for this
8 study so that we look at getting input from all of our
9 state and have a very thorough look at what we should do
10 with regional Dial A Ride in the region. There's a lot
11 of issues and opportunities related to that.

12 we'll also be doing a Destination Study and
13 a couple of others, Bus Stop Inventory Design valley
14 wide. We're looking at inventory and whatever we have on
15 bus stops. We're coordinating with all of our member
16 agencies, and we're also looking at reprioritizing our
17 park-and-ride locations just to make sure that they
18 continue to match the plan.

19 In addition, we have a 20-year strategic
20 plan that would be requesting our board this next
21 Thursday to select a consultant to do that, which is
22 basically a 20-year look at what we look like as a
23 region, what steps do we do to get to the final end. And
24 it will probably take us six or seven months to work
25 through that process to get a lot of member input.

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1 kind of an exciting thing that's
2 short-term: Buses are very difficult to get on

3 short-term, and it was indicated we would not be able to
4 get new equipment until December of '06.

5 We actually have 52 buses beginning to come
6 in right now, which will help us, and we have ten
7 articulated buses that will be here in July. There's a
8 number of bus services coming up as part of Prop 400 and
9 ADA expenses, and regional service expenses will now be
10 borne by the plan that ADOT did.

11 Mr. Chairman, that completes my report.

12 CHAIRMAN HAWKER: I'd also like to
13 recognize an amendment in attendance, Director of
14 Metro Rail.

15 Joe Lane.

16 MR. LANE: The ADOT Fiscal Year 2006-2011
17 MAG Freeway System and the RTP Freeway Program, we have
18 Bill Hayden with us, special assistant.

19 MR. HAYDEN: Good afternoon, Mr. Chairman
20 and representatives of various boards, committees, and
21 agencies.

22 My presentation this afternoon -- two-part
23 presentation this afternoon -- will address the Tentative
24 Fiscal Years 2006 through 2011 Regional Transportation
25 Plan Freeway Program and the Regional Freeway System

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1 Program Recommendations.

2 The first part of our presentation is a
3 Draft update of Fiscal 2006. This program has been

4 developed -- there we go.

5 The program has been developed among ADOT
6 and MAG staff and MAG members, and it reflects the
7 following program changes:

8 The first addressed most importantly is a
9 subject that has been addressed to these respective
10 bodies previously. And that is that the dramatically
11 increased construction commodity and right-of-way costs
12 associated with the delivery of the program, particularly
13 Maricopa County but statewide as well, has had a
14 significant financial impact on the program itself.

15 As a result of those impacts, which ranges
16 in percentages between 50 percent over what had
17 previously been estimated, we ended up with a \$120
18 million exceedance of that cost that had been previously
19 projected for the region for 2006.

20 Various strategies were examined as to how
21 best to address those cost overages. And after
22 significant review time and various methodologies that
23 were included, it was determined that the best cost
24 effective approach to addressing cost overages was to
25 delay projects. As a result, eight projects were

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1 identified that had been scheduled for 2006 and will be
2 delayed to 2007.

3 I should emphasize, however, that of those
4 eight projects that have been identified these were
5 projects that would not have been constructed in '06 due

6 to either engineering, environmental, or
7 project-development issues that had not been completed;
8 so we determined that this would be an effective way to
9 address the overage.

10 The second element of the program, of
11 course, was the modification to the program to ensure
12 that the program would remain in balance with the cash
13 flow as well as the major determinants in this decision.

14 The last item included in the design of
15 right-of-way modifications of schedules to align with the
16 set schedule and construction project schedules were
17 modified to align with the design schedule. We will
18 address the specific projects here that constitute that
19 \$100 million overage.

20 And I will quickly just highlight these.
21 In the west valley, the Loop 303 design and right-of-way
22 costs, State Route 85 construction, 18.9 million.

23 The I-10 Dysart to 67th Avenue is a
24 Rubberized Asphalt Program. The Interstate 10 at
25 40th Street to Baseline Road design and right-of-way,

1 10.8 million.

2 I-17, Greenway to Thunderbird, Drainage
3 Improvement Program.

4 The I-17 at Deer Valley traffic
5 interchange: In this case, we deleted the entire \$1.9
6 million and have subsequently assigned those dollars to

7 other projects.

8 The Loop 101 at 64th Street traffic
9 interchange will be deferred to Fiscal '07, and actually
10 it's only a few months' difference. We're advertising
11 the project shortly, and construction will begin this
12 fall.

13 And lastly, the Wickenburg Bypass, 26.8
14 million, was deferred specifically as a result of issues
15 dealing with the Maricopa County district and
16 responsibilities for protection in this area; and those
17 issues had not yet been resolved.

18 Continuing on with the program, we have
19 identified these projects that will be included and will
20 be implemented in '06 and includes six traffic
21 interchanges: Two on Interstate 10; two on I-17; one on
22 US 60; one on Loop 101; and the segments at
23 State Route 85, which is located between MC 85 and
24 Southern Avenue. Those projects total \$370 million, so
25 the program for Fiscal '06 will now be \$370 million.

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1 The balance of the \$100 million of deferred
2 projects to equal the \$120 million total that we are in
3 deficit will be addressed through improved -- or
4 increased revenues from the large fund which currently
5 are quite positive, and we believe that the \$20 million
6 can be addressed through cash flow.

7 The second part of my program is the
8 remaining 2007 through 2011 projects. We have 15

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9 projects that reflect a one or two year -- fiscal year
10 deferment. We have project cost increases, 23 project
11 cost increases totaling \$87 million.

12 And then we get to the program itself.
13 Beginning with the existing corridor improvements, we
14 will start on the west side.

15 US 60, 303 Loop to McDowell Road,
16 improvements on Grand Avenue.

17 The continuation of the construction on
18 State Route 85 through Fiscal '07, '08, '09, and '10.

19 Construction of or widening of
20 Interstate 10, Agua Fria Freeway to Interstate 17.

21 Construction of the I-10, 40th Street to
22 Baseline, for Fiscal Years '09, '10, and '11.

23 US 60, the General Purpose Lane from I-10
24 to the Price Road interchange, Fiscal '10.

25 The State Route 202, State Route 51 to 101

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1 widening project.

2 Then we'll move onto our HOV lane program.
3 We have a portion of the State Route 51 from
4 Shea Boulevard to the 101.

5 The Pima Freeway from Princess Road in
6 Scottsdale south to the Red Mountain Freeway.

7 A section of the Red Mountain Freeway to
8 receive HOV lanes, which will extend from the 202, 101 --
9 the 101 loop to Gilbert Road in Fiscal '09.

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10 And then lastly, the 101, Red Mountain
11 Freeway, to San Tan Freeway with a continuation of the
12 north-south highway, which will provide HOV lanes from
13 Princess Drive in Scottsdale to the San Tan Freeway in
14 Chandler.

15 Currently we have 79 miles of HOV lanes of
16 the valley freeway systems through the Regional
17 Transportation Plan. We will add 158 more miles of HOV
18 lanes.

19 Next segment of the project includes HOV
20 lanes and general purpose lanes. We have three projects.
21 The section from the 101 Freeway to the Carefree Highway
22 in north Phoenix where we will add general purpose lanes
23 and HOV lanes.

24 Section of the I-10 in South Central
25 Phoenix, San Tan Freeway, to Riggs Road in Fiscal '09

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1 general purpose lanes and HOV lanes.

2 And a project that's currently under
3 construction on US 60 between Val Vista to Power Road.

4 Route traffic interchanges and one HOV
5 traffic connection -- interchange connection of the route
6 is to include the Jomax Road, Dixileta Drive on I-17 in
7 North Phoenix.

8 Continuation and completion of the
9 Bethany Home Road TI are under construction.

10 Bullard Avenue east of the 303 alignment.

11 The 64th Street traffic interchange in

12 Phoenix and the 101.

13 The HOV connector will connect or provide
14 direct access from State Route 51 to the Pima Freeway,
15 and we'll have that connector.

16 The construction of right-of-way activity
17 includes construction of the interim freeway from I-17
18 proceeding westerly to Happy Valley Road.

19 And construction of '08 and '09 should also
20 be mentioned as associated with that particular project.
21 We have advanced \$30 million from Fiscal '08 to '07 to
22 initiate construction of the traffic interchange on I-17.

23 Acquisition of the remaining right-of-way
24 is necessary to construct the 303 as a freeway. And that
25 will span a four-year period, and that covers the area

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1 from US, Grand Avenue South, and I-10.

2 The South Mountain Freeway, 202, I-10 to
3 51st Avenue there were multiple phases for construction.
4 At this point, alignment for the west side of
5 South Mountain to 51st Avenue still has three primary
6 alternatives to be considered.

7 51st Avenue to 71st Avenue and 99th Avenue
8 or connection at the 101 Freeway: Once that decision is
9 made, we will proceed with the Draft Impact Statement and
10 then proceed with the construction phase.

11 Also associated with the South Mountain
12 Freeway is the acquisition of rights-of-way from

13 51st Avenue east to I-10, spanning the years '09 and '10.

14 And also we'll include the inclusion or
15 finalization of the Draft EIS to a full EIS and federal
16 record of approval, which is part of the EIS process.

17 A Rubberized Asphalt Program: The next
18 eight years we will add an additional 33 miles of
19 rubberized asphalt to the existing program already in
20 place.

21 And then lastly, back to that one -- just
22 before I come to that conclusion -- there we go --

23 We have various Transportation Corridor
24 Studies that are either underway, nearing completion, or
25 have been completed.

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1 We have an I-10 reliever, which would
2 connect here with the South Mountain Freeway and proceed
3 westerly to a connection of State Route 85 of that study.
4 Environmental studies are underway.

5 The Williams Gateway connector from the
6 San Tan Freeway east to the Maricopa County line:
7 Considerable corridor studies have been completed on
8 various Pinal County projects including this one.

9 Additional \$5 million have been programmed
10 for the alignment study to follow this, and that will be
11 initiated very shortly.

12 Another project of note is the Access
13 Management Study for State Route 74. The environmental
14 work is complete now on this section of the 303 loop,

15 I-10, to Happy Valley Road.

16 we will probably have a public hearing
17 later this summer and then, of course, the construction
18 will follow that in '07.

19 The balance of the projects that you see
20 highlighted in color certainly are reflective of the
21 studies that are all underway including, of course, the
22 most significant one being the South Mountain EIS
23 process.

24 So for the five years, we have reached a
25 cumulative total of \$2.98 billion, which is by far the

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1 most ambitious program that we have undertaken; and it
2 was our first phase of the Regional Transportation
3 program.

4 We recognize that the public is acutely
5 aware of this and is anxious to see this program
6 underway. We're very pleased that it projects certainly
7 the transportation plan that is approved by this body and
8 the public, and we're quite anxious to get on with the
9 program.

10 Thank you.

11 CHAIRMAN HAWKER: Okay. This is the time
12 for public comment. And so that everyone will have time
13 to speak, we're going to request that you limit your
14 comments to three minutes.

15 A timer is on the podium to assist you in

16 making your presentations. When two minutes have gone
17 by, a yellow light will come on to notify the speaker
18 that they have one minute to sum up. At the end of the
19 three-minute time period, the red light will come on
20 followed by a little beeping sound and then a little trap
21 door will open. I'm not sure what the benefit is. Just
22 keep to the time element.

23 I have some speaker cards in front of me.
24 Again, if you would like to speak, please fill out a blue
25 card and turn it in.

□

1 The first speaker is Robin Petty.

2

3 * * * * *

4

5 PUBLIC COMMENTS

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7 MS. PETTY: My name is Robin Petty. I'm a
8 transit rider and a citizen here in Arizona.

9 what I am concerned about right now is with
10 this light rail construction because I live in the
11 westward Ho, which is Fillmore and Central Avenue.

12 All right. Already we had one person die
13 because of the construction people where they dig up at
14 night. They're not -- they hit the wrong wires and that
15 we've had five blackouts because of it. And there's --

16 I used to live in Salt Lake City where
17 there was a program when the light rail was being built

18 over there. They had a program. It was a similar
19 building like where I'm living. Only what they did --
20 the UTA, Utah Transit Authority -- what they have done is
21 they came up with this program called 40 Bucks.

22 And what they did is they gave us this
23 paper money, and they gave it to the people in the
24 building to help them get used to knowing the light rail
25 was being built on both sides of the building they're

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1 living on. And then they gave this to them, so they
2 could go to the stores and do some shopping and
3 everything. And they didn't have no problems.

4 But the westward Ho -- we have a quite
5 different type of problem. When the electricity goes
6 out, the air, the oxygen and all that goes out; and there
7 are people that are on oxygen in that building. There
8 are so many things here and other people that have
9 problems of breathing and everything. And when the
10 electricity goes out, they can't breathe.

11 Something's got to be straightened out
12 because when they work at night, that's when the problem
13 hits. The people can't sleep because I admit I have a
14 problem sleeping. I can't sleep at night with that noise
15 and everything.

16 And I had come up here earlier in the month
17 or so, and what I did was I told them that they need to
18 work in the daytime instead of the nighttime because the

19 seniors and a lot of people can't sleep at night with all
20 of this machinery.

21 And then over in Salt Lake, they worked
22 during the daytime. They didn't work at night because
23 they were thinking of the people that lived in the
24 buildings because somehow apartment buildings sometimes
25 come up in the downtown area.

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1 Thank you.

2 CHAIRMAN HAWKER: Thank you, Robin.

3 Richard Tracy followed by Dan Cook.

4 MR. TRACY: I'm Richard Tracy.

5 I live in Mesa, Arizona. I've been a
6 resident in this area for 35 years. Moved out of the
7 downtown Phoenix. Lived in the central area. Because of
8 the fact of having retired, there was no need to be
9 downtown any longer; and I wanted to make my property
10 available for a family that was raising their family.

11 This particular community is getting a very
12 ambitious program, but it's tied into other things that
13 occur. And our biggest offenders to the pollution that
14 is caused in this particular county is caused by our
15 governmental agencies. They have refused to
16 decentralize.

17 I avoid coming downtown because I think
18 it's my duty to stay off the road. The duty of this
19 particular transportation department would be not only to
20 provide roads but to shorten the trip for people who are

21 using those roads.

22 Back in 1973, we had a survey that had 119
23 judges in downtown Los Angeles. And we were warned that
24 if we didn't watch ourselves, we would be in the same
25 predicament as Los Angeles. That's occurred. They

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1 finally have decentralized.

2 with the commute today, it's easier to
3 decentralize; but we have control over our governmental
4 agencies supposedly. We can't tell a developer what to
5 do, perhaps, but we can control our courts. We have one
6 judge -- one jail downtown now rather than a place with
7 three and a half million who might have ten jails and one
8 Superior Court.

9 I've prepared some comments to the
10 environmental department in Los Angeles regarding
11 expanding the use of the reliever airports and
12 eliminating growth at Sky Harbor. I think they ought to
13 take down Terminal 2 and send some of the traffic east
14 and west because we have got a million people on both
15 sides of the valley now who would not have to drive
16 downtown if we reduce the amount of traffic going into
17 Sky Harbor.

18 The same is true of many of our activities.
19 I don't have to come downtown for my banking or my
20 doctor. Any number of people who I deal with have
21 decentralized, and I think it's incumbent upon this

22 particular community to make these programs successful.
23 when I spend an hour and a half going eight
24 miles across town two days ago because of an accident on
25 Route 10, I'm saying to you that the system here is a

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1 failure. And you have far more roads than we had back in
2 1970.

3 I'll leave comments. And I appreciate the
4 time you have afforded.

5 CHAIRMAN HAWKER: Dan Cook followed by Blue
6 Crowley.

7 MR. COOK: Chairman Hawker, Vice
8 Chairman Lane, first of all, my name is Dan Cook. I'm
9 the Deputy Public Works Director for the City of
10 Chandler, and I'd like to thank you for this opportunity
11 to address this meeting today.

12 First, I'd like to extend thanks to MAG and
13 MAG staff, of Eric and Eileen, for working on the LAC
14 program over the last year -- year and a half. It was an
15 excellent document that I think will serve the region
16 very well in progressing through the 20-year Regional
17 Transportation Plan for the arterial street side of the
18 program.

19 Similarly Valley Metro did a great job in
20 the Transit Life Cycle Program. Again, it turned out to
21 be a very good document; and certainly members of the
22 agencies' staff were very involved in that process and
23 helped the process.

24 I did hear one comment towards the end of
25 that process that the Life Cycle Program was a little bit

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1 like herding squirrels, but we were able to get them in
2 the corral. So it was an effort that was very, very well
3 done by both staff.

4 I think that everybody knows the San Tan
5 Freeway in Chandler is complete. We are very thankful
6 for that. That has been certainly a great enhancement to
7 our transportation system in the east valley as well as
8 helping us with many of our economic development
9 potential there as well.

10 I was glad to see the I-10 Riggs Road
11 interchange funded. We look forward to that project
12 starting later this year or early next year. It's a very
13 desperately needed upgrade to that interchange, so
14 thank you for that.

15 Just moving into a little bit of the other
16 modes of transportation, which is air transportation, we
17 noted that the ADOT Aeronautics Group has supported a
18 request from the City of Chandler for improvements to an
19 access road that is greatly needed to help benefit
20 Chandler Municipal Airport and has also proposed funding
21 for a terminal area storm drain.

22 Regarding the storm drain, we did ask FAA
23 for some funding on that and are probably not going to
24 get it. So I'd like to ask ADOT to consider making that

25 possibly all ADOT funding, or we'll continue to pursue

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1 funding for that.

2 So with that, I thank everybody very much;
3 and I thank Valley Metro and MAG for the excellent job
4 that they have done.

5 CHAIRMAN HAWKER: Thank you.

6 Blue Crowley followed by Martin Shultz.

7 MR. CROWLEY: Starting out with a newspaper
8 article of last Friday, Air Pollution Affecting More
9 People.

10 And then Wednesday, Cleaner Air on the Way.
11 Don't hold your breath.

12 With that, I'll grab one of the maps from
13 the 1995 one.

14 This is the region that we're dealing with,
15 and the dark is state land. The lighter is private land.
16 So that's where your studies are all supposed to be going
17 because that's where buildings and such are going to be
18 happening. And that's out of that '95 one.

19 Your current one doesn't show what you're
20 going to be doing with the bus and such, but it doesn't
21 go to the extent that it's supposed to because if you
22 also then look at your document of the Regional Transit
23 Plan, it has -- the light-brown one -- streets that are
24 going to be going to four-lane roads that you're going to
25 be improving; but then when you look back at that bus,

1 where is it going?

2 One of the places that I suggested in last
3 year's mid-phase was with the first road under supergrid,
4 Scottsdale Road.

5 why isn't it going to go all the way and
6 extend into Cave Creek and Carefree so that that would be
7 a part of it? But then when you look at the second roads
8 being built, Chandler Boulevard and Glendale, it stops at
9 24th and then goes into that high transit corridor, the
10 Biltmore. That isn't what happened.

11 what you need to do is get at least that
12 one going all the way through to Scottsdale. Going
13 through Paradise Valley is the way that it should go.

14 I looked at the Grand Avenue part and
15 noticed that you're not doing anything for the bicycles
16 or the pedestrians when you're using six-foot sidewalks
17 that don't even meet the standards that it's supposed to
18 be. The plan is intermodal.

19 I'd like you to consider what's going to be
20 happening county wide. what I handed out was the bicycle
21 map and also the extension of the buses that come down
22 into Ajo and Gila Bend, which is a positive; and I
23 appreciate that.

24 I need you to start considering doing
25 penny-per-dollar gas taxes because we aren't doing the

1 things right for maintenance and addressing the
2 State Board on that. The rural highways are still
3 behind.

4 I'd like you to look at the rail, both the
5 commuter and the freight, and that we need to be going
6 northeast to take the freight; and we need to be using
7 the commuter rail within the system now. All the cities
8 have that.

9 The practical part of it I look at this
10 document, which is the TIP 2007-9, and it has the bridge
11 integrity and whether it should be used along the Grand
12 canal for bicycle facilities.

13 And then, of course, the Canamex. It shows
14 here on the document that it's going to be going to
15 Central Phoenix. That's not where it should be going.
16 It should be going out from 85 to the Vulture Mine Road,
17 from the Vulture Mine Road to the 60 and 93.

18 And if we are allowed to address the
19 State Board during this since they are meeting, I'd like
20 to point out that if we would have this hearing when
21 the --

22 CHAIRMAN HAWKER: Blue, your time is up.

23 MR. CROWLEY: I know.

24 -- when the MAG board is meeting if they
25 would have an initial meeting, then we would have at

1 least a quorum of you, MAG, and the RPTA because if this
2 was to meet with everyone, it's a State Board and CTOC,
3 and they can meet on their own.

4 Thank you.

5 Just a reminder.

6 CHAIRMAN HAWKER: Take that with you, Blue.

7 MR. CROWLEY: Oh, okay.

8 CHAIRMAN HAWKER: Mr. Shultz.

9 MR. SHULTZ: Mr. Chairman, my name is
10 Martin Shultz, the Vice President of Capital Corporation.

11 I was thinking about the credentials to
12 speak in front of this group, and Blue was trying to help
13 me, and it sort of blew me away.

14 Obviously the most recent Proposition 400,
15 I was cochairman of the 21 transportation task force
16 et cetera, et cetera. I'm really interested as a civic
17 person and also as a business person in transportation
18 and have been thinking about what you just described
19 today in terms of the plan and am very supportive of it.

20 I will stipulate, because of the time, that
21 I know that the plans that were put up here that have
22 been fashioned are very large in size compared to what
23 they used to be. They're very complex, and they have
24 their hands full with materials and labor and various
25 other things; however, the big picture is, I think, we

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1 need to have a transportation plan for Arizona. And I
2 think it needs to be accelerated.

3 The ADOT plan, the MAG planning, and the
4 working being done to combine the air shed, Maricopa, and
5 Pinal County is all relevant. But what I think we should
6 do is in this paper. I have in more detail tied into the
7 transportation plan with regard to financing at the
8 appropriate time.

9 For one, I think we should celebrate how
10 far we've progressed. That is a big deal by the way in
11 the last several decades.

12 No. 2, I think we should acknowledge the
13 challenge of constructing the ADOT and the MAG plans
14 already adopted, but you're in the middle of that. It's
15 like we're flying an airplane and fixing it at the same
16 time. It's not an easy task. We need to carefully
17 evaluate the demographic changes, population growth
18 versus transportation capacity in that regard.

19 Our company has done an analysis of
20 population growth. We've completed other tasks as well
21 but transportation growth as projected. In fact, it's
22 greater than projected and that all of our plans --
23 virtually all of our plans are built on a base that is
24 substantially lower in growth. I now call what we're
25 doing extreme growth, and I could show you the numbers

□

46

1 that we have at the time.

2 Next, we need the greater Maricopa and
Page 43

3 Pinal County paradigm because we cannot exist just
4 planning Maricopa County. You all know that. You're
5 working on that.

6 I put the words "to determine to
7 accelerate" because I think that is a major threshold
8 policy in our community because we're so filled with
9 responsibility and frankly \$18 billion in the
10 Proposition 400 plan, the ADOT plan, on top of all that
11 all the population and construction activities used.

12 I think we need to evaluate the congested
13 data to determine the priorities identified in the
14 revenue. I do have some ideas about that. We need to
15 bond forward. Those two words are significant in how we
16 get the money. We need to build a new accelerated
17 transportation plan for Arizona, and I believe it will be
18 put together in the next few months.

19 Mr. Chairman, I'm done, but I would be glad
20 to answer any questions if that's part of the deal.

21 CHAIRMAN HAWKER: Are there any questions
22 at this time?

23 Okay. Thank you.

24 The last card that we have is Deborah
25 Williams.

□

1 MS. WILLIAMS: I'm a little nervous.

2 I just have a question that came up during
3 the presentation earlier.

4 CHAIRMAN HAWKER: You need to probably pull
5 that mike down just a little bit so everyone else can
6 hear you.

7 MS. WILLIAMS: Okay.

8 My name is Deborah Williams. I live in the
9 west valley, Arizona.

10 And my question is I'm a former employee of
11 Arizona Department of Transportation. I've worked for
12 other governmental agencies as secretary, administrative,
13 and so forth. I am also disabled, and right now I'm
14 mandatory on Valley Metro Transit that I have to ride all
15 the time, and we have a lot of people trying to get
16 around.

17 My question is why do all public transit --
18 Dial A Ride, Light Rail, and freeway projects being in
19 this valley for 47 years -- take decades from
20 consultation to allocation to funding to federal grants
21 to tax dollars, bonds, to administrative mumbo jumbo to a
22 ten-year delay or more for 1990 Light Rail or 2000 --
23 whatever we're going to add to the Valley Metro public
24 transit?

25 We're still waiting for better buses, more

□

48

1 time, this, this, and that. And then we have budget and
2 time frames that are never met such as the 2002
3 Valley Metro Public Transit that will never be extended
4 to the major metropolitan city.

5 I must mention that I am also an
Page 45

6 administrator which I know how to be a BS-er. We know
7 how to do that. I've worked for companies just like
8 that. My ex-husband was a subcontractor for a small
9 business company -- you know, construction company.

10 So I'm still wondering why the people who
11 are the bottom never get the services. I was working for
12 the State. I was working for the County when you guys
13 were doing the bonding for the 2000 bus improvement,
14 which kept failing and kept failing.

15 At the time, I had just got a car three
16 years before, and I still had this free -- you know --
17 ride the bus for free. I can't afford a car payment, but
18 I'm sick of these buses. I can't get to work on time or
19 do grocery shopping or anything like that.

20 we finally passed it in 2000, and now I'm
21 back on the bus, and I wish I had a car. You have
22 nothing else to hit somebody with, you know, because they
23 look at us on the bus like we're taking space from them.

24 So my question is still why do we have more
25 employees. I worked for the government. I've worked for

□

49

1 nongovernment. And I see more employees that are trying
2 to get this thing together. Even Light Rail. They have
3 Light Rail. They have this, and they have that.

4 And so my problem is I don't mind being an
5 employee. I was an employee at one time, but I'm at the
6 bottom. And we're wondering when we're going to get a

7 bus system let alone a light rail. It's taking
8 construction from light rail, but in the meantime, we
9 have a bus system that is horrible especially if you're
10 disabled, and you have to walk more.

11 Thank you.

12 CHAIRMAN HAWKER: We have representatives
13 both from the bus system and the light rail here today
14 who will follow up on your comments and try to give you
15 the timetable to be completed.

16 Thank you.

17 Are there any other requests for public
18 comments that you would like to turn in?

19 Then I'm going to say that the
20 public-comment portion is concluded. And I'd like to
21 thank everyone very much for coming and for providing us
22 with your input.

23 Your comments will be included in the
24 official record and will be part of the decision-making
25 process.

□

1 Thank you again. And we hope to see you at
2 the next meeting.

3 Joe, I'll turn it over to you, and you can
4 adjourn your board.

5 MR. LANE: Mr. Chairman, I think the ADOT
6 board is adjourned.

7 CHAIRMAN HAWKER: And the members of the
8 CTOC and other members present, thank you very much for

9 your attendance.
 10 (The proceedings concluded at 1:08 a.m.)
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 25

□

1 STATE OF Arizona)
 2 COUNTY OF Maricopa) ss.

3
 4
 5
 6

7 I HEREBY CERTIFY that the foregoing was
 8 taken before me, LORENA W. ELDER; that all proceedings
 9 had upon the taking of said hearing were taken down by me

060310

10 on a stenograph machine as a backup and thereafter
11 reduced to writing by me; and that the foregoing 50 pages
12 contain a full, true, and correct transcript of said
13 record, all done to the best of my skill and ability.

14

15 WITNESS my hand this 13th day of March,
16 2006.

17

18

19

20

21

LORENA W. ELDER
Court Reporter

22

23

24

25

IV. APPENDIX A. PUBLICITY MATERIAL

February 23, 2006

FIELD(1)

FIELD(2)

The Maricopa Association of Governments (MAG) is distributing these postcards to publicize our upcoming transportation meetings. With regional transportation planning among its responsibilities, MAG has developed a new Regional Transportation Plan to guide development of the transportation system throughout the region. MAG also prepares a program of transportation projects to carry out the Plan over the next five years. The public involvement process provides opportunities for continuing public input into this transportation planning process. Your continued assistance in publicizing the public participation process is appreciated.

I have enclosed the postcards for distribution to your library users. If additional postcards are needed, or if you have suggestions about transmitting this type of material in the future, please let me know. In addition, if you require further information, please call me at (602) 452-5004, or send e-mail to jstephens@mag.maricopa.gov.

Sincerely,

Jason Stephens
MAG Public Involvement Planner

Enclosures

POSTCARD NOTICES OF THE TRANSPORTATION FAIR, AND OPEN HOUSE AND PUBLIC HEARING WERE MAILED TO APPROXIMATELY 25 REGIONAL LIBRARIES THROUGHOUT THE VALLEY. EACH LIBRARY RECEIVED 25 POSTCARDS.

Please Join Us!

You are invited to a joint transportation public hearing being held by the *Maricopa Association of Governments* in cooperation with the *Arizona Department of Transportation State Transportation Board*, *Citizens Transportation Oversight Committee*, *Valley Metro*, *METRO* and *City of Phoenix Public Transit Department*.

This is the only time that all of these representatives gather in one place to hear transportation updates from agency staff and to receive input from Valley residents on the short range five-year transportation program and 20-year Regional Transportation Plan Update.



ON THE MOVE



PARTNERS IN PROGRESS

Public Hearing

Friday, March 10, 2006, 12:00 Noon
MAG Office, Suite 200—Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.

For more information, or to arrange special disability accommodations, please contact Jason Stephens, MAG public involvement planner, at (602) 452-5004. Parking validation is available and bus tickets will be provided to those who use transit to attend the meeting.



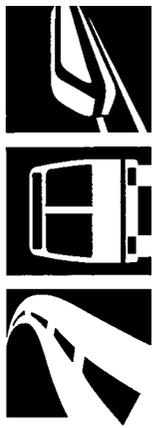
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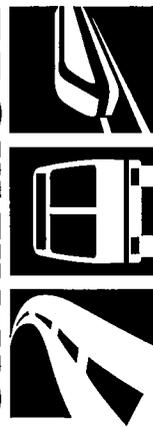
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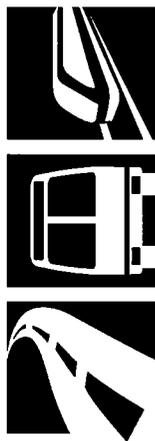
Friday, March 10, 2006
11:00 a.m. – Open House
12:00 Noon – Public Hearing
MAG Offices, Saguaro Room
302 North 1st Avenue, Second Floor
Phoenix, Arizona

The Maricopa Association of Governments (MAG), in conjunction with the State Transportation Board, Arizona Department of Transportation (ADOT), Citizens Transportation Oversight Committee (CTOC), Valley Metro, Valley Metro Rail and the City of Phoenix Public Transit Department will conduct a public hearing on the Draft Fiscal Year 2007-2011 MAG Transportation Improvement Program (Listing of Projects), Draft 2006 Update of the Regional Transportation Plan and ADOT's Tentative FY 2006-2011 MAG Regional Freeway System/RTP Freeway Program Recommendations.

An informational open house will begin at 11 a.m. prior to the hearing at 12:00 Noon. Agency staff will be available to answer questions and respond to comments made by those who attend.

The draft documents are available for review at the MAG offices, third floor library, from 8:30 a.m. to 5:30 p.m., Monday through Friday. All comments and questions received during the open house and public hearing will be reflected in the Fiscal Year 2006 MAG Mid-Phase Input Opportunity Report.

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

ON THE MOVE

PARTNERS IN PROGRESS

Public Hearing

Friday, March 10, 2006, 12:00 Noon
Maricopa Association of Governments
Suite 200—Saguaro Room
302 North 1st Avenue, Phoenix

Your participation is greatly appreciated.

Please Join Us!

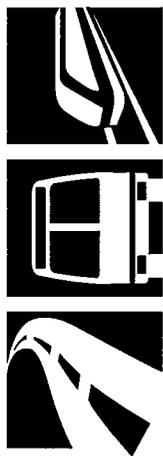
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ON THE MOVE



PARTNERS IN PROGRESS

Audiencia Pública

Viernes, 10 de marzo, 2006, 12 del Mediodía
Asociación de Gobiernos Maricopa
Segundo Piso – Salón Saguaro
302 North 1st Avenue, Phoenix

Su participación es muy apreciada.

¡Por Favor Acompañenos!

Está invitado a una audiencia unificada sobre transporte llevada a cabo por la Asociación de Gobiernos Maricopa en cooperación con la Junta Estatal del Departamento de Transporte de Arizona, el Comité Supervisor de Ciudadanos en Transporte, Valley Metro, METRO y el Departamento de Transporte de la Ciudad de Phoenix.

Esta será la única vez que todos estos representantes se reúnen en un lugar para recibir actualizaciones de funcionarios de las agencias y recibir comentarios y sugerencias de residentes del Valle sobre el programa a corto plazo de cinco años de transporte y la Actualización del Plan Regional de Transporte de 20 años.



Para más información o para pedir acomodación especial debido a incapacidades, favor de contactar a Jason Stephens, proyectista en involucramiento público en MAG, al número (602) 452-5004. Se sellarán boletos de estacionamiento y se proveerán boletos para los que asistan a la reunión usando transporte público.

Public Hearing

Friday, March 10, 2006, 12:00 Noon
Maricopa Association of Governments
Suite 200—Saguaro Room
302 North 1st Avenue, Phoenix

Please Join Us!

You are invited to a joint transportation public hearing being held by the *Maricopa Association of Governments* in cooperation with the *Arizona*

Department of
Transportation Board,
Citizens Transportation
Oversight Committee,
Valley Metro, METRO
and City of Phoenix Public Transit Department.



This is the only time that all of these representatives gather in one place to hear transportation updates from agency staff and to receive input from Valley residents on the short range five-year transportation program and 20-year Regional Transportation Plan Update.



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

Jason Stephens

Subject: FW: loop 202 "no build "

Dear Mayor Keno

I would like to draw your attention to this article which appeared in a local paper.(see below)

As the Chairperson of MAG and the body which governs ADOT we as residents would like to know your views on this alignment along Pecos road which is :

1. Destroying homes built as recently as 10 months
2. Displacing hundreds of families
3. Causing serious health risks to hundreds of childrens in schools and day care centres .
4. Blasting through one of the Worlds largest Natural preserve "South Mountain Park"
5. Potentially increasing crime and pollution through a heavily populated area

All of this and more just because ADOT has made several bad decisions along the way how they have negotiated their dealings with the Gila river community .

Even though there are several options ADOT refuses to acknowledge them and continues to give half baked information in all its public meetings.Please see below comments from Gila river community members.

Individual voices support freeway on Indian land

By Doug Murphy
Staff Writer

Opposition to building the Loop 202 along Pecos Road through South Mountain Park came from unexpected sources last week two Gila River Indians.

Nathaniel Percharo and Anthony Villareal, both members of an advisory committee to the Arizona Department of Transportation, expressed support for an alternative route for the controversial South Mountain Freeway during a panel meeting on Dec. 1.

At the South Mountain Citizens Advisory Committee meeting, Percharo explained that he and his fellow landowners have never been asked if they are willing to have the freeway built south of Pecos Road.

"We've never been approached. It's always been the tribe," Percharo said.

The Gila River Indian Community's Tribal Council has opposed studying a freeway on tribal land for the last five years, but Percharo said the 5,000 tribal members who control thousands of acres south of Pecos Road support the freeway on Indian land.

Calling the project a "golden opportunity," Percharo suggested building the Loop 202 south of Pecos Road on undeveloped Indian property.

"Why not drop it down so there's economic development," he said.

"No one in Ahwatukee would lose their homes, and we don't have any homes to lose."

Percharo represents the I-10 Pecos Landowners Association, which is comprised of families that control land south of Pecos Road roughly between 40th Street and 51st Avenue.

Opposition to the proposed Pecos Road route also came from a traditional counselor of the Gila River people, because the pathway requires deep cuts through South Mountain.

The mountain is considered important to the tribe and cutting into the ridges would be similar to cutting a church in two, said Villareal, a traditional counselor for the tribe.

"It's sacred from one end to! another. It has significance to the people since the beginning," he explained.

Speaking for himself, Villareal said, cutting into the mountain would be disturbing.

"It would bother me deeply," he said.

The citizens advisory committee is scheduled to recommend a West Valley route for the western leg of the freeway next month.

The committee will recommend a route for the freeway's eastern leg late next year. So far the only route is along Pecos Road.

We would like to know from you Respected Mayor your thoughts .

Yala

Yahoo! Mail

Bring photos to life! [New PhotoMail](#) makes sharing a breeze.

Jason Stephens

Subject: FW: South mountain freeway

Respected Mayor Keno,

We were informed that MAG is the head of ADOT ,therefore we are addressing our concerns to you regarding this ridiculous South montain freeway plan.

We feel we have no where to go . Me and my husband put all our savings in this home we bought and now we cannot seem to get those out at the time of our need.

The truck drivers and people in cars on I-10 have not contributed to this community and the beautiful serene surroundings .It is the people who live here pay taxes and who appreciate this setting and the South mountain park for all its natural beauty .

Study regarding the percentage of traffic on the three different connections to I-10 on the west side. I find it hard to believe that very many Foothills property owners east of Central would take t! he route to 55th Avenue (best case) just to head east on Interstate 10 to go back to downtown Phoenix. And I find it nearly impossible that anyone heading to downtown Phoenix from the Foothills would drive out to the Loop 101 connection just to head back to downtown Phoenix.

Based on your examination of the above statements, I think you will support the position that this route is really a Phoenix bypass for the truckers on I-10 heading west.

We as honest tax paying citizens would like to know ?

1. Who is making all the decisions ?
 2. Why is there no open list of people on the advisory team?
 3. Why did ADOT put a red line on our homes when it is going to take 2 years to decide whether it will bull doze or not 
 4. Why should we suffer for poor planning an! d slow lethargic study conducted by ADOT.
 5. Why is there no other option for ADOT when several options have been given by citizens and residents alike .like Riggs road and Queencreek road .
- ADOT has wasted 20 years planning on this route and it has still no solution to any ones problems.

We have also been told it will be a raised freeway ..in the middle of a densely populated community and the largest municipal parks in the world.

Its like Adot is saying to us "My way or the Highway"

Awareness about this freeway is growing everyday .Even a child can see that this freeway is a result of bad planning and bad decsions made by ADOT.

Residents deserve better planning and better answers .

We strongly oppose this utter wastage of our tax dollars where better planning would have actually had this fre! eway ready in half the budget of \$1.3 billion which is the

aprox cost of this freeway not including relocation costs etc.

Will anyone respond ???

Sincerly

Gayatri

Yahoo! Mail

Use [Photomail](#) to share photos without annoying attachments.

Getting to the roots of obesity: why surroundings may matter

Author: [Cara Solomon](#)

There Colin Rehm stood, on a commercial strip in Auburn, an area with the highest rate of obesity in King County. He had mapped it in his research, but it was another thing entirely to see this fast-food frenzy in person.

More than a dozen chain restaurants stretched out for a mile, from Denny's to Dairy Queen to Domino's. A discount grocer sold trays of cookies and packets of pastries for a dollar.

"I've never seen such good deals for unhealthy food," said Rehm, of the University of Washington's Exploratory Center for Obesity Research.

Across King County, researchers such as Rehm are studying everything from the clusters of fast-food restaurants to the number of run-down sidewalks, trying to explain high rates of obesity. And the Exploratory Center is right in the thick of it, one of only two federally funded programs in the country that are looking at how economics and the environment affect obesity.

King County's obesity rate has more than doubled in the past two decades, reaching about 18 percent of the population last year. Genetics alone can't explain it, public health officials say. And urging better individual behavior hasn't worked. So many experts are focusing now on access – both to healthy foods and to exercise – and what can be done to improve it.

Public Health-Seattle & King County has spent the past year working with academics and architects, city planners and transportation experts as part of a new Overweight Prevention Initiative. Their focus is on policy change, from bringing healthy options into the workplace to expanding hours for exercise at local schools. The county Board of Health is set to vote Friday on whether to support the initiative's plan.

"There's not going to be any one answer," said Shelley Curtis, a nutrition outreach and food policy manager for the Children's Alliance, a statewide child advocacy group. "The forces that we need to reckon with are powerful and difficult to change."

More than half of King County residents are considered either overweight or obese. A new survey by Public Health has found the highest obesity rates are in South King County.

Apples or frozen pizza?

Angela Davis knows all about healthy food. Her problem is getting it.

She can't find the money sometimes for fresh produce or lean meat. Not when she's living on disability benefits. Not if she wants to pay the rent.

"It's frustrating," said Davis, 42, whose 13-year-old daughter is obese. "I feel my children deserve to have what the rest of society is having."

Obesity affects people of all income levels, but poor people face more hurdles in trying to stay healthy, said Adam Drewnowski, director of the Exploratory Center.

For starters, healthy food costs more. The price of produce has skyrocketed in the past two decades, according to a study by the Rand Corporation. At the same time, the price of sweets and soft drinks has stayed about the same.

Junk food is just a better deal, packing more calories per dollar than most healthy food, Drewnowski has found.

"You've got five dollars for dinner," he said. "Are you going to buy fresh apples or frozen pizza?"

Only the federal government can address food prices, by offering subsidies for fruit and vegetables, for example, or using the food-stamp system to give incentives to buy better food, the researchers say.

Nonetheless, the county is trying to make healthy food more available in local neighborhoods. A nutrition task force has come up with a slew of ideas, from offering more vouchers for farmers' markets to providing more produce to local food banks.

Researchers are also looking at the so-called "food environment" in King County. Rehm, for example, has been mapping fast-food restaurants, convenience stores and grocery stores. The theory is that in low-income neighborhoods it's easier to buy unhealthy food than to seek out healthy alternatives.

That theory, along with so many others, has yet to be proven. Obesity is a complicated epidemic, experts say, with roots in everything from education to motivation. Living first in the Central Area, and now in South Seattle, Davis said she sometimes has struggled to find a low-cost grocery store. Even when she finds one, she said, it's tough to afford the fruits and vegetables there.

Now that her son has gone to college, she has lost eligibility for food stamps, making the problem worse, she said.

"I end up not paying a lot of my bills, to make sure that my kids have what they're supposed to be eating," said Davis, a student at Seattle University.

Her daughter's health depends on that sacrifice. The girl is under a doctor's care now and enrolled in a fitness program through The Austin Foundation, which helps get young people involved in fitness. Davis is a parent representative with the foundation.

But without healthy food, the plan will fall flat.

Make it walkable

Play outside for an hour. Walk around the block a few times. Do something small every day, Dr. Odette Sueda tells her patients – anything to help you lose weight.

Up to a half of Sueda's patients at the Columbia Public Health Center in South Seattle are obese. Some of them can't afford bus fare to a community center, she said, let alone sports equipment. Outdoor exercise is sometimes the only option they have, Sueda said. But when she suggests it, parents sometimes resist. They talk about hypodermic needles in the grass, or parking lots with broken glass, or strangers roaming around, looking like a threat.

Inside the center on a recent morning, the walls were warm with color. Children had written the word "healthy" on the bulletin board, in many different languages, from Spanish to Somali. But there were two bullet holes in the front window, Sueda said, fresh from the previous weekend.

The county's anti-obesity initiative is attempting to deal with fears of crime by recommending longer hours for schools and community centers so residents can exercise indoors. It's also trying to expand a "Safe Routes to School" program, a partnership with the police department to get more kids walking.

A local pedestrian group called Feet First has been working on "walking audits" with residents in Seattle and South King County, documenting everything from faded crosswalks to missing sidewalks, then taking that information to city officials. Their work has already inspired Seattle's Department of Transportation to move some neighborhoods to the top of lists for improvements.

It's all part of a new focus on "walkability." Most people will simply not set aside a half hour, three times a week for exercise, the researchers say. So it's crucial that the streets themselves encourage activity, in their appearance and their design.

A recent King County study found that people will walk around their neighborhoods more if sidewalks and streets are connected, and shops and parks are located nearby. Some of the older city neighborhoods, such as Capitol Hill, already fit that description – and the obesity rate there is the lowest in the county, at 7 percent.

"If you create environments where it's easier to choose the healthy option, people will choose the healthy option," said Dr. Jim Krieger, of Public Health.

The Seattle Housing Authority has adopted that concept, turning some of its housing projects into national models for active living.

In the Delridge neighborhood, the old High Point project is a sprawling community of beaten-down barracks. The wide streets encourage speeding cars. The sidewalks are broken. Crime has been a serious concern. But block by block, the project is being transformed into mixed-income housing. New houses are painted in reds and greens and yellows, with windows and porches

that look out on shared lawn where children play. Streets are narrow, sidewalks are wide, and landscaping serves as a buffer between them.

There are plenty of new amenities within walking distance, including a library and a public health center. And the city is trying to lure a large grocery store there soon.

It's all just good, healthy design, said Tom Phillips, the project director. It's not so much a step forward, he says, but a step back – to a time when communities were not built around the car.

<http://archives.seattletimes.nwsourc.com/cgi-bin/taxis.cgi/web/vortex/display?slug=obesity19m&date=20051019&query=Getting+to+the+roots+of+obesity%3A+why+surroundings+may+matter>

Jason Stephens

Subject: FW: Preserve South Mountain, Preserve Our Community

Dear Sirs and Madam:

I am writing to you out of concern for the proposed alignment of the 202/South Mountain freeway via Pecos Road in Ahwatukee. As a mother of 2 young children, I have several deep concerns with the Pecos Road proposed route. One can't help but wonder what the long-term effects will be to our air quality due to the additional pollutants brought in by an increase in motor vehicles (including diesel trucks) through the South Mountain community. Living in the heart of the foothills, almost surrounded by mountains, the thought of vehicle fumes (as well as dust and material debris during construction) "settling" in the valley is ironically unsettling. This is of course on top of Phoenix's already monstrous pollution issues. I realize that EPA studies have yet to be completed, but let's be honest, what is considered "acceptable" on paper is not always what is acceptable to residents directly affected by pollution. As a clinical audiologist (hearing specialist), the dangerous noise levels that would be present due to the new freeway also gives me pause. We need to remember that the city parks and public schools that are in proximity to the Pecos road freeway alignment will cause our children to be exposed to hazardous noise levels when outside, be it playing on the playground or participating in outdoor activities at these locations. We as parents have enough to worry about with our children; hazardous noise exposure should not be one of them. In addition, close proximity of a freeway to schools and places of worship make it physically dangerous for our children and families (i.e. serious motor vehicle accidents, fires, chemical/hazardous materials spills, etc.). The environmental integrity of South Mountain Park itself should also be preserved as too often these landmarks and sacred areas (such as Camelback Mountain and Piestawa Peak) fall victim to urban sprawl. All of the above issues can be resolved with your support for a "No Build" option for the proposed 202 freeway via Pecos Road.

My family and I have lived in Ahwatukee for over 10 years, having chosen this area for its beauty, tranquility and most of all, its sense of community. Ahwatukee has changed dramatically since the freeway proposal was first introduced, making the current proposal obsolete. It is amazing that even with as much as Ahwatukee has grown in number of residences and businesses, the sense of community has always remained very close knit and protective. As has been evidenced by the overwhelming public support for a No Build or other route proposal, I think it is clear how I and thousands of other Ahwatukee residents feel regarding this issue. Please recognize Ahwatukee's opinions and concerns by not aligning the 202 freeway in our community!!

Sincerely,

Stacey Matson

Stacey Matson, Au.D, CCC-A
Doctor of Audiology
Carl T. Hayden VA Medical Center
Audiology & Speech Pathology (126)
650 E. Indian School Rd.
Phoenix, AZ 85012
(602)222-6412
(602)222-6588 fax

3/20/2006

Jason Stephens

Subject: FW: Process Improvement Suggestions on South Mountain Freeway Meetings 2002

Theresa,

I agree. It is imperative that a voice amplification system be used in the future. Community participants, myself included, were only able to hear one of every three words spoken at the last meeting. I have no hearing impairment.

I would like to also request that the meeting be easily accessible via bus or alternate public transportation, so that persons with disabilities and those who cannot drive for any other reason (ie. those unable to drive 10 or more miles on a road without overhead lighting late at night) may also attend.

Additionally, I would like to request FM audio frequency for the blind and visually impaired be made available when requested with 72 hour notice and Sign-Language interpretation be made available on the same basis.

Directions on the <http://southmountainfreeway.com> website should include an exact street address, not just cross-streets of the location which cannot be researched for directions on-line.

For those persons who cannot afford Internet access, the telephone number for the SMCAT meeting should leave a message that is helpful and provides meeting details, rather than just soliciting comments. An alternate telephone number should be made available for the hearing impaired. Further, the meeting information should be regularly published, by ADOT's initiation, in newspapers whose circulation includes the Metro-Phoenix area and all areas impacted by the freeway.

All written materials referenced in discussions or distributed to SMCAT members, including web-based presentations and overheads, should be made available to all persons who desire to review them, in the interest of full disclosure to the public.

Most importantly, changes of future meeting venue, time, or agenda should be posted well in advance of meeting dates. This way, all citizens who desire to do so may give feedback and comments. Thus, we would be able to ensure that ADOT's solicited citizen participation in the Citizens Advisory Meeting process would occur as intended in the ADOT guidelines for this project. At present, this is indeed not the case.

I will be requesting the full text of this comment be included in the EIS.

Your prompt action to address these matters fully is appreciated.

Kindest Regards,

Melanie Pai

PARC - Protecting Arizona's Resources and Children

<http://www.protectazchildren.org>

480-678-0407

Jochim1@aol.com wrote:

3/20/2006

Theresa,

I sent this e-mail several years ago and it still has merit today--at the upcoming future CAT Meetings lets get a PA System where all of the presenters and CAT Members can be heard by the "Public." It is important as I was in the front row on January 5, 2006, of the "public" section and missed a several sections of the dialog due to noise or the presenters speaking softly.

Sincerely,

Jim Jochim

1231 E. Desert Flower Lane

Phoenix, AZ 85048

T# 480-460-2535

Fax# 480-460-2898

From: "Jim Jochim" <jochim1@cox.net>

To: <Jochim1@aol.com>

Subject: Process Improvement Suggestions on South Mountain Freeway Meetings 2002

Date: Fri, 6 Jan 2006 13:30:22 -0700

Jason Stephens

Subject: FW: (no subject)

I am against the Proposed 202 Alignment.....the plan is obsolete based on current population residences and community growth.

Jeff Grass
1446 E. Night Hawk Way
Phoenix, AZ., 85048

Jason Stephens

Subject: FW: South Mountain Freeway Press Clippings

Theresa,

Since the "unveiling" of the detailed look of the Proposed South Mountain Freeway at the Grace Inn on November 17, 2005, an avalanche of letters have been written on the subject. They have been published in the Ahwatukee Foothills News and The Arizona Republic respectively.

I am concerned that your firm--Gunn Communications, Inc. has not been able to accurately capture all of the letters that have been written and published on this important subject. I provide this data to support that statement

At the CAT meeting on December 1, 2005, the "handout" of media articles were from October 28, 2005, to November 23, 2005, and at the CAT meeting January 5, 2006, the "handout" of media articles were from December 16, 2005, to January 4, 2006.

Now what happened to the articles that were written from November 24, 2005, to December 15, 2005? Now that is three week gap--what happened to your process as there were some important articles released in that time frame?

I am sure your firm has a substantial contract from either ADOT or HDR for the communication process. Please refer back to my question about Roles, Responsibilities and Relationships (dated December 20, 2005) in which you asked me to direct the question to Mike Bruder. That message has been relayed and I am waiting for a reply from Mike Bruder.

I look forward to your explanation of the data gathering gap on the articles that were written in that time frame and my expectation is that they will be provided at the CAT Meeting on January 19, 2006.

Please advise if you have any questions.

Sincerely,

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

3/20/2006

Jason Stephens

Subject: FW: CAT Data Request

Theresa,

Based on what I observed last night at the CAT Meeting your responses to my questions in the e-mail dated December 31, 2005 needs to be given a "**Priority Status**" as time is of the essence in this decision making process.

What I observed was within the first fifteen minutes of the meeting last night was that the only Gila River Indian Community representative present at the meeting **resigned**. As you know your CAT had four Gila River Indian Community members on the roster. I look forward to seeing your spread sheet on the attendance of all CAT members since inception.

But what concerns me most is at the end of the meeting there were three groups that asked to be on the CAT: Woodside Homes, PARC and Foothills 80. What I watch was several endorsements, a few moans and groans about "the learning curve" of bringing on new team members and most members remained silent. Now I don't know how you reached a consensus without taking an "up or down" vote. What ever happened to a simple "show of hands" ? I walked away from the meeting not knowing if they were going to be allowed at the table of the CAT.

As you state in your web site the GCI "principles" are as follows:

"People who are affected by a decision should:

> be INVOLVED in the Decision Making Process!

> be given accurate INFORMATION!

> have their voice HEARD! "

Theresa, I ask you to **WALK THE TALK**. Get those people who are "affected by the decision" involved in the process. They want to be heard--are you listening?

Sincerely,

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

3/20/2006

Jason Stephens

Subject: FW: Senior Thesis Research on Light Rail

Dear Ms. Taft,

My name is Deborah Hsieh, and I am a rising senior at Harvard College. I have spoken with Ms. Peggy Rubach and she suggested that I be in touch with you. As a native Arizonan, I have a deep interest in the issues facing our state as it continues to experience rapid growth and development. Thus, I have chosen as a topic for my senior thesis the issue of mass transportation in the modern city. I hope that this research will (1) identify the key components of the forces that finally achieved support for public transportation in Phoenix and (2) create an understanding of the process of mass transit development when conducted after explosive development that may be relevant to future public transportation and city planning issues.

I have a few questions about the debate within MAG and between the legislature that Ms. Rubach suggested I direct to you. If you are able to participate, the interview would last about an hour. I will be in town Monday and Tuesday (1/9 and 1/10), but I understand you have a busy schedule. Any time that you might have during the week of January 16 or beyond for a phone interview would be greatly appreciated.

If you have any additional questions or comments about the thesis, I would be more than happy to answer them. I look forward to hearing from you!

All the best,

Deborah Hsieh

Jason Stephens

Subject: FW: South Mountain Citizens Advisory Team Meeting 12/1/05

To anyone listening,

I had spoken with you at ADOT's meeting held at The Grace Inn on November 17, 2005. Thank you for forwarding my letter to the editor for the Opinion column.

I attended the SMCAT meeting tonight (December 1, 2005) at the GRIC Komatke Center and enjoyed listening to the presentation by ADOT and the lively discussion from members of SMCAT. I continue to come away from these ADOT meetings feeling that only the number of displaced businesses, homes and/or schools torn down for the freeway are what constitutes a "negative impact". The dramatic and immediate impacts to the Ahwatukee Foothills Community, South Mountain Preserve and areas bordering the preserve, the Gila River Indian Community, the Gila River land owners, as well as the West Valley communities are overwhelming. ADOT is showing unyielding ineptitude by trying to force this poorly conceived 20 year old alignment down our throats.

When discussing basic considerations about freeway elevation and the impacts on drainage and water table levels, ADOT had no data on water table levels within the proposed routes...and ADOT has had this proposal for 20 years?! There were also questions raised by SMCAT members regarding ADOT's data, and whether the data was accurate, outdated and /or both. How is the Citizens Advisory Team supposed to make a quality, informed and/or accurate recommendation if ADOT's basic data is not credible??

Another discussion focused on why there is so much negative feedback on the proposed route. This route proposal affects our lives, our quality of life, our schools, churches, open space, our entire COMMUNITY, the Gila River Indian COMMUNITY, South Mountain and the flora and fauna that thrive on this land we all share , love, and call our home.

The time to build the South Mountain Loop has not only passed, but there was never a time to consider this route with all the negatives it would bring; now or 20 years ago.

ADOT needs to look to the future and address the REGIONAL transportation needs...with ADOT's growth figures this freeway must go south of Pecos, south of GRIC, and serve as a true Phoenix bypass in order to aid with the I-10 overload.

Please feel free to contact me at anytime regarding these issues.

Thank you,

Brian Smith
20 year Ahwatukee Foothills resident

Jason Stephens

Subject: FW: SR 202

The 202, as proposed, is an obsolete plan and poor public policy.

I really think we need to regularly communicate the people who are in a position to influence policy on this matter. It is not enough to just show up at a single public meeting such as the one recently held at the Grace Inn.

Naturally what the Gila Indian River community does on their land is entirely up to them. Having said that, it is obvious that they stand to benefit immensely at the expense of our community. Under the circumstances, strategically the only position those of us living in the community can take is to oppose construction of the freeway along the proposed route.

No one driving from the Ahwatukee/Foothills communities to central Phoenix will choose a route around the west side of South Mountain, which supports the position that this is a bypass for trucks and an express route for folks on the west side of the city to such venues as Rawhide and the gambling casinos. An alternate truck route can be found as far south as I 8 if need be. I support our good neighbors on the Gila River community in their endeavors to enhance their economic position but I also believe that there is a way to do this that is mutually beneficial.

3/20/2006

Jason Stephens

Subject: FW: South Mountain Freeway... which build option?

Dear Tracee:

Thank you kindly for your prompt reply. I appreciate the Mayor's office staying actively involved with the SMF debate. A couple of points:

1) YES, I-10 traffic will increase! With more commuters! Can we solve that problem with the appropriate solution? I am sorry, but the notion of building the 202 SMF bypass to handle "commercial truck traffic" to/from California does NOT address the REAL PROBLEM in the Valley: COMMUTERS! Again, I-10 handles commercial traffic just fine, if you can get the commuters (like me) off the road! (actually, I take the bus 3 days/week which despite HOV lane, is very slow).

2) while SMF corridor (Pecos Road or GRIC alignment) may not be the initial choice for rail, SURELY the I-10 corridor must be. Actually, a regional (fast) rail line would be best, from Maricopa up to Scottsdale, connecting in Tempe with LRT. Seems to me that EXISTING rail lines currently along Kyrene road would be ideally suited for this. How can the MAG/PHX ignore the endless residential growth without addressing mass transit? Why doesn't the MAG/PHX make developers part of the solution, instead of allowing them to keep building more and more, totally reliant on ADOT to connect their residents to their jobs?

3) As for funding permanently "locked" to freeways?... come on. You guys are the government, you can initiate changes where appropriate, put it to the voters! We are out here, on I-17 and I-10 every day! There are plenty of existing rail lines that can be "recycled" with a minimum amount of modifications, much cheaper than millions of tons of concrete, and a much better allocation of tax payer dollars because frankly, RAIL SOLVES PROBLEMS, even for those people that must drive for a living or are not near commuter rail, at least they don't have to deal with thousands of commuters if you put them on mass transit.

4) You may think the "Valley" is where everyone wants to come, the reality is somewhat different for those actually attempting to move here. I know, I just did with my family of 5 from Wisconsin. I am a scientist, the type of person that Flinn Foundation and Phoenix are trying to recruit and retain here in Phoenix. But high housing costs coupled with poor public transportation and widespread pollution frankly are intimidating to incoming workers in the technical/professional fields, particularly those with young children. Who wants to move to "Los Angeles 2"? Why does Phoenix attempt to revitalize downtown with Biosciences/TGEN/UA medical school without a way to get professionals downtown easily? They won't come! , or they will try it for a while then leave after being frustrated with endless hours commuting. But if you had rail, it would neutralize high housing costs downtown, and conversely raise property values in outlying neighborhoods that have the rail. Put RAIL right in West Phoenix if you want to raise that side out of its current economic state, the lines are ALREADY there along US 60. Everything about rail works economically, everything about more freeways fails economically (witness the so called "Anthem" model, what a joke, all it did was choke I-17 and make everyone unhappy. Maricopa is the next disaster unless something is done immediately).

3/20/2006

4) As far as the future goes, with all due respect, please wake up. It is a DOCUMENTED FACT that at our current consumption rate, we might make it to 2012 before gasoline jumps to \$15 gallon. You guys need to look beyond Phoenix... namely to growth in China. I urge you to read about "Peak Oil" (Google this) and start getting your facts. How can you morally commit to building a freeway that will be obsolete by the time it is built? How can you morally continue to ignore the needs of your community (mass transit) knowing that soon most people will be unable to afford to gas their cars (way beyond the tiny \$3/gal "hiccup" we just saw) and get to work? What contingency plans does MAG and PHX have in place to feed its millions when fuel costs make importing foodstuffs prohibitive? That IS the future, and we are morally obliged to address it now with the correct solutions.

Sincerely and respectfully,

Joe Debbins, Ph.D.

Jason Stephens

Subject: FW: South Mountain Citizens Advisory Team Meeting 12/1/05

To anyone listening,

I had spoken with you at ADOT's meeting held at The Grace Inn on November 17, 2005. Thank you for forwarding my letter to the editor for the Opinion column.

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ADOT needs to look to the future and address the REGIONAL transportation needs...with ADOT's growth figures this freeway must go south of Pecos, south of GRIC, and serve as a true Phoenix bypass in order to aid with the I-10 overload.

Please feel free to contact me at anytime regarding these issues.

Thank you,

Brian Smith
20 year Ahwatukee Foothills resident

Jason Stephens

Subject: FW: South Mountain Freeway

Dear Mr. Anderson,

I am against the construction of the South Mountain Freeway (SMF) due to the alignment within South Mountain Park. The visual scars on the land due to the large cuts can not be effectively mitigated, due to the canyon effect that the cuts will create through the mountainside. In addition, the noise and air pollution within the park will increase. The City of Phoenix set aside land for South Mountain Park to be preserved, not to have a freeway run through it. I am also concerned that the information boards posted on the ADOT website are of insufficient resolution to read the elevations showing the extent of the cuts (and resulting destruction) that will occur within South Mountain Park.

In addition, I believe that ADOT's assertion that SMF will not be used as a truck bypass is flawed. I understand SR-85 is supposed to be the bypass. However, if SMF is built, drivers will use SMF rather than SR-85. ADOT only needs to look at the traffic mess that was created due to rubberized pavement construction on westbound I-10 between Ray and Baseline this past summer. Signs were posted for motorists to use the 101 as a "detour" around construction. However, most motorists ignored these signs, as traffic did not take the bypass, but continued on until it was too late. I even sent an email to the Phoenix Construction Engineer, telling him of this problem, and he assured me that signs were properly posted to inform drivers of the detour to bypass the construction. Instead, motorists continued until they had to exit at Ray Road. The same situation will occur if SMF is built, as many motorists will not use SR85 to bypass Phoenix, but then decide to take SMF as they get closer to the City. I asked these questions to the consultants during the public meeting and was told that the traffic study was under review by ADOT.

Thank you,

Mike Luecker
mluecker@hotmail.com
4230 East Pearce Road
Phoenix, AZ 85044

3/20/2006

Jason Stephens

Subject: FW: Loop 202 - Ahwatukee Foothills

Dear Sir/Madam,

I am homeowner in the Foothills Reserve Community at the end of Pecos Road. I have been following the South Mountain Corridor Study for the past few months and felt the need to voice my concerns over the possible South Mountain Loop 202 freeway.

I would like to start by saying that I fully understand the need for a solution to the growing traffic problems in Phoenix. However, that said, I do not feel that placing a large highway along Pecos Road is the best solution. I am very concerned that the freeway would be detrimental to many communities, families and businesses living near and along Pecos Road. Among my concerns are the noise and air pollution that will certainly result, as well as the increased truck traffic that will be coming right through our neighborhood. My family and I just built a new home in the Ahwatukee Foothills with the vision that we would be here for many years to come. We planned to raise our children here and the thought of a freeway behind our home truly crushes that dream.

According to the AZ DOT website, "problems, concerns and preferences expressed by citizens will be considered in the ultimate decision of whether or not to build a new facility, what should be built and where it should be located." If this is the case, then I and my family would like to state that we are very much against a freeway running along the existing Pecos Road. We know that there are other alternatives being considered at this time and are asking that you please consider them instead of turning Pecos Road into Loop 202.

Thank you for your time.

Sincerely,

J Molina

2753 W. Redwood Lane

Phoenix, AZ 85045

Yahoo! DSL Something to write home about. Just \$16.99/mo. or less

3/20/2006

Jason Stephens

Subject: FW: South Mountain Freeway

Dear Mr. Smith:

I live in Foothills Reserve which is at 27th Avenue and Pecos Rd. According to the proposed plan, my house is about 800 feet outside of the required right of way. I bought my home in 2002. I had no idea that this freeway was being proposed, nor did I have a chance to vote for or against the study in 1985.

I oppose the Pecos Road freeway alignment for the following reasons:

1. Depletion of value of homes near the interchanges and main freeway.
2. Excessive cost to purchase existing luxury homes, churches, schools, and businesses. (Why was this area allowed to be built up if the freeway study was pending? Some of the homes in Foothills Reserve are still being built at this time! Why is Woodside Homes continuing to build at 17th avenue and Pecos?)
3. Destruction of South Mountain Preserve. Wildlife impacts during construction as well as in the future, such as noise and pollution issues for the preserve.
4. NO REPRESENTATION - THIS PLAN IS OUTDATED. NO ONE THAT IS BEING IMPACTED BY THIS FREEWAY WAS HERE IN 1985 WHEN THE VOTE WAS TAKEN. WE NEED A NEW VOTE SO THAT CURRENT RESIDENTS CAN HAVE A VOICE. THIS STUDY WAS INITIATED 20 YEARS AGO WHEN THERE WAS NO HOMES OR BUSINESSES SOUTH OF WARNER ROAD!!!
5. The location is also outdated. It will ruin the beauty of the entire area, bringing in noise, pollution and additional traffic. Health issues for residents including our children, as there are several schools and churches near the proposed freeway.
6. I also challenge the need for this freeway. I have yet to hear a logical, concrete explanation as to why this freeway is needed. The only explanation that makes any sense is bypass traffic, which will mostly be interstate trucks, even though we were told that truck traffic loading is expected to be only 10%. Is this true or not?

THE ONLY OPTION IN MY OPINION IS TO INCREASE NEGOTIATIONS AND PRESSURE ON GRIC AND PUT THE FREEWAY SOUTH OF PECOS BY 1 OR 2 MILES. THIS WILL BENEFIT GRIC, PRESERVE THE BEAUTY OF PECOS ROAD AND THE ENTIRE AHWATUKEE AREA, AND MAINTAIN A HEALTHY LIVING ENVIRONMENT FOR THE RESIDENTS.

Regards,

and Carol Kaczmarek

S. 27th Avenue

Phoenix, AZ, 85045

244-5430

Donald

16622

602-

3/20/2006

Jason Stephens

Subject: FW: 202 freeway

My husband and I have been a resident of Ahwatukee since 1999 and have been in the Phoenix area since 1987. My family moved to Ahwatukee because we knew it would be a prosperous, quiet, wonderful place to raise our family. The people of Ahwatukee take pride in our small community, witness "The Festival of Lights" (last weekend), the Easter Parade and the Fourth of July Festival - just to name three. The schools in the district are top in the state and we back up to the countries largest municipal park. We are not one of the families, businesses or churches whose home is on the proposed alignment, however, we all will be affected by this bypass. Ahwatukee's uniqueness will be destroyed by the congestion, noise and pollution of interstate trucks bypassing us, the destruction of South Mountain Preserve and not to mention the impact a freeway will have on the floodplains and wildlife. This **will be** a detriment to our community and we urge you to reconsider the development of the 202 freeway on Pecos.

Barb & Bob Blazek
1739 E. Cathedral Rock Rd.
Phoenix, AZ 85048

Jason Stephens

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Regards,

and Carol Kaczmarek

S. 27th Avenue

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16622

602-

3/20/2006

Jason Stephens

Subject: FW: 202 freeway

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Barb & Bob Blazek
1739 E. Cathedral Rock Rd.
Phoenix, AZ 85048

Kelly Taft

From: Kelly Taft
Sent: Monday, November 28, 2005 1:45 PM
To: 'rchristian30@hotmail.com'
Subject: RE: 202 Freeway on Pecos

Thank you for your comments. We have forwarded your e-mail to the South Mountain study team for consideration and response. We will also include your comments in our next Input Opportunity Report, which is forwarded to all MAG policy makers.

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

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

From: Dennis Smith
Sent: Monday, November 28, 2005 1:39 PM
To: Kelly Taft
Subject: FW: 202 Freeway on Pecos

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

From: DJandRod Christian [mailto:rchristian30@hotmail.com]
Sent: Monday, November 28, 2005 1:36 PM
To: greg.stanton@phoenix.gov; phil.gordon@phoenix.gov; william.vachon@fhwa.dot.gov; mburdick@azdot.gov; vmendez@azdot.gov; ghoward@az.gov; brian.murray@mail.house.gov; dsmith@mag.maricopa.gov; eanderson@mag.maricopa.gov; mayor.hawker@cityofmesa.org
Subject: 202 Freeway on Pecos

As a 16 year resident of Ahwatukee, my reaction to the current highway plan that will cause the demolition of 1000s of homes was -- they have got to be kidding. Where were all of you in the mid 1980s when Ahwatukee was first being developed? Didn't anyone think about a highway then? If so, what genius developer decided to overbuild into what would be highway property?

If this does happen, I know that none of you will be hit in the pocketbook and many of you have already sold your homes, but I hope you all suffer from permanent insomnia knowing that you **will be putting people out of their homes** if you allow this freeway construction to happen.

Kelly Taft

Subject: FW: 202 Freeway on Pecos

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

From: DJandRod Christian [mailto:rchristian30@hotmail.com]

Sent: Monday, November 28, 2005 1:36 PM

Subject: 202 Freeway on Pecos

As a 16 year resident of Ahwatukee, my reaction to the current highway plan that will cause the demolition of 1000s of homes was -- they have got to be kidding. Where were all of you in the mid 1980s when Ahwatukee was first being developed? Didn't anyone think about a highway then? If so, what genius developer decided to overbuild into what would be highway property?

If this does happen, I know that none of you will be hit in the pocketbook and many of you have already sold your homes, but I hope you all suffer from permanent insomnia knowing that you **will be putting people out of their homes** if you allow this freeway construction to happen.

Kelly Taft

To: Jason Stephens
Subject: FW: SR 202

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

From: Louis Giordano [mailto:lgiordano@fastq.com]
Sent: Thursday, November 17, 2005 8:57 PM

I am a resident living in the Awhatukee/Foothills community. I attended the ADOT presentation on the proposed SR 202 held at the Grace Inn on November 17. I must say that I had my doubts going in but now I am thoroughly convinced that the proposed alignment of the 202 is outdated, obsolete, and represents poor public policy.

The reasons not to build this freeway as proposed far outweigh any benefit that the community and the metropolitan area could possibly hope to gain. The exception to this would be the Gila River Indian Community which would gain tremendously at the expense of our community.

Here are just a few points to consider:

- The plan (nearly two decades old) is obsolete.
- The cost of infrastructure relocation
- The cost and displacement of homes, schools, churches and businesses
- Noise, air pollution and other environmental concerns.
- Destruction of the South Mountain Preserve.

All of this for a freeway that will only serve as a bypass primarily for interstate trucking, and provide the Gila River Indian Community with new conduit to their gambling casinos.

I say we don't need to build this particular freeway at all. I believe that a far better solution would be to plan development around a freeway, further south. Of course the Gila River Indian Community would have to be agreeable to this, but there is little incentive for them so long as we are willing to do it all for them. There is great economic incentive for our friends to the south to have a freeway in the vicinity and they have invested much in development anticipating this. I think it would be a win-win situation to plan a freeway further south that allows the Gila River Indian Community economic opportunity without disrupting communities and attenuating the environment on both sides of the road.

I am interested to hear you thoughts.

Thank you.

Kelly Taft

Subject: FW: Concerning the 202 South Mountain Freeway

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

From: Dennis Smith

Sent: Monday, November 21, 2005 8:38 AM

To: Kelly Taft

Subject: FW: Concerning the 202 South Mountain Freeway

To all whom are concerned with the feasibility of the Loop 202, South Mt. Freeway:

I am a very concerned resident of Ahwatukee who has been interested over the years in the process of finding an alternative to the Pecos Rd. alignment for this abovementioned freeway.

Please consider me someone who will actively work to prevent this alignment for the following reasons:

1. It is no longer viable due to the fact that our community depends on Pecos Rd as a local access road; years of disruption for the construction of any freeway would be an enormous detriment to our community.
2. Freeways have not been proven to alleviate traffic; they compound traffic related problems. Furthermore, this freeway will logically become a truck bypass for those who care little for this area.
3. Destroying a part of South Mountain Park is a mistake that will be impossible to take back. In many cases, it is better to do nothing than to cause irreparable damage. Why in the valley this concept takes such a back seat is a mystery to me, having lived in many other communities around the world.
4. The impact on the Ahwatukee community, which has grown so much since this original alignment was conceived. This is the main reason for No Build, if no other alternative is available: crime, pollution, cathedral effect of noise rolling up the hillside will compromise thousands of families, including children in schools near the alignment. Literally, this community that was allowed to grow here in the past 20 years, will be destroyed. What kind of "planning" is that?

Do not allow our community to be destroyed by this ten lane monstrosity! It is insufferable for anyone to consider it logical to build something so unfitting and outdated.

Melissa Keane
255 E Glenhaven Dr.
Phoenix AZ 85048

Kelly Taft

Subject: FW: South Mountain Freeway... which build option?



ADOT_Letter.p
df

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

From: Josef Debbins [mailto:jdebbins@cox.net]
Sent: Monday, November 21, 2005 11:32 PM

Subject: South Mountain Freeway... which build option?

Greetings:

I give you in the attached note a viable alternative to the "no build" solution for South Mountain Freeway in Phoenix.

It is the "right build".

Please seriously consider this in lieu of "any proposed build", as it will be cheaper, lasting, and much more effective.

My very best to you and your families.

Joe Debbins

Phoenix, Arizona

“No Build vs. The Right Build”

Gregg Bander (Ahwatukee Foothills News Editorial, 18 Nov 05) describes the outcome of the proposed South Mountain Freeway (SMF) rather clearly: noise, pollution, decreased property values and constant interstate trucking right through our pristine South Mountain neighborhoods. Mr. Bander also identifies the critical mistake that ADOT is making; attempting to implement a solution to requirements that are 20 years old. This is a mistake that Phoenix cannot afford to make... since there is an alternative to the “no build” solution... it is called: “solving today’s problems with leadership and vision”, or what I like to call “The Right Build”: ADOT = transportation... all forms.

What is most frustrating about the SMF proposal is that clearly ADOT has even the current traffic equation incorrect. It’s as if someone at ADOT is looking at a map and saying, “gee, we finished the East 202 loop, now time to finish the West 202 loop.” Without even considering the actual reality, that a West 202 loop (SMF) *will not* reduce traffic on I-10. Interstate 10 is quite capable of handling local commercial and interstate trucking traffic today, just go out there between 9am and 3pm, the 10 east/west lanes are moving quite nicely, with most of it destined for downtown Phoenix or points north. The *actual* problem is with the morning and evening *commuter* traffic... that’s when things get ugly, and even eliminating *all* of the interstate/bypass truck traffic with the proposed SMF (either on Gila land or Pecos Road) does little to change the I-10 rush-hour volume. And the commuters are not heading west; they are heading north, to downtown and the rest of the city of Phoenix. These are not people traveling to California each morning! With additional housing being built in Maricopa, it will only get worse... because of the commuters, not because of commercial trucking going west. This is the *real* 21st century problem: moving people. Leadership and reason is required to address it with a 21st century solution, namely “the Right Build”, which can be done cheaper and faster.

“The Right Build?” Moving many people from southern east valley to work downtown is simply best accomplished with regional light rail. Consider a branch of rapid commuter trains from Maricopa to downtown, with appropriate stops/branches in Ahwatukee, Chandler, Tempe, connecting with Valley Metro light rail. Light rail offers clean and quiet transport with a minimal environmental footprint. Commuter rail improves neighborhoods and increases property values, and gives folks an alternative to the rush hour nightmare. Light rail will make those neighborhoods that have it very attractive, raise property values, attract permanent, professional working residents and continue the revitalization of central/downtown Phoenix. Look at what is happening in Minneapolis, how just one solitary light rail line has changed a former dungy industrial corridor (Hiawatha) into an attractive cosmopolitan neighborhood. Compare that to what happened when west I-10 cut through the historic south Encanto neighborhood.

Specifically, the land to the south side of Pecos Road (under high tension lines) could likely handle a two way rail line rather nicely... crossing under I-10 at 202 junction, connecting with rail from Maricopa, then continuing north along Kyrene Road and connecting with light rail in Tempe. High school students at Desert Vista could walk

to the 32nd street station and take the train downtown to the art museum or central library. Ahwatukee/Chandler residents could board the train along Pecos/East 202 for business travel out of Sky Harbor. We have all been to Washington, DC and seen the city/airport rail connections, why not Phoenix? Here is what I found after 2 minutes of using Google Maps: it seems there is an existing section of track that starts in the upper right corner at Galveston and 56th Street (not far from empty ADOT 48th and Frye site) and going all the way downtown after connecting in Tempe at ASU. <http://maps.google.com/maps?ll=33.305497,-111.968451&spn=0.021398,0.026949&hl=en> . This option is cheaper and much less invasive than a new freeway! Now imagine what would happened if a bunch of smart ADOT folks would look at their “big maps” with a little 21st century vision behind them. We need to start thinking outside the “automobile box”, since that modality is so, well, 20th century.

Today’s Valley Metro Express buses are a great start and are very popular, but need to handle volumes hundreds of times greater and with absolute punctuality. Light rail is where we should spend the bulk of our transportation money going forward, it can usually be matched by federal dollars, and with a levy on “planned community builders”, seriously showcase Phoenix as a progressive forward-moving city in the European model, and not a city stuck in the 20th century continuing to allow unchecked growth dependent on the internal combustion engine. If Phoenix wants to continue to attract intellectual talent, modern mass transit is a requirement; the current traffic situation is a real detriment to professional recruiting and must be changed for the better. This is not hard, just put everyone in a room and mandate it until it happens. It just takes a collective will.

Projected Phoenix traffic and population growth projections are based on one flawed assumption: cheap fuel. This will change dramatically within the next 10 years... Katrina and Wilma were just warning shots. *Very expensive fuel* (Google on “Peak Oil”) will be a reality in our lifetimes, significantly *reducing* traffic, including the trucks that maintain our food supply to the Valley. Our national leadership is oblivious to this reality and we must begin to address it locally. *Now* is the time to reduce our transport dependency on oil, while oil is still cheap and we can afford to build the alternatives.

The Valley has been blessed with an unlimited supply of electrical energy from the sun, a stable geology, and “rectangular” cities with wide streets and most important: progressive leadership. Frankly, this leadership should limit the unchecked growth and hold builders and planned communities responsible for fulfilling the transportation (and renewable energy) needs of its citizens. Thanks to “Peak Oil”, we are heading back to a time when there are fewer cars and a lot more buses and trains. Let’s be ready and set an example to the rest of the country as to what should be done... and thus can be done.

Sincerely,

Joe Debbins, Ph.D.

Kelly Taft

Subject: FW: South Mountain Freeway Loop 202

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

From: Jochim1@aol.com [mailto:Jochim1@aol.com]

Sent: Tuesday, November 22, 2005 12:11 PM

Subject: South Mountain Freeway Loop 202

Attached for your files is a letter I sent today to the Arizona Republic(with copy to the Ahwatukee Foothills News) dealing with the Proposed South Mountain Freeway Loop 202 .

Jim Jochim

November 22, 2005

The Arizona Republic
Talkback East Valley
106 E. Baseline Road
Mesa, AZ 85210

RE: Talkback on the Proposed South Mountain Freeway Loop 202

Introduction and background

My name is Jim Jochim and I live at 1231 E. Desert Flower Lane, Phoenix, AZ 85048. I have lived in The Foothills at this address for over ten years. My wife and I first moved to The Valley of The Sun in 1965 after I graduated from the University of Nebraska and I accepted employment with Mountain States Telephone and Telegraphy Company. A few years after arriving in Phoenix, I received my MBA from ASU. We also relocated six times with the Bell System/ AT&T in the course of my 32 year career. However, we always wanted to return to Arizona—which we did in 1995 and we chose to live in the Foothills due to the quality of life, the tranquility of the environment and being in the back yard of the South Mountain.

Here is my “Talkback” on the Proposed South Mountain Freeway Loop 202:

A. I support a No Build of the South Mountain Freeway Loop 202. The majority of the homeowners do not want it and that was demonstrated by the substantial turnout at the Grace Inn on November 17, 2005. And just as important the Gila River Indian Community also does not want it on their property.

B. A number of elected officials have voiced a “no” on the proposed loop—including U.S. Representative, J.D. Hayworth and City Councilman Greg Stanton. Now here is a question for your paper: What about the other elected officials who represent this area? What is their position? Also what about the various HOA’s, the Chamber of Commerce? Can we get an “up or down” vote from them?

C. Your paper asked this question: What is the best alternative to the freeway? I can say this with a factual/pragmatic background as I worked in the NYC area for ten years and the answer is “mass transit” AKA trains, subways and buses. Let’s spend the \$1 Billion dollars where it will do the greatest good for everyone for the longest time frame.

D. I have a deep respect for all of the Indian Tribes in the USA. In my home I have a modest collection of Southwest Indian baskets, pottery, rugs, sand paintings, and Kachina dolls. I love hiking in the South Mountain and in the Grand Canyon—especially to the home of the Havasupai Indians. This last weekend I was at the Indian Craft Show at the Sheraton Wild Horse Pass Resort and I asked several GRIC members what they wanted and they said “We don’t want the freeway either but we would love to have Our Mountain back”.

E. It is my opinion that once the GRIC sees first hand the damage that will be done to their sacred mountain by the blasting and digging for the South Mountain Loop 202 they will join hands with the residence of the Foothills Village and say with a single unified voice “No Build”.

F. I also have some questions about the objectivity of Matt Burdick—this has been documented several times by his comments in the newspapers. For example to say that the “No Build” is a “long shot” or on the letter from J.D. Hayworth “We’ll take public comment, including the congressman’s letter into consideration”. I sense from his “attitude” he feels this is all ready a done deal and he just wants to say to the earth movers—“Start your engines” and let the razing of peoples homes and permanent scaring of the sacred South Mountain commence.

G. Someone on your staff needs to look closely at the statements that are made on page 2 of the Fall/Winter South Mountain Transportation Corridor Study regarding the percentage of traffic on the three different connections to I-10 on the west side. I find it hard to believe that very many Foothills property owners east of Central would take the route to 55th Av (best case) just to head east on I-10 to go back to downtown Phoenix. And I find it nearly impossible that anyone heading to downtown Phoenix from the Foothills would drive out to the loop 101 connection just to head back to downtown Phoenix.

H. Based on your examination of the above statements I think you will support the position that this route is really a Phoenix by-pass for the truckers on I-10 heading west.

I. In your article you mention a person who supported the South Mountain Loop 202 but didn’t want to give their name because they didn’t want “any dead cats” on their front lawn. I can understand that feeling because I just finished working for the U. S. Census Bureau as an Enumerator doing follow-ups on surveys that were mailed out but never returned and in my door to door contacts many individuals were reluctant to give me their name even though I provided handouts that stated: “Your **Answers Are Confidential**” Form number: CSMA-31 (NRFU).

J. How was ADOT/FHWA able to secure access thru the Salt River Pima-Maricopa Indian Community for the construction of the 101 several years ago?

K. Several weeks ago ADOT announced the “Exit Ramp Locations” off of the 202 on the South Mountain portion of the freeway—one of them being 32nd St. Yet in a few weeks they retracted that location. Why? I was unaware of any public meetings on the exit ramps yet it appears someone at ADOT responded to opposition by the city of Phoenix and homeowners. Let get the facts on the table with this “behind the closed doors” decision making process. Who called who and then who “pulled the level” to cause 32nd street to be removed as an exit ramp? Are we working with full disclosure?

I. Finally what really is the Decision Making Process (DMP) at ADOT / FHWA and how does it work? Who really is on the Decision Making Unit (DMU)—by name and title? Are all votes equal? How much weight does the public input mean and or the CAT for that matter?

If you need additional information on any of the above statements please call me at 480-460-2535. Thank you for your interest in this important issue—it is truly appreciated.

Sincerely,

Jim Jochim
1231 E. Desert Flower Lane
Phoenix, AZ 85048
E-mail: Jochim1@aol.com
Fax # 480-460-2898

CC: John Conway, Ahwatukee Foothills News Editor

Kelly Taft

Subject: FW: South Mtn Fwy

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

From: Jim Belfiore [mailto:jbelfiore@acacia-capital.com]

Sent: Friday, November 18, 2005 8:40 AM

Subject: South Mtn Fwy

Gentlemen/Ladies,

I urge you to drop plans to build South Mountain Freeway along Pecos Road; it is not a viable option. It will destroy a high quality residential area built during the last 20 years. Ahwatukee is a family-driven community, with high quality schools and strong family values that are hard to come by. The neighborhoods are involved and add value to the overall Phoenix metro area and State of Arizona. A freeway ruin the quality of life currently provided to residents.

Please take a stand against the freeway as Congressman Hayworth did this week. This freeway is not something you'd like built on your watch!

Thanks

Jim, Kathy, Makayla (4 years) and Ethan (2)

Ahwatukee residents since 2000

Kelly Taft

Subject: FW: Proposed Freeway

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

From: Rachel Harris [mailto:rachel_harris@azfamily.com]

Sent: Friday, November 25, 2005 9:36 PM

Subject: Proposed Freeway

As an almost Arizona native (moved here in 1978 at the age of 11) and an 8-year resident of beautiful Ahwatukee, I urge you to work hard to ensure that the proposed South Mountain freeway route does not end up replacing Pecos Road. I am a television producer married to a law partner. I am also the mother of a son and daughter who would like to continue to live in Phoenix, but would consider moving out of state if communities like Ahwatukee are encouraged by the state of Arizona to develop only to then be destroyed by a freeway that no longer makes sense.

Ahwatukee residents pay a lot in state taxes and many of us are questioning why we would want to continue to support a state that encouraged us to grow this community but then several years later decides to rip out homes and destroy parts of the beautiful South Mountain preserve for a freeway that will bring multiple semi-trucks, pollution and increased crime to the community.

Our concerns are many, some of which include:

-There will be huge costs of infrastructure relocation * power lines.

-There will be a huge impact on floodplains and wildlife habitat.

-It will serve bypass traffic, especially trucks and will forever change the peaceful community of Ahwatukee into an area that has increased pollution, crime and decreased property values.

-Destruction of South Mountain Preserve

-Destruction of new homes

Many of us are scratching our heads wondering why developers were encouraged to build not just neighborhoods, but thriving communities. We have questions that include:

1. Did the state of Arizona just want the sales tax with total disregard for the tax paying, hard working and contributing residents?
2. Just how much did the state make off the sales taxes of our homes?
3. If the state pays market value on the homes that are destroyed, when is the market value decided?
4. Is it decided during freeway construction when the market value will be drastically reduced?
5. Will the state provide compensation to the homeowners whose homes remain, but are so close to a freeway that the market value of the property is drastically reduced? For many of us, that home is our main asset. We invested in Ahwatukee, Phoenix and the state of Arizona. Will this group be taken care of?

Please advise if you have answers to these questions. Please do everything in your power to prevent this devastating event to the tax paying residents, developing children and hard working business owners of Ahwatukee. The successful development of Ahwatukee

Foothills has made the original Pecos freeway plan obsolete. Thank you for considering my comments.

Sincerely,

Rachel Harris
rachelaharris@aol.com

Kelly Taft

Subject: FW: South Mountain Freeway... which build option?



ADOT_Letter.p
df

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

From: Josef Debbins [mailto:jdebbins@cox.net]
Sent: Monday, November 21, 2005 11:32 PM
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Phoenix, Arizona

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255 E Glenhaven Dr.
Phoenix AZ 85048

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Jim, Kathy, Makayla (4 years) and Ethan (2)

Ahwatukee residents since 2000

Kelly Taft

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From: Louis Giordano [mailto:lgiordano@fastq.com]

Sent: Thursday, November 17, 2005 8:57 PM

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Kelly Taft

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Sent: Friday, November 18, 2005 9:39 PM

Subject: Proposed 202 freeway alignment on Pecos Road

Hello,

I'm writing to add my voice to that of other Ahwatukee Foothills residents opposed to building the 202 Freeway along Pecos Road. I like Ahwatukee's status as a giant cul-de-sac; it gives us privacy and a sense of community, and I can see no benefit to my community in having it ripped apart by a freeway. It isn't needed for local traffic, and if the concern is simply to route truck traffic around downtown Phoenix, the freeway could just as easily be routed south of the reservation.

I will be following the development of this issue with rapt attention. I haven't missed an election since I turned 18 in 1972, and have been a registered Republican for decades, but will support any candidate for local, state, or federal office who advocates my point of view on this issue.

Sincerely,

Bob Burton
2553 E. Silverwood Drive
Phoenix, AZ 85048
480-554-6308 (w)
480-759-1230 (h)

3/17/2006

Kelly Taft

Subject: FW: Pecos/202 alignment Project

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

From: McGowan, John [mailto:John.McGowan@avnet.com]

Sent: Monday, November 28, 2005 9:04 AM

To: dsmith@mag.maricopa.gov

Subject: Pecos/202 alignment Project

Mr. smith

Business travel prevented me from attending the recent meetings in Ahwatukee regarding the Pecos Alignment Project. Since I could not make the meetings I feel it is necessary to write an express my opinion.

My wife and I are strongly opposed to the Pecos/202 alignment project. We have lived in Ahwatukee for 11 years and have enjoyed the quiet family environment created in the community. The proposed freeway will bring pollution and noise to our neighborhoods while serving no real value to the community. Crime in Ahwatukee along the 10 freeway will spread to the rest of the community that is adjacent to the new freeway. While my house will not be next to any freeway addition, my neighborhood will be negatively impacted. It is our opinion that the entire Ahwatukee area will be negatively impacted.

I hope the government is not looking to destroy the peace and tranquility of your family like it is ours. If a Phoenix bypass is desirable to the community, I am sure there is a better way. A connection between Interstate 8 and 10 West of Phoenix would not bring pollution to our neighborhood and would not require the destruction of as many houses, preserves, and churches, as well as bring higher speed traffic near our schools. While this may seem like a "not in my neighborhood" opinion I have been discussing this with friends outside the neighborhood. Many of them have the same opinion of this freeway. It just doesn't make sense.

Please let us know what we can do to support those that oppose the Pecos Alignment Project.

Regards

John and Heidi McGowan

Phone: (480)643-4051

Cell: (480)231-9975

e-mail: john.mcgowan@avnet.com

**At the Meeting of the MAG Management Committee
302 North 1st Avenue, Phoenix, AZ on Feb. 8, 2006**

**Mr. Chairman, Members of the Committee,
Distinguished Guests: I am Joe Ryan, a resident of
Maricopa County since 1992.**

**How can you solve the traffic congestion problem?
Look ! Up in the air ! It's the "Desert Plane" !**

**This brief explanation is provided to you under the following
seven items of your Agenda:**

- **Item 3, the call to the audience;**
- **Item 5C, alternate routes for needed yet impossible new
freeway alignments;**
- **Item 5D, a substitute CMAQ project;**
- **Item 5G, filling many human services needs in Maricopa
County;**
- **Item 5H, providing major improvements in the area of
"highway runoff" water pollution, until now ignored;**
- **Item 6, an alternate solution to the Grand Avenue
Congestion Problem; and**
- **Item 7, a new and more cost-effective Program to be
added to the MAG Unified Planning Work Program.**

**How can you solve the traffic congestion problem?
Look ! Up in the air ! It's the "Desert Plane" !**

Item 7.

Our world is rapidly changing. Corporate offices and regional offices are being sited in the suburbs of major and minor cities. So, why are we considering commuter rail services along railroad tracks that were never designed for commuter services? Trends – the happenings all over the world – call for both local and express operations. Why not create more convenient commuter services for citizens whose homes would be along truly-rapid, conveniently scheduled routes, going to work in both directions? In the future, some Arizona executives might prefer to live in downtown Phoenix and commute to work in the suburbs – or as far away as Flagstaff and Wickenburg, Casa Grande and Globe. To make profits on such operations, MAG planners, together with planners of major American manufacturers, should call for a wide-bodied vehicle that might be called "The Desert Plane".

I suggest the effort, together with efforts of American manufacturers, be called "The Desert Plane Program". To lower the end cost of both Arizona imports from the Orient and Arizona exports to other continents, MAG planners should develop blueprints for convenient, low-cost all-cargo Desert Plane operations linking not only points within Arizona but also major international shipping ports such as Long Beach.

Page 2 of 10.

Item 3.

The width of streetcars and trains hasn't changed in over a hundred years. All the while, their relative costs per available seat mile and ton mile have risen. Why don't MAG planners create specs for elevated systems? Why don't they create specs of wide-body vehicles producing frequent and fast all-cargo and all-passenger services?

Years ago, members of MAG and CTOC were shown engineering drawings of a transportation system that meets all of the requirements of corporate and city planners. Its infrastructure is made of steel, not hard-to-get and less durable concrete. John Shaw gave us that novel approach that would not only reduce traffic congestion, air and water pollution but also might create additional well-paying manufacturing jobs in Maricopa County.

“RapiTran’s” low-cost, high-speed operation would reduce the cost of living and doing business in Maricopa County. The infrastructure that I commend to you would create a built-in incentive for companies to move high-paying operations to the County.

I regret to inform you that we lost a good friend whose ideas for a better transportation system still could be implemented. John Shaw died last year.

Items 5C and 6.

Excellent transportation is a factor high on the list of corporate planners who are looking for a place to establish a new facility. Of prime concern is how employees with very different incomes could commute between radically different residential areas and their jobs. Not only employees but also company cargo must travel to and from various locations, in both directions of a route, at all times of the day and night. Convenient frequencies of both passenger and all-cargo services at the desired location are critical. The “wide-body” Desert Planes should be approximately fifty feet long and ten feet wide. (During the past seven decades, airline engineers and financial planners have insisted manufacturers keep widening air transports to become more efficient. For examples, in the 1930s, Lockheed Lodestars, with 2-abreast seating, had the capacity for 14 passengers. The famous DC-3 had three seats per row with a total of 21 seats. This fall, the Airbus A-380 will provide commercial services between Europe and Australia, via Singapore, carrying around 550 seats.) Call the vehicle “The Desert Plane” !

Items 5G and 5H.

Corporate planners and city planners have the same check list of inter-related functions. They appreciate the fact that traffic jams produce all kinds of negative results. Traffic back-ups increase operating costs. The stress of being in chaotic traffic makes people tired and irritable. Traffic back-ups increase the production of

Page 4 of 10.

both air and highway run-off pollutants. In turn, pollutants, especially microscopic bits of tires, brakes and road surfaces cause short-term medical problems, like burning eyes, and long-term problems like cancer.

One cannot underestimate the seriousness of the dangers associated with the poor quality of the air. I reside in a town populated by old folks. I have seen people dying with lung problems. Frantic gasping for air is one of the worst ways to die.

Item 5D.

Corporate planners, looking for new sites, see a brown cloud over our highways. While Arizona is an attractive location for work and retirement, corporate planners have major problems with the ground transportation infrastructure. Our planners must develop a better cargo and passenger transportation system that will efficiently serve at least 2,800,000 additional residents, operating another 2 million vehicles, by the end of 2025.

Item 5D.

Some time ago at a MAG meeting, an air quality professional presented a PowerPoint slide that showed there would be major reductions in the production of air pollutants during the first three of four 5-year periods from 2005 to 2025. Several citizens pointed out the impossibility of that propaganda. It appeared that their Chemistry 101 arguments were ignored.

Page 5 of 10.

Also, it appears obviously-false data was inputted into a federal computer model. Many Americans have begun to believe lobbyists now control the decisions of our government leaders. What are we to believe when the leaders ignore warning flags raised by citizens in public meetings? Now, we are beginning to see what our air will be like when the County's population grows to six millions and then ten millions.

Item 5C.

Arizona planners want low-cost, convenient and truly rapid transportation services. To increase the average speed of travelers' trips and cargo shipments, there should be stations with two separate platforms, one serving each direction, where traffic can quickly cross over the platform between express and local vehicles. At the major transfer points, the stations served by both local and express schedules, those platforms, with the local line on the outboard side and the express line on the inboard side, serve the most-frequented destinations including schools, airports, bus terminals, hospitals, stadiums, tourist attractions - such as the Grand Canyon, malls, office buildings, warehouses and plants.

Item 6.

Desert Plane operations will not interfere with surface traffic. There will be no dangerous grade-level crossing. Most of the route segments will be elevated. Under special circumstances, the routes will be at and under ground level.

Page 6 of 10.

In the 1990s, consultants and government employees put on “open houses” at public libraries, selling light rail plans that were not the real plans. They showed pictures of streetcar stations in other cities that were not in the middle of the streets. The narrative below one such picture said the light rail vehicle could operate between 55 MPH and 65 MPH and referred to the planned operations as “Rapid Transit”. That was false consumer advertising. The false characterization of “Rapid Transit” also was written on the March 14, 2000 ballot. The FTA Director of the 9th Region somehow got false propaganda into his Record of Decision, stating that persons traveling from downtown Phoenix to Sky Harbor would save time by using both light rail and a people mover. The Valley Metro direct bus service is and will be faster than the circuitous trip via 44th Street.

It appears that special interests have slipped commuter rail into MAG’s picture just as they put in motion the multi-billion-dollar light rail fiasco. Why is the consultant’s recommendation for a commuter rail operation parallel to Grand Avenue given any consideration and resources? One excellent way to attract new business is to create better infrastructures and more economical equipment than that. The physical nature of our existing infrastructures, with the near-permanent bottlenecks that have been built into our major highway intersections, do not permit safe, economical, convenient commuter rail schedules.

Item 7.

Now one must realize that the half-cent sales tax of the 1985 – 2005 20-year period forced the under-construction of interchanges that, today, cause miserable traffic congestion, added air and water pollution and costly accidents. The under-funding forced the intersections into too-small patches of land, eliminating the possibility of having 75 MPH, three-lane connecting ramps with breakdown lanes on both sides. The actual ramps connecting two 75 MPH highways, like Interstate 17 and Loop 101, have a 40-MPH turn radius and, in some cases, only a single lane. As vehicle spacing is reduced, traffic slows down, further reducing the highways' carrying capacities, further shortening the distance between vehicles.

Beginning with the right lane, and rolling over into lanes farther to the left, traffic gradually is slowed. It sometimes stops when joining traffic reduces the ability to keep a reasonable separation - from a terrorist's perspective. When stopped, the capacity of the lane, at that moment, is zero. The rolling traffic jams create excessive air pollutants and highway run-off water pollutants.

All of us read in large highway signs misleading propaganda causing the public to vote for Proposition 400. Proponents of the current dangerous plan paid for those signs that said, "Finish the highways !" They intended to give the public, especially the voters,
Page 8 of 10.

the impression that the half-cent tax rate is adequate to do the necessary highway and intersection construction. It appears that a more appropriate tax rate might be two cents! With only a fraction of the current half-cent sales tax allocated to highway construction, why didn't all MAG mayors reject this unrealistic 20-year plan?

Item 5C.

The demand for new highway lanes during this 20-year period will be proportionately far greater than it was during the past period because the rate vehicle miles driven has been and will continue to be higher than the rate the population is increasing.

Item 5D.

Ladies and gentlemen, there are ways to lessen future increases in traffic congestion and air pollution. They do not include grade-level commuter rail. I listened to one of your well-paid consultants tell us what the County needs and how the public will be forced to use what will be provided. How's that for a consumer-friendly approach? He said there should be three commuter trains each morning southeast-bound on the BNSF track, and three trains in the opposite direction in the evening. Ladies and gentlemen, that is pure nonsense. The consultant's narrow-body grade-level schedule is deadly and outrageously costly. It's infrastructure and operations would increase the production of pollutants and would not produce "services of convenience and necessity".

Page 9 of 10.

Most areas adjacent to existing railroad tracks do not have free space for parking hundreds of “station cars”. That limits the revenue potentials of many existing rail sectors near residential areas, such as Surprise. The inability to build off-street rail and light rail lines in most areas of Arizona cities precludes providing direct, on-line commuter rail services to the destinations of most traffic.

Paying for commuter rail would be another fiscal burden of the already over-burdened County and city governments. On the other hand, high-density, high-speed, high-utilization of the Desert Plane operations could make operating profits with which feeder bus services on lean route could be subsidized. That concept is used by Corporation Commissions when forcing utilities to provide basic services to rural areas.

**How can you solve the traffic congestion problem?
Look ! Up in the air ! It’s the “Desert Plane” !**

Thank you for your attention and your consideration.

A handwritten signature in black ink that reads "Joe Ryan". The signature is written in a cursive, flowing style.

**Joseph B. Ryan
13311 Paintbrush Drive, Sun City West, AZ 85375
Tel. (623) 584-3300 and E-mail jbryanmis@aol.com**

A TRANSPORTATION ACCELERATION PLAN FOR ARIZONA

Celebrate how far we have progressed since the 80's!

**Acknowledge the challenge of constructing the
ADOT and MAG Plan already adopted**

**Carefully evaluate the demographic changes, population
growth versus transportation capacity requirements to
determine the preferred pace of
accelerated construction and required congestion relief**

Create a new Maricopa-Pinal County paradigm

**DETERMINE TO ACCELERATE
DETERMINE TO ACCELERATE
DETERMINE TO ACCELERATE**

Evaluate congestion data and determine priorities

Identify new additional revenue streams

Bond forward

Build the new accelerated transportation for Arizona

**Martin L. Shultz
Vice President Pinnacle West Capital Corp.
March, 2006**

An Unpublished My turn Article by Richard T. Tracy, Sr.
Re: True Environmental Impact by Phoenix Sky Harbor Greedy
Folly To 1912 Maricopa County

I must admit I have not read the final Environmental Impact Statement for proposed expansion of Sky Harbor Airport. I need not read about the environment where I have lived altered by the plan or lack thereof by our community leaders. There have been more failures than successes managing what was an outstanding place to live. Tentative approval by the Transportation and Environment Protection Agencies of their plan to expand Sky Harbor airport is reported but Agencies will accept further public comment until March 12,2006. I can not understand how approval can be justified under present circumstances. We need to decrease not increase unnecessary air and ground traffic in that area.

Why must we repeat all the mistakes of Los Angeles? They refused to decentralize their government agencies and made historic preservation the principal zoning option. That created a crisis which made the area almost uninhabitable. As for their airport, to quote the Associated Press reporting on three planes Okayed for the same runway yesterday, February 22, "The L.A. International Airport has one of the worst runway safety violations record in the nation in recent years"

I moved from central Phoenix five years ago because of bad air and there is nothing downtown after five p.m. unless one goes to a sports event. Last October I visited Pittsburgh, Pa. It has been transformed to a beautiful, vibrant, modern high rise city, not the smoky steel town I knew in 1942, or the abandoned one, in 1953 when Equitable Life Insilco. started the Gateway project. Phoenix had an opposite result, not from the lack of taxpayers support. Phoenix neighborhoods covet Historic designation, small homes prevent high population density and inhibit family life. That increases the need for sprawl and longer commutes.

Pittsburgh's new airport is the model for passenger comfort and economic operation. Out of the City, with one central island terminal, there is no need for duplication and confusion as at Sky Harbor with three terminals. With each addition Sky Harbor Airport becomes less user friendly. Consistent remodeling is necessary because of poor planning. In 1980 because of its location some advocated auto traffic to Sky Harbor be limited to an area on Washington Street and passengers and employees transfer to some form of rail to the terminal, as some other airports, Atlanta for example. .

What is gained by expanding Sky Harbor? The opportunity to effectively solve today's environmental and transit problems at reduced cost and assure a positive result is to activate reliever airports. Williams Gateway Airport has been ready, soon the need to the west will grow to keep pace with their rapid development. That should be an impartial FAA and EPA priority. The opportunity to do it right for a change will be gone; nothing threatens Sky Harbor but competition. A willingness to share for the public benefit will improve their connecting and international flight operation.

Plans for residential development near sites for reliever airports are on file. Legislation to penalize zoning authorities that act in a manner that reduces property value has been proposed.

3-3-06 Az Rep-East Valley

MY TURN

Vote to kill rezoning in Williams Gateway Airport area ill-advised

I served as Mesa's planning director from 1988 to 2003. In that capacity I was primarily responsible for development of the Mesa 2025 General Plan approved by Mesa voters in 2002.

Over the years I was very involved in many issues relating to southeast Mesa, including the 202 freeway, reuse of Williams Air Force Base, General Motors Proving Ground development and numerous private developer plans.

I am currently a member of the Mesa Planning and Zoning Board.

However, I am writing this letter as a private citizen to express my concern regarding a Feb. 21 decision by the

Mesa City Council. Essentially, the City Council defeated the rezoning of a 75-acre parcel on the northeast-

ern corner of Elliott and Ellsworth roads. This case was initiated by the city to remove outdated residential zoning in favor of commercial and office-park development.

Because of a legal technicality, this council action required six "yes" votes. Thus the "no" votes by council members Tom Rawles and Janie Thom defeated the rezoning

ing, freeing the developer to put new homes across the street from General Motors and directly under the flight path of departures from Williams Gateway Airport.

This potential residential development is directly contradictory to the voter-approved Mesa 2025 Plan. It also negates years of planning by Mesa and other area landowners, while jeopardizing the economic development potential of southeast Mesa.

Finally, the council action overturns the unanimous recommendation by the Mesa Planning and Zoning Board to remove the residential zoning. Mr. Rawles' vote can at least be understood on the ba-

sis of his consistent support for private property rights, regardless of the impact on neighbors or the existence of approved area long-range plans.

Ms. Thom's vote is harder to understand. She has been on the council for nearly four years and should understand the basics of zoning, the importance of the Mesa 2025 Plan and the economic importance of GM and Williams for her district, for the city as a whole and for the entire East Valley.

Her recent explanations that she "wasn't going against the airport," that this action "is not a big deal," and that "the proposed homes still

have hurdles to clear" illustrates her cavalier attitude toward this situation.

The reality is that unless the City Council reverses this decision, the developer is free to build homes.

It is true that he will have to go through design and engineering processes, but now the zoning is in place, utilities are in the area and, as we have learned elsewhere, people will buy homes almost anywhere.

It is Mesa that will have to field noise complaints from new residents and it is the entire region that will suffer as the economic development potential of this critical area is stifled.

I encourage all residents and voters those of District Ms. Thom regard cent action. And City Council to reverse the Feb. while directing s market the prop consistent with t General Plan.

The shortsight an individual cou and her transpar for individual m should not be all rail Mesa's futur

Frank Mizner is the fo Planning Director and member of the Mesa Zoning Board.



FRANK MIZNER

It is reported forty percent of Sky Harbor air traffic is to and from California. High gas prices increased flights to Las Vegas. Housing prices have encouraged commuting to those points. Many passenger and airport employees drive by a site ready for commercial flights, to go twenty miles downtown at twenty miles an hour. There is uncontrolled sprawl in the Valley. The next decade will make creation of reliever airports more expensive and difficult, not for the community leaders, but for those who move nearby and taxpayers that bear the cost.

When I go to the Los Angeles area, I fly into Burbank, a no-hassle in and out airport. For a time I escape the thought of the return to Sky Harbor which is a nightmare at any time, especially when picking up a passenger. Frequent visitors would learn quickly to schedule for convenience and avoid congested areas. I am certain that tourists, less familiar with Sky Harbor's maze, traffic and parking problems have more difficulty than locals and leave with a bad impression. Most quickly leave downtown Phoenix for Scottsdale or increasingly to Indian Casinos, that may be why reliever airports are not encouraged by our community leaders.

My only interest is to avoid more waste, reduce pollution and promote safety. Many called upon the City of Phoenix to work toward the harmonious coexistence of the airport (Sky Harbor) and the (Cardinal) stadium. Phoenix did not follow that advice. With help from the FAA and Legislature they forced the Stadium to be built next to the Arena, far west, seriously damaging the Valley's future economy. Especially East Valley businesses. Then they obtained six hundred million dollars in state funds to remodel their Civic Plaza which has never shown a profit. Glendale Arena, the Stadium and Indian gaming with accommodations will rival or surpass downtown Phoenix in five years. It is folly and unhealthy to force more to travel to the down town Phoenix area. Is the FAA and EPA approval based on the premise that the ground level trolley will solve the problems?

The FAA has failed to consider the public benefit of using Williams Gateway Airport. It will not only increase comfort, safety and business but also relieve the airport crunch and freeway congestion. Both major contributors to air pollution. Could major airlines avoid using Williams Gateway Airport even for the holiday crush for fear of jeopardizing their position with the operators of Sky Harbor? The full facts could not have been fairly considered for an approval on environmental basis at this time when most of the population is spread out. The leaders to maintain control follow plans established in 1912. For example one jail in a county with an almost four million population, an area larger than some states.

Some day if population density is increased, with effective mass transit, possibly elevated then these objections on environmental, economic and social grounds may not exist. But then neither will the need for the increase, if rapid rail with clean fuel transported most passengers within five hundred miles which should be the prime goal of an effective Environmental Protection Agency and Department of Transportation. WRITE Ms. Jennifer Mendelsohn Environmental Protection Specialist Airports Division FAA AWR-621-6 Western-Pacific Region

PO Box 92007 Los Angeles, Ca.. 90009-2007

*Richard J. Tracy Sr.
Mesa (480) 839-1153*

Richard T. Tracy, Sr.
Attorney and Counselor at Law

2338 S. Cottonwood
Mesa, AZ 85202-6388

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Arizona, Ohio and New York
Telephone 480-839-1153

Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western -Pacific Region
P.O. Box 92007
Los Angeles, Ca.. 90009-2007

March 7, 2006
Re: Environmental Impact Report
Phoenix Sky Harbor Folly

Dear Ms. Mendelsohn:

Please accept the enclosed to supplement letters of February 21 and 22, 2006. Maricopa County has problems that the Environment Impact Statement could not have considered. For example, day 141 with no rain and no hope in sight, Federal pollution standards exceeded 47 times since October. There are many community issues stated in the enclosed My Turn Article which was not published that I am sure were not considered in that Impact Statement. The facts stated are true and the danger of great harm to the public and high cost does not by any stretch of the imagination indicate improvement by increasing air traffic at Phoenix Sky Harbor Airport. Those who so state have a vested interest. That includes the newspaper management, heavily invested in downtown property. The rest of the community does not matter, billions go there with poor result.

The Airport reminds me of our city buses that no one used. Most were routed to their downtown. One had to go east or west then back, to go north or south. The result, the stores downtown failed. The group charged with promoting the proposed addition did not seek public input. All had a vested interest and ignore the problems that increase daily. The air gets dirtier and planes increasingly more troubling flying lower, breaking the still of the night. Freeways like parking lots. Public Relations commercials every half hour regarding the long wait. Far more important is development around the possible reliever airports. Note the article regarding Williams Gateway Airport in Mesa. The Home Builders Group have one and maybe two votes for four years that could prevent the airport from reaching its full potential. At best they could demand a huge amount of money to give up land thought to have been dedicated.

On the other hand Phoenix wants to prevent the City of Tempe from doing what it is doing, building closer to the air traffic corridor. They did the same when they got the FAA to object to the Stadium, but that did not concern them when the Ball park was build in the flight path fifteen blocks from the runway. There are many reasons why a fourth runway should not be built; terminal two eliminated and traffic and employees diverted to reliever airports to reduce congestion. Use the funds were they will do the most good and save relievers from further encroachment. Make Sky Harbor smaller, more efficient and safe. Bigger does not make it better for the public.

Very truly yours


Richard T. Tracy, Sr.

Housing development would spoil Mesa's fight to preserve nearby land

By BRIAN POWELL
TRIBUNE

2-22-06

Mesa fears a devastating blow to the success of Williams Gateway Airport after the city failed Tuesday to keep a residential subdivision out of the flight path.

"It's the most disappointing vote I've had as mayor," said

Keno Hawker, visibly fuming after years of trying to preserve the land around the airport for industrial or office uses.

The council voted 5-2 to change the zoning from one-acre residential lots to commercial and business park uses. But a legal protest had been filed, meaning six votes

were required for the change to become effective.

The two dissenting votes were from Councilman Tom Rawles and Councilwoman Janie Thom. Rawles supported the landowner's property rights. Thom lashed out at the way the city went about trying to change the zoning.

The vote allows Cornerstone Homes, which is in escrow to buy the property from the Cardon Group of Companies, to build a 52-home

subdivision northeast of Ell and Ellsworth roads.

In December, Cornerstone scheduled a meeting with the city to discuss its plans to build custom homes on the property, which was zoned for one-acre lots.

Mesa annexed the land in 1990 and it retained its one-acre zoning, but the site was identified for business park use in the Mesa 2025 general plan.

And while Mesa

initiating zoning changes in the area to prevent homes from being built, it never attempted to change the parcel. That is, until a couple of days after the city learned of Cornerstone's plans and instituted a request to change the zoning.

Cardon Group manager Wilford Cardon told the council he tried to comply with their desires, but no one has been interested in developing the property for commercial

or industrial uses.

Queen Creek Mayor Wendy Feldman-Kerr, chairwoman of the Williams Gateway Airport Authority governing board, said the airport has provided a solid front against developer pressure to allow homes under the flight paths.

"I'm sure we would see the facts immediately if that were to change," she said.

CONTACT WRITER: (480) 898-6842
or bpowell@aztrib.com

CACTUS NEEDLES

Short takes from the
Tribune Editorial Board.

2-25

Mesa City Councilwoman Janie Thom faces a political black eye for voting to keep residential zoning for a parcel in the flight path of Williams Gateway Airport, at the same time as the Homebuilders Association of Central Arizona started an independent campaign to support her reelection, and after she received campaign donations from the association and the owner of parcel.

Normally, we ignore attempts by conspiracy buffs to paint politicians as unduly beholden to individual campaign donors. People tend to give money to candidates who support their ideas, not the other way around.

But Thom previously had stood with the rest of City Council in resisting efforts to build housing too close to Williams. So, her change of heart in this instance is raising a lot of eyebrows around Mesa.

Richard T. Tracy, Sr.
Attorney and Counselor at Law

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Mesa, AZ 85202-6388

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Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western -Pacific Region
P.O. Box 92007
Los Angeles, Ca.. 90009-2007

February 22, 2006
Re: Environmental Impact Report
Phoenix Sky Harbor

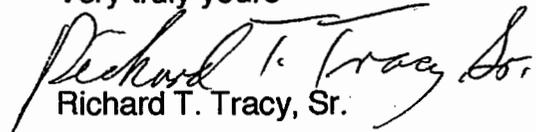
Dear Ms. Mendelsohn:

The enclosed news articles will supplement my February 21st. letter and material regarding reliever airports for Maricopa County. Attempts to protect the flight paths for Mesa Williams Gateway Airport. again failed. Some homes are being built. Until there is more traffic investors are not willing to gamble on industrial use for fear that Williams will be not be given a sufficient share of commercial air traffic. Local governments have faith, they funded the projected leg of the freeway.

The Glendale Airport article from yesterday confirms my projection of growth and note the stadium has not been completed. Ground has just been broken for several businesses that will draw more visitors than downtown Phoenix. Glendale airport is a five minute drive to the stadium, hotels are going up near there.

In the event you have any question regarding the reasons why the majority of the community dislikes Sky Harbor try to do what is common in and out of other airports and see how much extra time, driving and walking is involved. Many articles have been written about the confusing signs but they can not help it, there is a maze because of lack of space. You were sent an article regarding the need to stack aircraft at Sky Harbor, more pollution and noise.

Very truly yours


Richard T. Tracy, Sr.

3-3-06
Ay Rep - East Valley

Vote to kill rezoning in Williams Gateway Airport area ill-advised

I served as Mesa's planning director from 1988 to 2003. In that capacity I was primarily responsible for development of the Mesa 2025 General Plan approved by Mesa voters in 2002.

Over the years I was very involved in many issues relating to southeast Mesa, including the 202 freeway, reuse of Williams Air Force Base, General Motors Proving Ground development and numerous private developer plans.

I am currently a member of the Mesa Planning and Zoning Board.

However, I am writing this letter as a private citizen to express my concern regarding a Feb. 21 decision by the

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Essentially, the City Council defeated the rezoning of a 75-acre parcel on the northeast corner of Elliott and Ellsworth roads.

This case was initiated by the city to remove outdated residential zoning in favor of commercial and office-park development.

Because of a legal technicality, this council action required six "yes" votes. Thus the "no" votes by council members Tom Rawles and Janie Thom defeated the rezoning.

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Her recent explanations that she "wasn't going against the airport," that this action "is not a big deal," and that "the proposed homes still

have hurdles to clear" illustrates her cavalier attitude toward this situation.

The reality is that unless the City Council reverses this decision, the developer is free to build homes.

It is true that he will have to go through design and engineering processes, but now the zoning is in place, utilities are in the area and, as we have learned elsewhere, people will buy homes almost anywhere.

It is Mesa that will have to field noise complaints from new residents and it is the entire region that will suffer as the economic development potential of this critical area is stifled.

I encourage all Mesa residents and voters, especially those of District 6, to contact Ms. Thom regarding this cent action. And I urge the City Council to reconsider reverse the Feb. 21 vote while directing staff to market the property for consistent with the Mesa General Plan.

The shortsighted view of an individual councilmember and her transparent dislike for individual municipal should not be allowed to rail Mesa's future.

Frank Mizner is the former Mesa Planning Director and the current member of the Mesa Planning Zoning Board.



FRANK MIZNER

azcentral.com

WEDNESDAY, MARCH 8, 2006

Cleaner air on the way? Don't hold your breath

Ozone is up next as record pollution season winds down

By Matthew Benson
THE ARIZONA REPUBLIC

Stagnant, dry weather conditions that helped cause the Valley's worst wintertime air pollution in memory could now give rise to a new worry: ozone. "It may be that we simply

go from one high-pollution season to another," said Steve Owens, director of the Arizona Department of Environmental Quality. "We're keeping our fingers crossed."

Winter doldrums and a stubborn air inversion helped trap particles of smoke and dust over the Phoenix area since fall. It was a season to remember: The Valley violated federal standards for coarse-particulate pollution 47 times

on 29 days since early October.

Violations occurred on just 19 days during the previous five years combined.

But the onset of higher temperatures now is loosening the inversion, allowing the particulates to escape and dissipate.

The Valley hasn't exceeded federal air standards since Feb. 17. Coming off a winter like this, that's

See POLLUTION Page A18



DEIRDRE HAMIL/THE ARIZONA REPUBLIC
Pollution officials worry that weather patterns, drought and high summer temperatures will increase ozone in the Valley.

VISIBILITY LIMITED: The view of South Mountain is somewhat obscured Tuesday by air pollution as an airplane prepares to land at Phoenix Sky Harbor International Airport.

WEDNESDAY • FEBRUARY 15, 2006

INSIDE SPORTS
TORINO 2006
WINTER OLYMPIAD

FROM PAGE A1

AR: Lack of rain has made valley's pollution levels worse

Our dirty air taking its toll

22nd pollution advisory of winter issued for Valley

By MARY K. REINHART
TRIBUNE

The Valley's record-breaking pollution is taking its toll on the healthy and the sick.

Yet another high pollution advisory has been issued for today, the 22nd this winter and the fourth this month, because particulate levels have exceeded federal standards.

For people with asthma, heart or lung disease, that can be deadly.

For the rest of us, the dust and grime and tiny bits of tires and brake linings floating through the air can cause itchy eyes and scratchy throats, and block views of the Superstitions and Camelback Mountain.

SEE AIR • PAGE A2

And while experts say the lack of rain — a record 120 days as of tonight without even a trace of precipitation — has made the air quality worse, it's not weather that causes pollution.

"What we're seeing is an accumulation of the pollution we generate here in the Valley," said Steve Owens, director of the state Department of Environmental Quality.

"It's really a warning signal and should serve as a wake-up call about the kind of pollution problems we are confronting."

Not only is particulate pollution easier to see than carbon monoxide and ozone pollution, but it's arguably the most damaging, said Will Humble, chief of public health preparedness for the state Department of Health Services. More than a dozen studies have shown that increases in particulate levels correspond to a rise in hospital admissions for respiratory problems, Humble said.

"You can also see increases in mortality for respiratory causes," he said. "As you increase particulate matter levels, you actually see increases in deaths."

Officials with Banner Desert Medical Center in Mesa and Scottsdale Healthcare said Tuesday their emergency rooms have been packed all winter with people suffering from a variety of respiratory problems, but they don't know how many are pollution related.

The high pollution advisory means breathing the air can

Learn more

For information about Valley air quality, or to get air quality forecasts, go to www.airnow.gov

be unhealthy for certain people, and they're urged to reduce outdoor activities. That includes an estimated 7 percent to 10 percent who are asthmatics.

"Thousands of people are going to have to change what they do or be better prepared with their medications or their inhalers on days like (today)," Humble said.

It's also a signal to residents to turn off their leaf blowers, work from home, use carpools and reduce unnecessary trips, and for businesses to implement trip-reduction plans.

"There's an awful lot that one person or one family can do," Owens said. "While it may not seem like that person is making much of a dent in the pollution, collectively, when you've got tens of thousands of people doing that at the same time, it makes an impact."

The Valley won't meet federal clean air standards this year because of the record particulate levels, requiring the state to come up with a plan by next year to reduce particulates by 5 percent. That plan will include more and better monitoring of industry dust regulations, Owens said, but also could involve ways of designing new residential developments to reduce commutes.

In the meantime, some rain would help.

In addition to washing

particulates out of the air, rain cleans the dirt and grime off the streets.

A low-pressure system moving into the state Thursday could cleanse the air somewhat, as will containment of the February fire near Payson, which was sending smoke west toward the Valley earlier this week. No rain is expected.

"It has been a very difficult winter for folks with breathing difficulties," Owens said. "But even for folks who don't have breathing difficulties normally we've heard anecdotally about a lot more complaints, a lot more doctor visits."

"It's just not healthy to have this level of pollution for such a long time," he said.

CONTACT WRITER: (480) 898-6867
or mreinhardt@aztrib.com

RECORD RAINLESS STREAK

120 days

in the Valley, as of midnight tonight

>> WEATHER INFORMATION, C12

CORRECTION

In Tuesday's Tribune, Page A3 headline about fire-service law should have made clear the law take effect immediately, but there are steps county residents must take before Gilbert is obligated to provide service.

Richard T. Tracy, Sr.
Attorney and Counselor at Law

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Ms. Jennifer Mendelsohn,
Environmental Protection Specialist
Airports Division FAA AWR-621-6
Western -Pacific Region
P.O. Box 92007
Los Angeles, Ca.. 90009-2007

February 21,2006
Re: Environmental Impact Report
Phoenix Sky Harbor Folly

Dear Ms. Mendelsohn:

I must admit I have not read the final Environmental Impact Statement for Sky Harbor. I need not read about the environment I have lived in for thirty six years, altered by the plan or lack thereof controlled by the Phoenix and Maricopa County community leaders. There have been more failures than successes managing what was an outstanding place to live. Their newspaper, T.V. and radio outlets have reported that your agency report approves of their plan for the airport. I can not see how that can be justified. We need to decrease not increase unnecessary air and ground traffic in that area. The EPA is agreeing to more congestion and pollution. Why must we repeat the mistakes of Los Angeles?

I moved from central Phoenix five years ago because of bad air and there is nothing downtown after five p.m. unless one goes to a sports event. Nine billion dollars mostly public funds are at work and a \$778 million Bond issue is on the ballot. Last October I visited Pittsburgh, Pa. It has been transformed to a beautiful, vibrant, modern high rise city, not the smoky steel town I knew in 1942, or the abandoned one, in 1953 when Equitable Life Ins.Co. started the Gateway project. Phoenix had an opposite result, not from the lack of funds provided by taxpayers.

Pittsburgh's new airport is the model for passenger comfort and economic operation. Out of town, with one central island terminal, no need for duplication as at Sky Harbor with three terminals. While Phoenix neighborhoods covet Historic designation, small homes prevent high population density and inhibits family life style. That increases the need for longer commutes. Phoenix has one City Court downtown for over a hundred thousand in a five hundred square mile city. Superior Court, one County Jail and Sheriffs Office downtown for almost four million, predicted to be five million by 2015 in a county bigger than some states. Citizens are forced downtown to do business with what is supposed to be their government.

With each addition Sky Harbor Airport like the City of Phoenix has become less user friendly. In 1980 before a poorly informed City Council because of its location some advocated auto traffic to Sky Harbor be limited to an area on Washington street and passengers transfer to some form of rail to the terminal, as some other airports, Atlanta for example. We also pointed out the need for a Route I-10 Truck bypass south of Phoenix to avoid later attempts to use South Mountain Park land. Both would have saved a great deal of money, lives, reduced pollution and increased quality of life. What is gained by expanding Sky Harbor? The opportunity to effectively solve today's environmental problems at reduced cost and assurance of a positive result is to activate reliever airports. The east today and reserve land to the west to keep pace with their rapid development. That should be an impartial FAA and EPA priority.

Soon the opportunity will be gone, nothing threatens Sky Harbor but competition. A willingness to share for the public benefit will improve their connecting and international flight operation.

It is reported that forty percent of Sky Harbor air traffic is to and from California. High gas prices caused increased flights to Las Vegas. High housing prices has encouraged commuting to those points. Many drive by a site ready for commercial flights, to go twenty miles downtown at twenty miles an hour. There is uncontrolled sprawl in the Valley. The next decade will make creation of reliever airports more expensive and difficult not for the community leaders, but for those who move nearby and taxpayers that bear the cost. When I go to the Los Angeles area, I fly into Burbank, a no-hassle in and out airport. For a time I escape the thought of the return to Sky Harbor which is a nightmare at any time, especially when picking up a passenger. Frequent visitors would learn quickly to schedule for convenience and avoid congested areas.

I am certain that tourists, less familiar with Sky Harbor's maze, traffic and parking problems have more difficulty than locals and leave with a bad impression. Most quickly leave downtown Phoenix for Scottsdale or increasingly Indian Casinos, that may be why reliever airports are not encouraged by our community leaders.

My only interest is to avoid more waste, reduce pollution and promote safety. Many called upon the City of Phoenix to sincerely work toward the harmonious coexistence of the airport (Sky Harbor) and the (Cardinal) stadium. Phoenix did not follow that advice. With help from the FAA and Legislature they forced the Stadium to be built next to the Arena, far west, seriously damaging the Valley's future economy. Especially East Valley businesses. Then they obtained six hundred million dollars in state funds to remodel their Civic Plaza which has never shown a profit. Glendale Arena, the Stadium and Indian gaming with accommodations will rival or surpass downtown Phoenix in five years. It is folly and unhealthy to try to force everyone to travel down town. Their ground level trolley will not solve the problem.

The FAA has failed to consider the public benefit of using Williams Gateway Airport. It will not only increase comfort, safety and business but also relieve the airport crunch and freeway congestion. Both major contributors to air pollution. Could major airlines avoid using Williams Gateway Airport even for the holiday crush for fear of jeopardizing their position with the operators of Sky Harbor? I enclose many articles which demonstrate the facts which could not have been fairly considered for an approval on environmental basis at this time when most of the population is spread out. The leaders to maintain control follow the plan established in 1912. We had one hundred twenty five days with no rain, twenty three, no burn days so far this winter. Some day if population density is increased with effective mass transit, possibly elevated then these objections on environmental, economic and social grounds may not exist but then the neither will the need for the increase, if rapid rail with clean fuel transported most passengers within five hundred miles which should be the prime goal of an effective Environmental Protection Agency.

Very truly yours


Richard T. Tracy, Sr.

cc Senator McCain.



TIM KOORS/THE ARIZONA REPUBLIC

Huge backups of traffic from Queen Creek subdivisions were common at Rittenhouse and Power roads in 2003, and area roads are still pressed beyond capacity.

No roads? No deal!

Approval for leapfrogging developments should demand guaranteed infrastructure

Urban sprawl is nothing new to Arizona. In fact, leapfrog development seems to have become the norm, not the exception.

It's a pattern playing out across the country, as developers build large subdivisions in areas that lack adequate infrastructure.

Keno Hawker

My Turn



But the negative ramifications extend far beyond the new development: clogging roads in neighboring communities that unwittingly become little more than "pass-through" cities.

first General Assembly address that he will urge the passage of a law that will stop new development if roads are not adequate. Clearly, the problem is widespread.

With a projected state population of more than 16 million by the year 2050, we must find a way to address leapfrog development and the tremendous burden it continues to place on Arizona's existing infrastructure.

If there are ways to more adequately prepare the region for new growth without sacrificing our quality of life, we must identify them. After all, if we can require developers to secure a 100-year water supply, shouldn't we also ensure they at least have adequate roads for their residents to drive on?

The bottom line is, despite the fact that Proposition 400 funding will address some of the issues with rising construction costs, the state to index

What was that mess?

A five-car pileup at exactly the wrong time Monday morning turned southeast Valley roads into an almost impassable maze, and frustrated drivers spent as much as an hour and a half trying to get to work.

The accident happened at 6:13 a.m., at the start of rush hour, on westbound U.S. 60 near the Interstate 10 transition, a Department of Public Safety spokesman said. DPS Officer Frank Valenzuela said it was unclear what had caused the wreck. He said there were no fatalities, though at least two drivers suffered minor injuries. It wasn't until 7:50 a.m. that all the wreckage was cleared, he said. Drivers who fled the freeway ventured onto surface streets they'd never used for their commute, causing Guadalupe Road, Baseline Road, Southern Avenue and Broadway Road to be jammed with more traffic than usual.

"The whole area was a mess," Valenzuela said.

Measures in

Florida, Washington, Virginia and Minnesota. Newly elected Virginia Gov. Timothy Kaine announced at

— William Hermann

INSIDE TODAY

Fine for Maricopa?

Maricopa, one of Arizona's fastest-growing cities, may have to cough up fines of more than \$500,000 for exceeding state-mandated spending limits in fiscal 2005.

That's about 3 percent of the Pinal County city's \$17 million budget, and money desperately is needed to handle the growth that local officials claim is bringing in three new residents every hour. **B5**



EMMANUEL LOZANO/THE ARIZONA REPUBLIC

The bustling place called Sky Harbor International Airport should be a focus of cooperation among all Valley cities.

3-7-06
as Ref.

THE ISSUE: SKY HARBOR INTERNATIONAL AIRPORT

Stakes are high, so clear the air

Phoenix and Tempe appear to have resolved, at least for now, their latest dust-up over Sky Harbor International Airport, but there surely will be more. And given each city's history of digging in its heels on airport issues, future fights could be brutal and costly.

Considering the high stakes all around, it's time to find a better way.

The most recent dispute is a high-rise condominium complex going up in downtown Tempe. Although south of Sky Harbor's eastward flight path over the Salt River, the condos could be high enough, at a proposed 30 stories, to pose problems in the event of an aircraft emergency, such as an engine failure.

The Federal Aviation Administration already has signed off on a proposed height of 22 stories but hasn't been asked about 30 stories. Tempe Mayor Hugh Hallman and other city officials bristled last month when Phoenix Aviation Director David Krietor sent letters to the city and the condo developer requesting construction be stopped pending a Federal Aviation Administration review of the taller towers. Hallman responded that the FAA would be notified at the time the builder requested a city permit for the taller towers.

As *The Republic's* Katie Nelson and Ginger D. Richardson reported last Wednesday, Phoenix Mayor Phil Gordon and Hallman agreed that Tempe would put in writing its commitment to notify the FAA.

But that may not be the end of it. The FAA has no authority to block the project even if the agency finds it conflicts with emergency flight procedures. If that proves to be the case, airlines could be forced to modify safety measures, possibly resulting in additional costs or lost revenue if take-off weights have to be reduced.

Even if the FAA signs off on the higher Centerpoint project, however, future conflicts surely will arise as Sky Harbor continues to expand and Tempe welcomes more high-rise projects to its booming downtown. Given the long history of disputes between the two cities over aviation, the future could hold some bruising battles, costly lawsuits and needless curtailment of both cities' economic development plans.

Indeed, the ripple effect from a full-scale municipal war over Sky Harbor could hurt the entire Valley.

Both Hallman and Gordon say they dislike the war of words and would like to work out disagreements before they reached the confrontation stage. That's a good start. The next step would be to set up regular meetings between officials of the two cities, and perhaps officials from other southeast Valley cities that are most affected by aircraft noise, to discuss long-range issues.

Those would include plans to expand Sky Harbor and how they might affect development in downtown Tempe as well as in downtown Phoenix. Tempe officials have every right to expect their development plans will be given the same weight and respect as those of Phoenix.

Two weeks ago, Phoenix approved a new height ordinance that covers every block in downtown Phoenix. It identifies the maximum height that high-rises can be built without adversely affecting the airport. A similar undertaking in Tempe would benefit all sides.

Of note is that negotiations are ongoing between Phoenix and Williams Gateway Airport in Mesa to develop Gateway as a true reliever airport to Sky Harbor.

Hallman and other East Valley mayors long have touted the Los Angeles aviation model as the best one for the future of our Valley: with Sky Harbor as the main airport and several satellite airports serving suburban communities. That model would allow all areas of the Valley to share the economic benefits of commercial aviation while easing the noise impact on surrounding communities from Sky Harbor.

These issues have been talked about for years, but there has been little if any agreement, let alone commitments, among cities over future plans. Although competing interests perhaps make complete agreement unrealistic, surely some workable compromises are within reach.

But we'll never know unless officials of Phoenix, Tempe and other affected municipalities begin regular, open and frank negotiations on aviation in the same spirit that has led to resolution of other Valley transportation issues.

Setting limits

Stadium debate is also about adding Valley reliever airports

The dueling press conferences have ended and now there's talk of federal mediators, but Phoenix and Tempe are still fussing about the new NFL stadium and its relationship to Phoenix Sky Harbor International Airport.

While it's gratifying to learn both sides are establishing a framework for compromise, Phoenix, which continues to play the safety card as little more than unjustified scare tactics, now has begun playing the don't-fence-us-in card.

Unlike the safety concerns — chiefly based on longshot odds of catastrophes so unlikely that one has a better chance of getting struck by lightning — at least Phoenix's current shrillness is based on a realistic fear that accommodating the stadium will only be the first of other restrictions on Sky Harbor's growth and resulting effects on more of the surrounding area.

Phoenix wants someday to be able to play another card in its drive to confine all Valley commercial airline traffic to Sky Harbor — a fourth runway — which it isn't going to get if it begins to be limited today.

Limiting Sky Harbor today has benefits tomorrow. It fosters the quiet enjoyment of occupants of nearby homes and businesses as well as a more reasonable amount of time to find a parking space and get to one's departure gate.

While containing Sky Harbor, central Maricopa County can best fulfill its growing population's increased demand for more flights by turning to reliever airports, starting with Williams Gateway in Mesa.

Business and leisure travelers to the region will benefit from getting to their ground destinations in the East Valley faster than from an increasingly congested Sky Harbor that just keeps becoming farther and farther away from where visitors want to go.

Phoenix's horror stories are wearing thin. Its officials should close their storybook of hair-raising thrillers and sincerely work toward the harmonious co-existence of the airport and the stadium in its current location.

And they should open the book on workable alternatives to an endlessly expanding Sky Harbor.

WCC 8-1-01 -

Contact!

Refocusing by rival cities means FAA probe can finally take off

Although John McCain is better known for making waves, he appears to have calmed the waters swirling around the airport/stadium issue. Let us now hope that facts rather than rhetoric guide the resolution of this matter.

Although the debate has been politically charged these past 17 days, the central issue remains safety. If the Federal Aviation Administration determines that any concerns posed by the Cardinals stadium can be satisfactorily mitigated, then construction should proceed.

It is the FAA's job to weigh in whenever a significant structure is proposed under or near a flight path. It has done that in countless other cases around the country and that is what it has done here. Nothing more, nothing less.

It certainly does not mean planes will be crashing into the stadium or that airport operations will be severely restricted, as some have suggested.

The stadium will be a major attraction and asset for the East Valley, and we also share an interest in maintaining the safety and convenience of Phoenix Sky Harbor International Airport.

Up until the word "hazard" was raised, all parties appeared to be working constructively toward peaceful coexistence of the airport and stadium. There are no facts on the table today that weren't there a month ago that would indicate concerns can't be worked out to everyone's satisfaction.

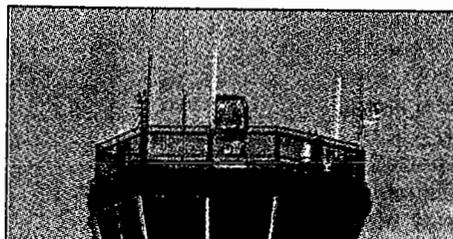
But critical to this process is the FAA's final report which is due Sept. 9. Thankfully, Sen. McCain has refocused officials' and the public's attention on the FAA's ongoing fact-finding mission.

The public should be highly skeptical of any further dire warnings.

Williams Gateway opens \$11.5M apron

Officials hope addition brings cargo hub, jobs

By ED TAYLOR
TRIBUNE



BANNER DAY: Heavy winds whip an American flag draped from the Williams Gateway

Microchip	25.66	+0.84
Mobile Mini	19.57	-0.83
Kulicke & Soffa	11.87	+0.74
General Dynamics	79.50	+0.73
Insight	16.90	+0.71
JDA Software	16.24	+0.69
Avnet	17.41	+0.66

COMPANIES

JOBS CUTS: Eastman Chemical will eliminate 600 administrative jobs through layoffs and attrition within nine months, the chemical giant said Friday. **B2**

This would help make the Valley more friendly to visit

AIRPORT: Traffic projected to increase

FROM PAGE B1

Airport director Lynn Kusy said worldwide air cargo traffic is expected to grow 6 percent a year for the next two decades. By 2020 Williams could handle 1,600 flights with 24 million pounds of cargo annually, he said.

The airport has been designated a foreign trade zone by the U.S. Department of Commerce, which provides tax advantages for shippers, and the U.S. Customs Service has set up an on-site inspection station to handle international operations.

Ninety percent of the apron cost was funded by the Federal Aviation Administration. The other 10 percent was divided between the Arizona Department of Transportation and the Williams

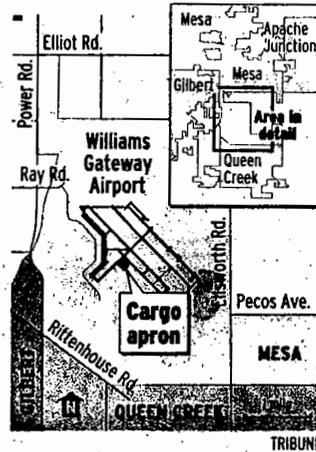
Gateway Airport Authority.

The cargo building is being built on a speculative basis by developer Fred Himovitz, who has already built three office buildings and a hangar at Williams.

The 20,000-square-foot structure, which will be built along the south side of the apron, will be equal to cargo-handling facilities at Phoenix Sky Harbor International Airport, he said.

It will have 20-foot high ceilings, no interior columns to interfere with cargo storage and temperature controls that will handle everything from frozen foods to dry storage, he said.

Pending approval of the property lease by the airport board of directors, Himovitz said construction could begin February, with completion



needs in the Valley and the difficulties of operating in and out of Sky Harbor and L.A." he said. "I sense there is an opportunity."

Among the potential users are major companies that currently ship by ground transportation to the West Coast, he said.

Future plans call for extension of the parking apron from its current 620 feet to 1,000 feet in length and expansion of the cargo building to 800 feet in length. Also planned is another taxiway so two large cargo planes can roll in and out at the same time.

Those additions will be built as funding and market conditions warrant.

about five months later.

Although no tenants have signed up yet, Himovitz is confident the building will be successful because there's little room for expansion at Sky Harbor or major Los Angeles airports.

"I'm aware of the cargo

CONTACT WRITER: (480) 898-6537
or etaylor@aztrib.com

Pat Shannahan/The Arizona Republic

re Hartnett installs a 1920s replica ceiling fan in his home in the F.Q. Story Historic District.

Neighborhoods line up for historic designation

By Yvonne Wingett
The Arizona Republic

A program set up to protect Arizona's history is colliding with its own popularity and an accident of timing. Recognizing buildings as historically significant was meant to protect a few in-city structures and neighborhoods.

But now, the number of requests for the historic designation is skyrocketing as waves of communities from Phoenix to Mesa to Tucson hit the magic age of 50, making them eligible for federal or local historic status.

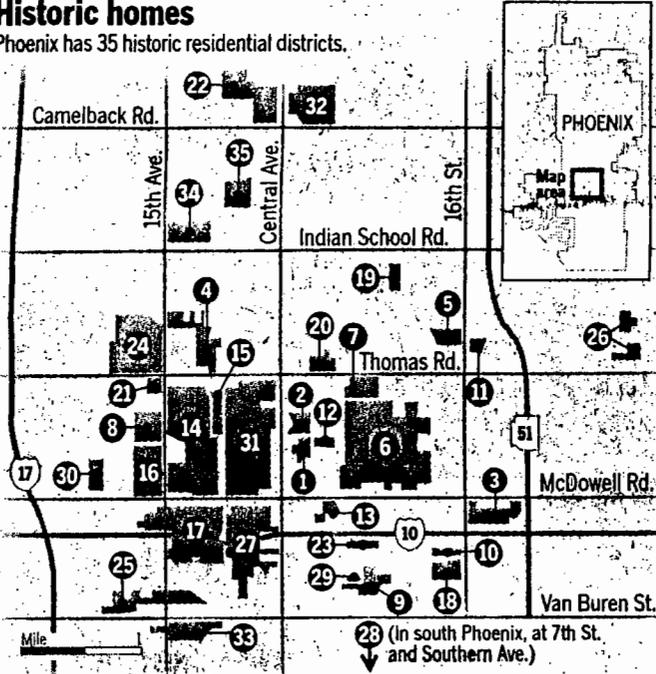
The upsurge, which preservationists say has just begun, is overwhelming the system and forcing officials to choose even more selectively what is worthy of going into state's history books.

At stake, some believe, could be a program that gives some owners of historic homes a property-tax break up to 50 percent and a designation that immediately boosts property values.

"We're dealing with an order of magnitude, in terms of the number of historic buildings, greater than we've ever had to deal with before," said

Historic homes

Phoenix has 35 historic residential districts.



- | | | |
|---------------------|----------------------|-----------------------|
| 1 Alvarado | 13 East Evergreen | 25 Oakland |
| 2 Ashland Place | 14 Encanto-Palmcroft | 26 Phoenix Homesteads |
| 3 Brentwood | 15 Encanto Vista | 27 Roosevelt |
| 4 Campus Vista | 16 Fairview Place | 28 Roosevelt Park |
| 5 Cheery Lynn | 17 F.Q. Story | 29 Victoria Place |
| 6 Coronado | 18 Garfield Place | 30 Villa Verde |
| 7 Country Club Park | 19 Idylwilde Park | 31 Willo' |
| 8 Del Norte Place | 20 La Hacienda | 32 Windsor Square |
| 9 Dennis Addition | 21 Margarita Place | 33 Woodland |
| 10 Diamond Street | 22 Medlock Place | 34 Woodlea |
| 11 Earll Place | 23 Moreland Street | 35 Yarle Park |
| 12 East Alvarado | 24 North Encanto | |

Source: Phoenix Historic Preservation Office

Eric Baker/The Arizona Republic

WHAT IS HISTORIC?

Arizona cities consider 50 years old as the threshold for historic designation. Here's a snapshot of what major American cities require to be eligible for the historic title:

years	30 years	50 years	25 years	No age limit
PHOENIX	NEW YORK CITY	NEW ORLEANS	SEATTLE	LOS ANGELES

SACRAMENTO — With less than a week before a vote on unseating the current officials face assembly members, nearly 200 would-be replacements.

Having so many candidates for the job presents a daunting challenge for all involved in the recall election, including 15.2 million registered voters who will be asked Oct. 7 whether to replace Gov. Gray Davis.

The candidate total grew to 193 as the Secretary of State's Office sifted through paperwork Sunday. The signatures the candidates must be verified.

Meanwhile, Arnold Schwarzenegger's campaign on Sunday said he voted to deny social security to undocumented immigrants, offering support for the actor's stand on a matter.

The campaign also released figures showing he paid more than \$1 million in state and federal income tax in 2000, while giving \$4.2 million to charity.

Radio system to unite law, fire

By Chris Fisher
The Arizona Republic

Police and firefighters are working to create a radio network that will allow departments to talk without interference from one city to another in the Valley, talking to each other.

That's not the way it is now. Because departments use different systems and frequencies, it often happens that radios and numerous calls can interfere in one community can interfere in another when they are in emergency.

Now, Phoenix and Mesa are working to create a radio network that will allow departments to talk without interference from one city to another in the Valley, talking to each other.

See RADIOS Page A4

Protesters killed at checkpoints

Protesters bombard troops with rocks on a day of unrest; U.S. soldiers die of heat stroke. A10.

Stink over low-flow devices moot; the



Get creative

How low-flow toilets are saving

By Shaun McKinnon
The Arizona Republic

Say what you will about the lowly low-flow toilet, a piece of porcelain so reviled that Congress nearly banned it less than 10 years after enshrining it in code.

Less water per person

Although Phoenix's population has increased 38 percent since 1990, water use per person has actually dropped 17 percent since peak use in 1990.





TOM GIBBONS
BUSINESS EDITOR

Williams Gateway is taxiing for takeoff

Someday you won't be able to do what I did the other day. It was midmorning on a weekday, and I whipped through the parking lot in front of the passenger terminal at Williams Gateway Airport like there was nobody there.

Because nobody was.

I wheeled past the sign for rental car return with no fear that some jet-lagged business traveler in a rented Ford Taurus would barrel through, hoping to drop off the keys, catch a flight and be home for dinner.

The day will come when Williams has regular passenger service, when driving through that parking lot will be like navigating an obstacle course.

But on Wednesday, the 100th anniversary of the Wright Brothers' flight, Williams seemed a sleepy place.

Williams Gateway Airport remains, as it has for some time, poised for something great.

Currently, Harrah's charters a monthly flight from Williams Gateway to Laughlin, Nev. In June, Minnesota-based Sun Country Airlines announced it would launch its first scheduled flights to Laughlin. But that service never materialized.

Airport officials are making presentations to scheduled charters, regional carriers and long-distance low cost carriers, said Marie Frank, director of marketing. Airport officials hope that showing carriers more numbers about growth in the south East Valley will carry the day. Eventu-

...rb
...and
...said, adding
...costs \$1 for a half-

The closure is part of the construction of a concourse in the southwestern corner of Terminal 4 that will add eight gates for Southwest Airlines. The \$56 million project, which also will add a security screening area, is scheduled to be finished by January 2005.

March was Sky Harbor's second-busiest month in 2003, with more than 3.43 million arriving and departing passengers. July edged out March last year with 3.439 million fliers.

Rep. 3-16-04

Williams Gateway Airport open house Saturday

BY HAYLEY RINGLE
TRIBUNE

Local families interested in helicopter rides, airport tours and looking at airplanes up close are invited to visit Mesa's Williams Gateway Airport for its second open house.

Williams Gateway Airport Authority hosts the free open house from 9 a.m. to 2 p.m. Saturday at the airport's passenger terminal, 6033 S. Sossaman Road, Mesa. Drivers should enter east on Ray Road

from Power Road and follow signs to the passenger terminal and free parking.

"It's an opportunity to invite the public out to the airport and showcase the businesses who helped earn the airport the Arizona Airport of the Year for 2004 by the Arizona Department of Transportation. Aeronautical Division," said Brian Sexton, Williams Gateway Airport spokesman.

Sixteen airport-based aircraft will be on display, such

as a Boeing T-38, an Air Force trainer jet, an Apache Longbow helicopter and a military fighter jet, Sexton said.

Radio Disney (1580 AM) will give away prizes and host activities for children, such as a scavenger hunt.

Silver State Helicopters will sell rides for \$25 per person for cash only.

Prizes will be given every 30 minutes, ranging from hot-air balloon rides to airfare and hotel accommodations to a Laughlin casino.

Mesa Police Department will offer fingerprinting for children.

Gateway Gus, the airport mascot, will hand out stickers and toys. The 34 airport tenants will have booths for the public to meet the people who work at the airport.

"The jobs on site increased 38 percent over 2003 to 1,140 jobs at the airport," Sexton said. "This is an opportunity to meet the people who are moving the East Valley economy."

Nikki Himovitz is a project manager for Himovitz Properties, a developer that has seven properties at the airport.

"We support and help create this airport as a place to be," said Himovitz, a Scottsdale resident.

For information, call (480) 988-7637 or visit www.flywga.org.

CONTACT WRITER:
(480) 898-6301
or hrlingle@aztrib.com

There's no 'i' in team, but there is in i

Whether or not you support the expansion of Phoenix Civic Plaza, the facts are the Legislature passed and the governor signed a bill providing \$300 million in state assistance for the project. The funds match the amount that Phoenix voters committed to the expansion effort.

Immediately after the governor signed on, news stories appeared recognizing that the expanded Civic Plaza does not work unless a substantial number of additional hotel rooms are constructed. Rooms are needed to accommodate the huge numbers of convention-goers whose very attendance was used to justify the expansion.

In a business section front-page story June 22, experts were recommending hotels be built in a few select downtown locations. Those few prime locations provide the necessary combination of ground space and proximity to the convention center to enhance the

likelihood they will be market successes.

The most desired location is west of Bank One Ballpark and north of America West Arena. At a likely 400 feet tall, a hotel at this spot would place one more ~~energetic~~ target slightly ~~more~~ than two miles from the end of Sky Harbor's northernmost runway.

What irony. The same folks who decreed the construction of a 200-foot-tall football stadium in Tempe — because it was two miles east of the end of Sky Harbor's north runway — now are promoting construction of a substantially taller hotel off the west end of the same runway.

In my view, it was wrong for airport officials to manipulate the FAA planning process, create new procedures and then use them to declare the Tempe site unworthy. But it would be equally wrong for civic center opponents to use the same tactics to undermine the construction of the new hotels, especially the one proposed for the logical west end site.

Phoenix voters and state legislators all gave thumbs up to the expansion of the Civic Plaza. Having taken the project this far, we all should now work to make the most of the project and do all we can to make it succeed. As far as the airport issues are con-



Jack Kurtz/The Arizona Republic

Those planes are overhead bringing in conventioners and cold, hard cash — something that benefits everyone in the Valley. So let's drop the lawsuits and get together on making the new Phoenix Civic Center a success.

cerned, Sky Harbor has one of the best safety records in the world. The reality is that the area surrounding Sky Harbor is relatively free of obstructions.

More important, appropriate planning of flight routes provides the basis for the safe operation of an airport. Such planning must and does take into consideration natural obstructions that exist around airports.

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Phoenix leaders port staff to stic signed between Further, just as to direct air tra growing downturn — including the must attract fo success — it als from flying over pe, Scottsdale, Cave Creek and

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It also would needed to assur expanded Civic pending regional we all will be in erts, we deserve ative effort from

7-25-01 Tribune

Setting limits

Stadium debate is also about adding Valley reliever airports

The dueling press conferences have ended and now there's talk of federal mediators, but Phoenix and Tempe are still fussing about the new NFL stadium and its relationship to Phoenix Sky Harbor International Airport.

While it's gratifying to learn both sides are establishing a framework for compromise, Phoenix, which continues to play the safety card as little more than unjustified scare tactics, now has begun playing the don't-fence-us-in card.

Unlike the safety concerns — chiefly based on longshot odds of catastrophes so unlikely that one has a better chance of getting struck by lightning — at least Phoenix's current shrillness is based on a realistic fear that accommodating the stadium will only be the first of other restrictions on Sky Harbor's growth and resulting effects on more of the surrounding area.

Phoenix wants someday to be able to play another card in its drive to confine all Valley commercial airline traffic to Sky Harbor — a fourth runway — which it isn't going to get if it begins to be limited today.

Limiting Sky Harbor today has benefits tomorrow. It fosters the quiet enjoyment of occupants of nearby homes and businesses as well as a more reasonable amount of time to find a parking space and get to one's departure gate.

While containing Sky Harbor, central Maricopa County can best fulfill its growing population's increased demand for more flights by turning to reliever airports, starting with Williams Gateway in Mesa.

Business and leisure travelers to the region will benefit from getting to their ground destinations in the East Valley faster than from an increasingly congested Sky Harbor that just keeps becoming farther and farther away from where visitors want to go.

Phoenix's horror stories are wearing thin. Its officials should close their storybook of hair-raising thrillers and sincerely work toward the harmonious co-existence of the airport and the stadium in its current location.

And they should open the book on workable alternatives to an endlessly expanding Sky Harbor.

the authors or artists.

trib 8-1-01 -

Contact!

Refocusing by rival cities means FAA probe can finally take off

Although John McCain is better known for making waves, he appears to have calmed the waters swirling around the airport/stadium issue. Let us now hope that facts rather than rhetoric guide the resolution of this matter.

Although the debate has been politically charged these past 17 days, the central issue remains safety: the Federal Aviation Administration determines whether any concerns posed by the Cardinals stadium can be satisfactorily mitigated, then construction should proceed.

It is the FAA's job to weigh in whenever a significant structure is proposed under or near a flight path. It is done that in countless other cases around the country and that is what it has done here. Nothing more, nothing less.

It certainly does not mean planes will be crashing into the stadium or that airport operations will be severely restricted, as some have suggested.

The stadium will be a major attraction and asset to the East Valley, and we also share an interest in maintaining the safety and convenience of Phoenix Sky Harbor International Airport.

Up until the word "hazard" was raised, all parties appeared to be working constructively toward peaceful coexistence of the airport and stadium. There are no facts on the table today that weren't there a month ago that would indicate concerns can't be worked out to everyone's satisfaction.

But critical to this process is the FAA's final report which is due Sept. 9. Thankfully, Sen. McCain has refocused officials' and the public's attention on the FAA's ongoing fact-finding mission.

The public should be highly skeptical of any further dire warnings.

Williams Gateway opens \$11.5M apron

Officials hope addition brings cargo hub, jobs

By ED TAYLOR
TRIBUNE



BANNER DAY: Heavy winds whip an American flag draped from the Williams

Microchip	25.66	+0.84
Mobile Mini	19.57	-0.83
Kulicke & Soffa	11.87	+0.74
General Dynamics	79.50	+0.73
Insight	16.90	+0.71
JDA Software	16.24	+0.69
Avnet	17.41	+0.66

COMPANIES

JOBS CUTS: Eastman Chemical will eliminate 600 administrative jobs through layoffs and attrition within nine months, the chemical

2-15-06 Rep
**FAA weighs lower ceiling
for general Valley aviation**

By Thomas Ropp
THE ARIZONA REPUBLIC

Driven by more air traffic, higher fuel prices and safety concerns, the Federal Aviation Administration is preparing to redirect where and how high aircraft fly over the Valley.

Aviation officials want to ensure more space between large commercial jets and smaller general-aviation aircraft.

But the changes could mean some neighborhoods will hear more aircraft noise and private pilots will be more re-

stricted, especially as they fly closer to Sky Harbor International Airport.

The changes could take effect within a year.

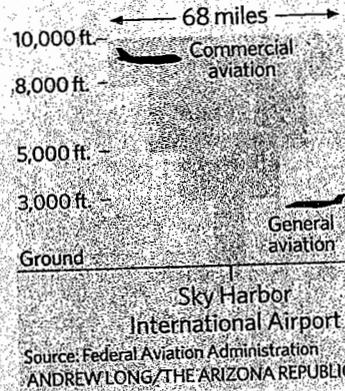
Warren Meehan, the FAA's air traffic manager at Sky Harbor, said the redesign should improve safety by cutting down on "separation incidents," or close encounters between commercial jets and private aircraft.

To accomplish this, the airspace known as Class Bravo, the envelope through which commercial airliners land and take

Changing airspace

Commercial airliners land and take off in a circle centered over Sky Harbor International Airport. The airspace shrinks as the airplanes descend. To prevent collisions, general-aviation pilots are kept out of this space unless they have special permission.

'Class Bravo' airspace



See FAA Page A12

2-16-06 Rep
Dust spurs fatal pileups

WINDS, LOW VISIBILITY LEAD TO WRECKS ON I-8



JAMES CARRENO/THE ARIZONA REPUBLIC

Dust clouds blow as both sides of Interstate 8 south of the Valley are shut down Wednesday because of multivehicle accidents that left two people dead and 13 others injured. Valley & State. B1

Opportunity Corridor, for now, is missed chance



Jon Talton
Republic columnist

The Opportunity Corridor was the big initiative of Phoenix Mayor Phil Gordon's 2005 State of the City speech. I didn't hear so much as a mention of it in his formal remarks this year as he focused on the city's bond program.

That's not a sign of victory. Any casual drive around the area bounded by Tempe and

the state Capitol and Rio Salado and Van Buren shows little new economic activity. The area near the new light-rail line, especially, is the same collection of rotting motels and vacant lots that it's been for years.

True, Chase moved into new digs by the airport, but that office park had been in the works for years before

the Opportunity Corridor. And like the area along the Maricopa Freeway, it's car-dependent and adds nothing to a vibrant urban streetscape.

Private-sector jobs and investment continue to flow to the suburbs. Indeed, the big economic coup of recent months — 1,100 new jobs at a AAA call center — went to Glendale. That had much to

See TALTON Page D2

This year can believe, Mayor is supporter of historic and has prevented growth except for downtown partnerships. 9 Billion in downtown Phoenix, most tax money

Just a drill! Fire, explosions to rock Tempe

2-16-06

By Sarah Muench
SARAH.MUENCH@ARIZONA.PUBLIC.COM

If you see explosions and a large fire today near Rio Salado Parkway in Tempe, don't panic.

Police and fire agencies are detonating two bombs at 8 a.m. and setting a large, vacant building on fire from 6:30 to 9 p.m. as part of a training exercise.

It's all part of drills this week aimed at preparing first responders from agencies such as the state Department

of Public Safety, Maricopa County Sheriff's Office, Bureau of Alcohol, Tobacco, Firearms and Explosives, the Border Patrol and police from Phoenix, Tempe, Chandler and Mesa and many fire departments.

Those traveling in the area will notice large numbers of emergency vehicles, occasional loud noises and visible smoke.

Use of the land and vacant buildings was offered by developers of the up-

22 no burn days, 120 days without rain people walking wearing masks but there is going to be a 15 hour operation involving explosives and fires set in vacant building!

TUESDAY NOTEBOOK

Remembering the Arizona of citrus groves, clean air



Jon Talton
Republic columnist

still huge. "From the Arizona soil, a bountiful harvest" reads one headline.

It was also a state of homegrown companies. Among the advertisers: Western Savings, Valley National Bank, Wright Manufacturing, Roosevelt Dairy, Blakely Oil and Toy's Shangri-La.

An ad from the Arizona State Republican Committee features photos of

It's Statehood Day. Arizona entered the union on Valentine's Day 1912. Richard Sims, director of the Sharlot Hall Museum in Prescott, passed along *This Is Arizona*, a gem of boosterism published by this newspaper in 1962 to mark the state's 50th anniversary (and the 100th anniversary of the Arizona Territory).

One of the first things you notice paging through the 560-page book besides photos of clean air, citrus groves and the Japanese Flower Gardens that make you ache over the loss, is how different the economy was at semicentennial. Farming, ranching, railroads and copper were

Time has come to cap Sky Harbor's growth

By Hugh Hallman, Ben Arredondo, Dennis Cahill, Barbara Carter, Mark Mitchell and Len Coppel

The Tempe-Phoenix dispute appears to be about building a multipurpose facility two miles from Sky Harbor's north runway. Not so. The core battle concerns Sky Harbor's efforts to continue its unbridled growth at the expense of the East Valley's quality of life.

In its efforts to expand the airport, Sky Harbor has ignored its promise to be a good neighbor and keep aircraft flights over the Salt River bed.

When Phoenix sought to build a third Sky Harbor runway in the late 1980s, Phoenix entered an "intergovernmental Agreement" with Tempe.

Under the agreement, Tempe, Phoenix and Federal Aviation Administration officials formalized long-used flight procedures that keep departing flights in single file and "restrict aircraft to the airspace over the Salt River riverbed."

They also designed a new procedure to keep flights arriving on the new runway, which was built on the south side of the airport, from flying over Tempe's oldest homes and businesses south of the riverbed.

Phoenix agreed never to ask for changes to these procedures, and an FAA order stated

that the FAA would never change them. Phoenix also agreed to send warnings to airlines when flights did not comply.

The agreement allowed Phoenix to add a third runway while at the same time avoiding overflight of Tempe residents and businesses.

The agreement was seen as a "win-win" for both sides as flight patterns were designed to allow Phoenix to expand its capacity using the third runway at the same time ensuring noise protection for Tempe residents.

Tensions flared because Phoenix has since decided that aircraft may fly anywhere over Tempe as long as the aircraft fly over a mile-long "fish line" drawn in the sand six miles east of the airport, at the Mesa-Tempe border.

According to a Sky Harbor computer system that tracks all flights in and out of the airport, aircraft have flown almost a mile on either side of the riverbed.

Yet Phoenix said those flights were fine because they made it over the airport's fish line, despite the fact that they also flew over hundreds of Tempe homes and businesses.

Phoenix's refusal to enforce the rules has, over time, allowed more than 20 percent of

all flights heading east to fly over Tempe homes and businesses instead of flying over the riverbed.

Despite that, the Phoenix press machine claims that at least 97 percent of all aircraft fly "where they are supposed to."

Relations deteriorated in October when the airport's third runway opened. Since then, more than half of all east-bound aircraft has flown over Tempe homes and businesses rather than the riverbed. And that includes only planes flying south of the riverbed.

The same improper practices have caused overflights over the proposed stadium site, which is more than 1,000 feet north of the riverbed and is even north of the Loop 202 freeway.

Those flights that stray north of the riverbed also overfly hundreds of Tempe homes that are east of the stadium site.

However, Sky Harbor's efforts to kill the stadium proposal finally have focused attention on the hypocrisy of the matter.

It's unsafe, Phoenix officials say, to arrive and depart over the proposed facility, but it's just fine to dump fuel on Tempe homes, subject neighbors to the claimed "crash risk," and improperly overfly thousands of residents.

It's too noisy a location for football fans, say Phoenix officials, but apparently just fine

to overfly Tempe homes, often every 45 seconds, interrupting Tempe families' dinners, backyard activities and sleep.

Those airport folks are just too busy expanding the airport and building parking garages, collecting parking fees, to charge and landing fees, to worry about keeping the terms of the agreement requiring that flights not fly over Tempe homes, businesses or even the stadium site.

In short, Sky Harbor is not supposed to allow departing flights to overfly the stadium site any more than it is to allow flights over East Valley homes and businesses.

Why is this happening now? Because Sky Harbor and local FAA officials published revised flight procedures, the ones they promised never to change.

The new procedures allow aircraft to head straight off the airport's runways, allowing overflights of homes, businesses and even the proposed stadium site.

Worse, these changes even reduced the "climb rate" for eastbound departing aircraft, allowing them to fly even lower over the rooftops of Tempe homes and businesses. It's this same change that allows Sky Harbor now to claim that aircraft will pass too low over the stadium site.

If these changes go unchallenged, what will happen? Thousands of residents' lives will continue to be disrupted.

East Valley property values will fall and neighborhoods will be destroyed. Don't believe us? Look west of the airport.

Thousands of Phoenix residents, mostly minorities, watched over the past three decades as their neighborhoods west of the airport were destroyed.

Phoenix flew aircraft over their homes and businesses any time, anywhere.

Matters finally got so bad that homes from 24th Street to 12th Street were bought out, some even abandoned, and the whole area was bulldozed. Now, Sky Harbor has announced it will replace those homes and lives with a new set of commercial and industrial buildings right in the flight paths.

As in the past decade, we won't stand idly by and let that happen in Tempe, even if it means protecting a stadium facility many didn't vote for.

Sky Harbor is not acting as a good neighbor with its current traffic and its unwillingness to abide by its word; we certainly can't expect it to become a better neighbor after adding even more traffic and possibly a fourth runway.

We should not continue to allow Sky Harbor to monopolize the region's aviation infrastructure with all its benefits while imposing much of the noise and air pollution on its neighbors to the east.

Accordingly, we must now recognize that the era of Sky Harbor's unfettered growth has come to an end. Together, Valley leaders need to set an appropriate cap on Sky Harbor's growth.

To provide any needed additional air capacity, we must encourage our East Valley neighbors and governments to work together to build Williams-Gateway as a successful reliever airport.

It's likely that someday Luke Air Force Base will follow the same path.

We also should enlist our Native American, Mesa, Chandler and Casa Grande neighbors to reconsider regional airport options.

By building on the Williams Gateway opportunity, we can spread the economic benefits of aviation transportation, with the resulting commercial and industrial bases that would support East Valley cities and their residents with jobs and tax revenues.

By acting now we might also pave the way for the West Valley to follow suit.

Based on its current efforts, just expect Phoenix and Sky Harbor officials to fight such progress with every PR dollar they can muster.

Hugh Hallman, Ben Arredondo, Dennis Cahill, Barbara Carter, Mark Mitchell and Len Coppel are members of the Tempe City Council. The views expressed are those of the authors.

Az Rep 8/14/01

MY TURN

Sky Harbor flying high at 75

as 'The report has a major way

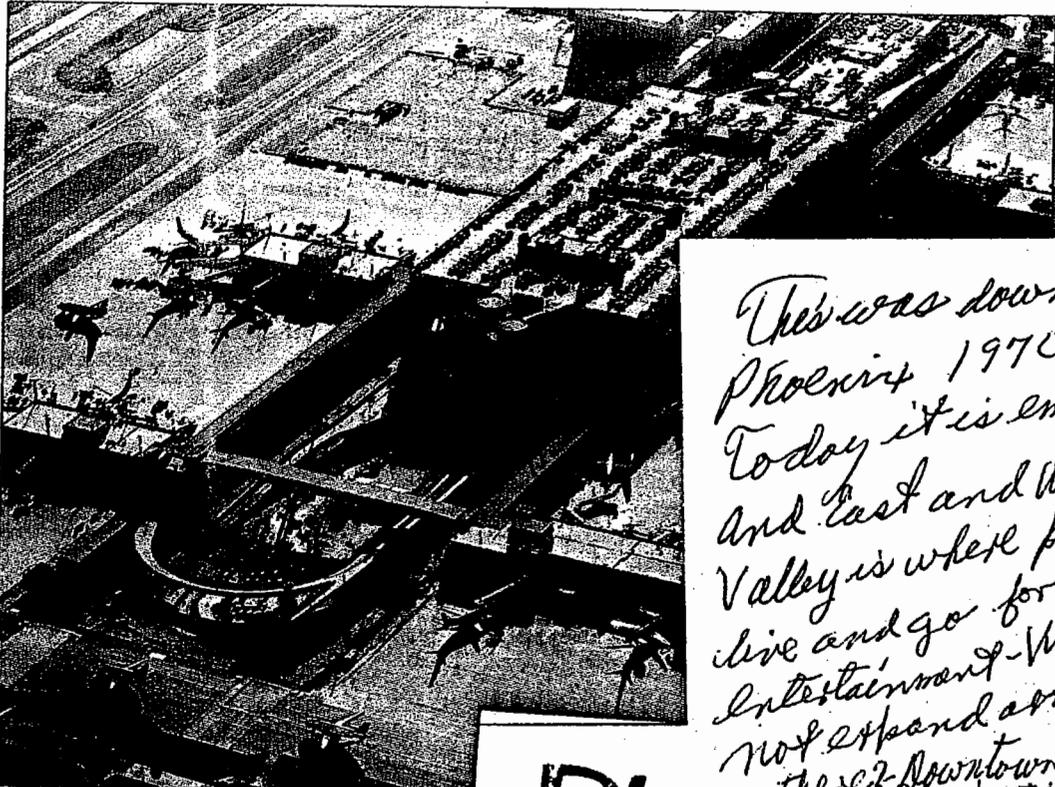
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JUNE

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SKY HARBOR: An aerial view of Phoenix Sky H taken in October 2002.

Phoenix Sky
International



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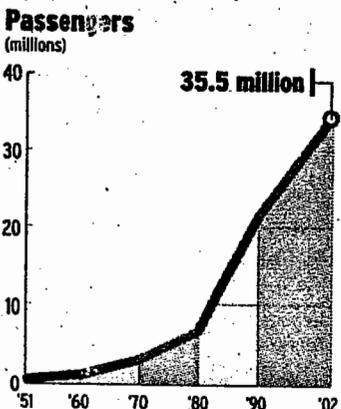
Phoenix, Arizona

PENNEYS

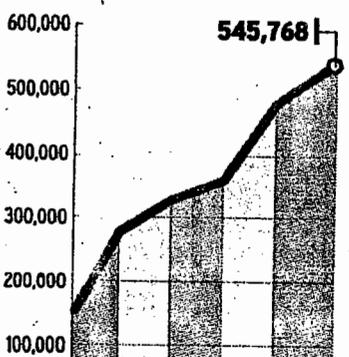


Watch them grow

Here are some historical statistics that show how Phoenix Sky Harbor International Airport has grown over the last 40+ years.



Traffic movements



...in 1930, the Phoenix Sky Harbor passenger terminal and administrative offices were located in a grove of cottonwood trees.



construction of Sky Harbc
passenger terminal. At \$2
Terminal 4 was the larges
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Editorials

Opinions expressed in the editorials below are those of the editorial board and the publisher. All other opinions on this page and on the Opinion 2 page are those of the authors or artists.

Clear for takeoff

Williams Gateway should be first full-size reliever airport

That once again Scottsdale is out in front of other East Valley cities on something is not news; it's part of the culture in Scottsdale to lead first and best and biggest and most.

Those who know this are therefore probably not too surprised that it is Scottsdale announcing that it was fielding offers from not less than three passenger airlines for scheduled service at charter-oriented Scottsdale Airport, not Mesa, which for years now has been trying to get the airlines to do the same at larger Williams Gateway Airport.

"We don't solicit like Williams Gateway does to bring airlines in," Scottsdale aviation director Scott Gray to the Tribune's John Leptich. "We let them come to us."

Sounds a bit smug, but still, give Scottsdale the credit for relying on its longstanding can-do reputation — one that has been reasserting itself more in the past few years after about five or six years of isolationism — to attract interest from these airlines, any one of which could be starting scheduled flights within a year.

We always thought it would be Williams, former U.S. Air Force base that it is, that would be the Valley's first alternative to Phoenix Sky Harbor International Airport for passengers seeking scheduled airline service.

If Scottsdale Airport does land a commercial carrier first, it would mean planes no larger than 50-passenger jets as it isn't large enough for the big birds. If it embarrasses Mesa, which can handle the biggest jetliners, into accelerating its pace, so much the better.

Reliever airports are inevitable in this fast-growing metropolitan area. Demand will ultimately lead to it. Sky Harbor, for all of its improvements, because of its sheer size is becoming more difficult for passengers a those picking them up and dropping them off. An often-talked-about fourth runway isn't going to make things any easier. Tell the truth: What's a better experience, DFW or Love Field? LAX or John Wayne (Orange County)? Been to Tucson International Airport lately? What a breeze!

So, Mesa, let's get our flaps up and our noses pointed the right way as soon as possible. Williams Gateway spokesman Brian Sexton told Leptich that his airport

AIRPORT: Traffic projected to increase

FROM PAGE B1

Airport director Lynn Kusy said worldwide air cargo traffic is expected to grow 6 percent a year for the next two decades. By 2020 Williams could handle 1,600 flights with 24 million pounds of cargo annually, he said.

The airport has been designated a foreign trade zone by the U.S. Department of Commerce, which provides tax advantages for shippers, and the U.S. Customs Service has set up an on-site inspection station to handle international operations.

Ninety percent of the apron cost was funded by the Federal Aviation Administration. The other 10 percent was divided between the Arizona Department of Transportation and the Williams

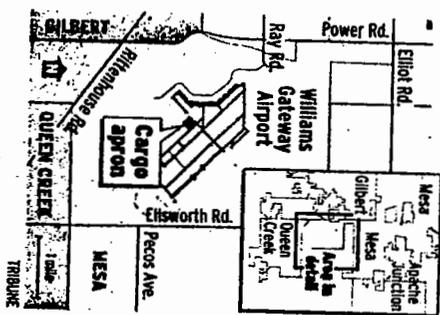
Gateway Airport Authority.

The cargo building is being built on a speculative basis by developer Fred Himovitz, who has already built three office buildings and a hangar at Williams.

The 20,000-square-foot structure, which will be built along the south side of the apron, will be equal to cargo-handling facilities at Phoenix Sky Harbor International Airport, he said.

It will have 20-foot high ceilings, no interior columns to interfere with cargo storage and temperature controls that will handle everything from frozen foods to dry storage, he said.

Pending approval of the property lease by the airport board of directors, Himovitz said construction could begin February, with completion



about five months later.

Although no tenants have signed up yet, Himovitz is confident the building will be successful because there's little room for expansion at Sky Harbor or major Los Angeles airports.

"I'm aware of the cargo

needs in the Valley and the difficulties of operating in and out of Sky Harbor and L.A." he said. "I sense there is an opportunity."

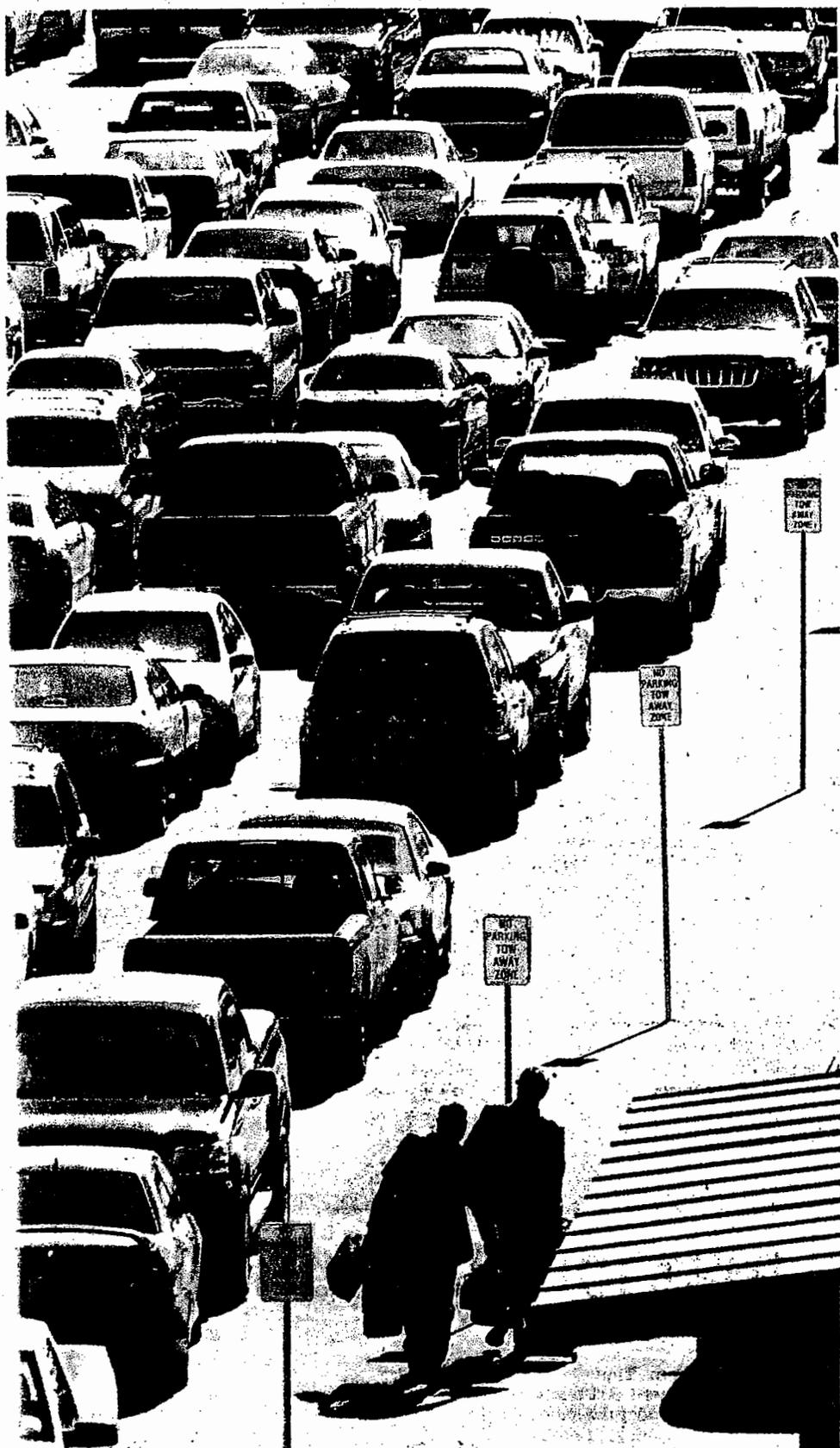
Among the potential users are major companies that currently ship by ground transportation to the West Coast, he said.

Future plans call for extension of the parking apron from its current 620 feet to 1,000 feet in length and expansion of the cargo building to 800 feet in length. Also planned is another taxiway so two large cargo planes can roll in and out at the same time.

Those additions will be built as funding and market conditions warrant.

Contact William (480) 998-6537 or william@aztrib.com

By Rep. 8-19-05



Airport parking filling u

Fee increases may ease cr

By Ginger D. Richardson
THE ARIZONA REPUBLIC

How Sky Harb
rates compare

Leaving a car at Sky Harbor International Airport could cost a little more this fall, as officials look for ways to manage a parking crunch that is plaguing both the economy lots and the more expensive terminal garages.

"We think it might encourage folks to look at other options when they are coming to the airport," said David Krietor, Phoenix's aviation director.

Officials haven't signed off on the fee increases yet but have directed airport planners to come up with a proposal for rate hikes as early as late September or early October.

It would be the first parking-price increase in three years.

Parking at the airport has become increasingly stressful over the past year, airport officials say. The economy lots are now filling up four to five times a week; they used to reach capacity only on holidays.

The situation isn't much better in the pricier terminal garages. Passengers routinely have to park on the roof, and at Terminal 4, the garage has actually closed eight times since May because there were no more available spaces.

"When people come to the airport, they have an expectation that there will be a parking space," said Debbie

Airport	Da term ra
Los Angeles International	\$3
Chicago O'Hare International	\$2
San Francisco International	\$2
Boston Logan International	\$2
Denver International	\$
Sky Harbor International	\$

Source: Sky Harbor Internati
MARK WATERS/THE ARI

azcentra

Before heading to SI check traffic.azcentra.com arrival and departure parking info and a m

Klein, Sky Harbor parking super

"This is causing service problems." Usually, when lots or garage parl available, Sky Har officials send passeng of the airport's tw parking lots. But are reaching the fu

Compounding th officials say, is th the airport still all

CATHERINE J. JUN/THE ARIZONA REPUBLIC

cars pack the East Economy surface lot at Sky Harbor on Thursday. The airport's economy lots, which used to reach capacity only on holidays, are now filling up four to five times a week, creating hassles for fliers.

Phoenix uses the FAA to avoid having competition in the below case 30 story building will be used to get Tempe to agree with Sky Harbor increase in traffic. Before that the football stadium was kept out of Tempe and Mesa.

Tempe condo project disputed

Phoenix fears effect of height on air safety

By Katie Nelson
THE ARIZONA REPUBLIC

The city of Phoenix has a lawyer swimming in a room of paper in Tempe City Hall this week. He sits surrounded by thousands of documents and more than 20 thick rolls of project plans lumped in piles.

The documents are the result of a records request from Phoenix to see every document, e-mail and site plan about Centerpoint Condominiums. It's further evidence of the festering spat sparked by the condominium complex over airport safety. The complex will be in the heart of downtown Tempe.

The room contains all the

documents Tempe has on the 30-story condominium towers, which the City Council approved last year. The documents took more than 200 hours to compile.

The request asked for "all development plan review, permit, city engineer, city manager and City Council files addressing any aspect of the project's development, design, plan review, permitting, construction and/or operation."

It also asked for any documents about the negotiations for the land, the height of the buildings and other proposals regarding the condominiums.

The feud started with letters Phoenix's Aviation Director David Krietor sent to the Federal Aviation Administration and the condominium complex's developer, questioning the safety of Centerpoint's approved height, 343 feet, or 30 stories. It asked the FAA to take action

"No one wants to be left out of the loop. We came to a mutual agreement, even if there is no legal requirement to do so."

Hut Hutson
Tempe councilman

and told the developer, Avenue Communities, to halt construction. But a meeting Wednesday evening may ease some of the tension. Tempe Councilman Hut Hutson, who leads the city's Aviation Committee, met with Krietor.

"No one wants to be left out of the loop," Hutson said. "We came to a mutual agreement, even if there is no legal requirement to do so. We're going to work tighter together. It's the only way we'll all be successful."

ARIZONA BRIEFS

Air-pollution settlements for 3 firms at \$300,000

PHOENIX—The U.S. Environmental Protection Agency has announced air-pollution settlements totaling roughly \$300,000 against three firms in Maricopa County.

The settlement penalties amounted to \$190,000 for Edward Kraemer & Sons Inc., \$57,770 for Meritage Homes of Arizona and \$53,000 for Pulice Construction. The fines stemmed from failure to control dust, a key culprit behind the Valley's continuing air-pollution problem.

Maricopa County exceeds the national health standard for coarse air particulates, of which dust is a contributor. Much of the dust is stirred up by construction activities.

Excessive particulate matter is a health risk, especially for the elderly, children and people with respiratory ailments such as asthma.

Tucson schools ditching 'dual principal' program

TUCSON—A cost-saving plan to have principals in Tucson oversee two schools is being abandoned after just one school year.

The controversial "dual principal" plan is being scrapped because of concern about student achievement responsiveness to parents and staff development.

One Tucson Unified School District governing board member called the experiment, which had four principals overseeing eight elementary and middle schools, "disaster."

Sell buildings, land to make Mesa solvent

If the self-serving good old boys who control the Mesa City Council were truly interested in "We The People," they would:

1. Stop land banking and get out of the real estate business by selling off the billions worth of our tax dollars tied up in holdings to the highest bidders and free us from having to pay \$75 million in yearly interest.

2. Sell off all golf courses, both airports, the arts (ugh) center, enterprise fund, the plush office building and lease city space from the private sector.

If they did, Mesa would be debt-free and swimming in money they could return to the people. It would stimulate

and strengthen the free market so more funds would go into the fiscal pot.

Make no mistake about it, they will not cut vital services if we give them nothing. They only do what they have to do when the people unite and take a stand demanding they shape up or ship out. It's our city. We don't have to be coerced.

Ownership of our homes is sacred. Our realty investments are already in peril from over taxation. The overcharges in our utilities are nothing but extortion, as are all the other things cities have no business being in.

It's time for a showdown. I have much faith in the people of Mesa to do what must be done to take back our beloved city from those who're showing disrespect for us by destroying it.

— Kirby Allan
Mesa

this is what we have to put up with - Back to 1912-

PEORIA / NW
623-572-7100
8550 W. Pinnacle Peak
Just W. of 83rd Ave.

SURPRISE
623-876-9606
16685 N. Greasewood
Just S. of Bell - turn at Luby's

PHX / ANTHEM
602-424-5500
2098 W. BELL RD.
Just East of I-17

SCOTTSDALE
480-778-0611
18047 N. TATUM Blvd.
Just S. of Union Hills

PHOENIX
602-938-6666
14225 N. 7th St.
Just N. of T-Bird

MESA - GILBERT
480-833-9268
2653 E. MCKELLIPS
Just West of Lindsay

AVONDALE
623-772-8866
11320 W. Indian School
2 mi. West of I01

CHANDLER
480-812-3939
3775 W. Chandler
Just West of I01

SANTAN FWY
480-963-8733
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*all types
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have many
locations
for this 3.5
million
county -
But we
have one
county jail
one jury
trial location
one Phoenix
city court
(500 sq mile
city) We
shall have
one airport*

Williams needs a name change

While many people know about Williams Gateway Airport, few are aware of the circumstances behind its naming.

Williams Gateway began as a training field for Army Air Corps pilots in February 1941. When the Corps broke ground, contention broke out between the neighboring communities for the naming rights. Some called it "Higley Field," others wanted "Mesa Airport," while residents from Gilbert and Chandler desired a different

airport operations. Again the name was argued and debated and another compromise was reached; the airport would be named "Williams Gateway" (gateway to what was not specified).

The airport currently consists of three runways that are cumulatively as large or larger than those at Phoenix Sky Harbor International Airport and a land area that is larger than Sky Harbor's.

Several passenger airlines have expressed interest in fly-

ing, but the economic impact is to be saluted.

Tell FAA of its failure re Gateway

I fully agree with the Tribune's Sept. 27 editorial, "Clear for takeoff"

With each addition Phoenix Sky Harbor International Airport has become less user-friendly. When I go to the Los Angeles area, I fly into Burbank, Calif., a no-hassle in-and-out airport. For a time I escape the thought of the return to Sky Harbor. It makes the trip more enjoyable.

I am certain that tourists, less familiar with Sky Harbor's maze, traffic and parking problems, consider those factors. Given the choice, they would quickly leave downtown Phoenix. That may answer why reliever airports are not utilized.

The East Valley residents and our leaders should contact Washington and expose the Federal Aviation Administration's failure to consider the public benefit of using Williams Gateway Airport. It will

not only increase comfort, safety and business but also relieve the airport crunch, reduce freeway congestion, pollution and the need for a fourth runway at Sky Harbor.

Could major airlines be avoiding Williams Gateway for fear of jeopardizing their position with Sky Harbor?

RICHARD T. TRACY SR.
MESA

REX GRISWOLD
CITY COUNCILMAN, DISTRICT 5
MESA

10-31-05

aircraft than those that flew in 1942. Its long runways will be suitable to welcome the almost cruise-ship-size jetliners now on the assembly line. Payloads differ also. Rather than weapons, now the sleek aircraft can play a major role as a link to the leisure industry and commerce.

A common problem still exists. Although mail is seldom misdirected to Williams, Ariz., thanks to postwar adoption of ZIP codes, that did not help the traveler, who still can be confused.

Outside the state it is easy to think the airport is at a different location than this huge, expanding urban area. Maps, hotel and travel books and pamphlets refer to Williams/Flagstaff or Williams/Grand Canyon — far from their intended destination, which may be Scottsdale, Chandler or cousin Mary Lou in Apache Junction.

Mesa City Council member Rex Griswold has presented many valid reasons why an appropriate name is necessary to attract carriers and tourists and eliminate confusion in scheduling, etc. The only response came from one who stated, "We've got a lot of history out there at 'Willie,' I think we should keep it that way."

I cannot understand that attitude. No one is taking away from those who served, but prime concern and interest should be in providing opportunity for future generations, businesses and development of orderly travel into and around the Valley.

There are wide-open fields surrounding the airport and before residential and other non-compatible development encroaches, let's show that we are serious about making this a commercial area and set the stage to attract worldwide in-

vestment and show they are welcome.

Let's avoid "the not in my back yard" mentality that commonly impedes putting the right project in the right place. The Valley is big enough to support two large airports.

Call it Mesa Gateway Airport (the gateway to the East Valley).

New growth in the west and central parts of the Valley, as well as international flights, will assure the continued success of Sky Harbor while the renamed airport in the East Valley stakes out its own identity.

— Richard T. Tracy
Mesa

Kingman, Prescott want new air service

Cities seeing decline in fliers

By Mark Shaffer

REPUBLIC FLAGSTAFF BUREAU

Kingman Mayor Monica Gates has asked Gov. Janet Napolitano to intervene in a dispute that is threatening to ground commercial air service in the Kingman and Prescott areas.

At the heart of the problem is a decision by the U.S. Department of Transportation last March to award a two-year \$7.7 million subsidy for essential air service to outlying parts of the state to Great Lakes Aviation, which replaced Mesa Air.

Since Great Lakes took over the flight service in June, the number of passengers has declined about 80 percent in Prescott and

Kingman notice from the of Transportation city's emergence because so few about 100 a ing out of King-

Getting an identity

Williams Air Force Base, like its veterans, is deserving of the honors bestowed last week. Unlike the veterans, it is not retiring.

Today it hosts a different

2005

Williams Gateway faces series of challenges in its quest to generate revenue for East Valley

WAITING FOR CLEARANCE

Story by **BLAKE HERZOG** | Photos by **LEIGH SHELLE HUNT** | TRIBUNE

Williams Gateway Airport has several things going for it. A new stretch of Loop 202 will make the airport more accessible to travelers and cargo haulers early next year — and a second freeway branching off Loop 202 is included in a transportation plan that voters approved in 2004. The airport also has broad support. Residents have been mostly quiet about noise, and Phoenix Sky Harbor International Airport has pitched in more than \$250,000 over two years to help Williams Gateway market itself. And the airport has the Pinal County housing boom to its south and east. Airport executive director Lynn Kusy pointed to a map recently with dozens of square miles of approved housing subdivisions. "All that's aimed right at us," he said. But the airport also faces challenges. Following is a report on five of the biggest issues that might prevent the endeavor from ever materializing as an economic engine for the region.

Story by **BLAKE HERZOG**
Photo by **LEIGH SHELLE HUNT**
TRIBUNE

Williams Gateway Airport teemed with activity Wednesday in east Mesa.

A plane chartered by Harrah's Casino Hotels landed around 11 a.m., returning dozens of passengers from a three-day gambling venture in Laughlin, Nev.

Travelers bunched around the baggage conveyor and for a moment it looked as if the airport had become the robust reliever for Phoenix Sky Harbor International Airport that planners have envisioned since its forerunner, Williams Air Force Base, closed in 1998.

But the occasional Harrah's flights to Laughlin and Reno, Nev., are the only ones bringing passengers — about 1,400 a year to the

Mesa airport. In 1999, the airport's master plan projected handling 250,000 passengers annually by now.

Regular cargo flights expected by now haven't yet arrived, either.

Williams has filled most of its office space. And a planned freeway and new housing in the area should give the airport additional boosts.

But the airport is far from becoming the south East Valley's economic engine that officials have banked on.

GOT PASSENGERS?

When plans to offer commuter passenger service out of Scottsdale Airport emerged two months ago, many people wondered, "Why not Williams?"

Mo Garfinkle, an airline consultant from Washington, D.C., has a quick response. He said Phoenix Sky Harbor International Airport dominates the market, and it doesn't make economic sense for an airline to fly out of any place in the Valley that doesn't have an abundance of rich people able to pay a premium to do so.

Garfinkle called people expecting significant passenger service from Williams Gateway "dreamers."

"Better to try to focus on attracting some cargo folks and stop wasting the money of the good people of Mesa," he wrote in an e-mail. "The future is not now, it is many years ahead."

Williams Gateway marketing manager John Barry disagrees.

He said the future could be here in 30 days, as he continues talks with two Las Vegas-based airlines: Vision Air and Allegiant, which operates Harrah's charter flights out of Williams. He said talks with three more startup companies are ongoing, and surveys consistently show interest in passenger service to Las Vegas, San Diego, Los Angeles, Denver and Chicago.

"When I leave here, I'm not going to look 4,000 people in the face and say, 'I wasn't able to get you service,'" he said. "I want to end my career on a high note."

CONTACT WRITER: (480) 898-6816 or bherzog@aztrib.com

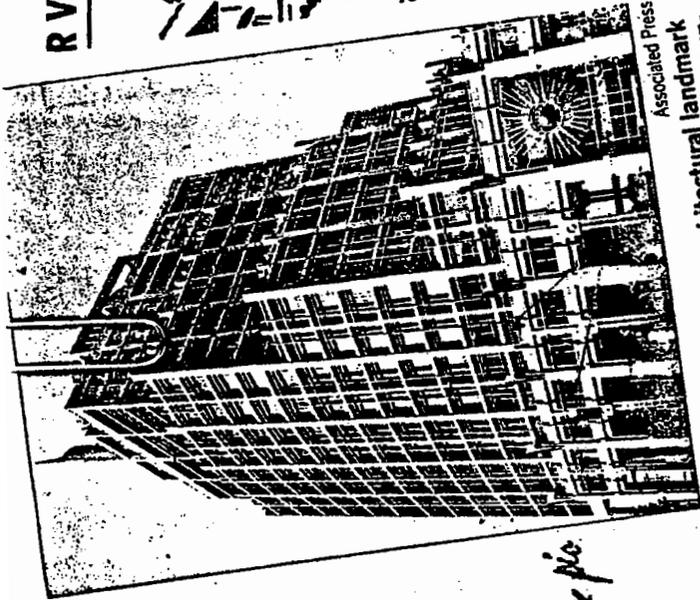
Rethink light rail proposal

A streetcar down Main Street in Mesa. It's a perfect setting for a Norman Rockwell painting, but it's out of place after the auto age.

Streetcars exited the Main Street, USA, scene because the rubber tire trolley could pull over to the curb to accommodate passengers who were being picked up by the increasing number of those darn motor cars. The wet tracks also contributed to skidding accidents including flipping over motorcycles.

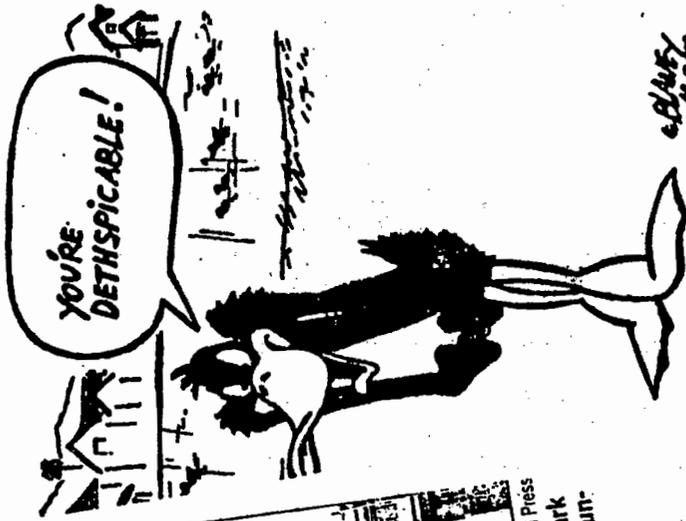
Those of us who lived in the Rockwell era were given a blueprint for the 21st century mass transportation by the illustrator of the Buck Rodgers showed high-speed rail elevated in the congested areas. The system now on our easel is like the mostly empty 72-passenger Portland snail that averages 19 mph, except in the downtown area where 5 mph at rush hour is normal. The alleged efficient, clean and urban alternative to the automobile will be denied this community because our funds will be committed to paying for the

R VIEW



Associated Press

Phoenix City Hall, an architectural landmark downtown, has become the setting for counterproductive backbiting.



Wayne Blaney

contribute to future development and urban renewal. If you are in agreement, it's time to let your elected representatives know before the streets are dug up to lay down track and slow down traffic.

Richard T. Tracy Sr.
Mesa

current trolley folly for years to come.

In August, 1994, Congress passed a bill to plan high-speed rail corridors between cities. A national uniform rapid rail system like the 1950 Intercontinental Highway program should be the current stimulus package. Federal funds for airport expansion and freeway widening would best be spent relieving the gridlock in the air and on the road with express

trains that traveled between cities 200 miles apart in less time than presently involved in commercial flight. Locally, it would be supplemented by short bus lines or park and ride much the same as New York would have stops about five miles apart.

Having lived on Long Island when subway construction halted in Jamaica in 1939, I have had an opportunity to see what does and not work with

dot

sprawl. Are we about to repeat the costly error of Thomas Road and Route 51, the Squaw Peak Freeway, which included a red light before being elevated?

Until a joint federal, local and private effort is made to develop a uniform modern rapid rail system that will solve more problems than it creates, let's limit expenditures to purchasing right of ways and making known junction locations to

→ **THE ARIZONA REPUBLIC**

WEDNESDAY

August 28, 2002

Supervisors should act

The location of the \$350 million stadium plus the private development that will surely follow, the expected traffic flow or gridlock and resulting pollution; loss of employment and maybe the Luke Air Force Base from encroachment are all major issues being ignored by Maricopa County.

Where are the elected leaders who over strong opposition gave us BOB at a questionable location with local financing? The county supervisors are out campaigning, working on land schemes and rubber stamping what is popular. As the ranking governing body, they have the responsibility and power to investigate and consider the consequences of major improvements.

The county is ignoring the fact public funds are to benefit the public, not speculators, and that they are to act to protect sources of tax revenue to relieve the homeowner's burden.

I just completed a 6,000 mile motor trip and learned that serious problems are ahead for Maricopa County due to competition for the tourist dollars from the new Albuquerque that sprung up at the intersection of I-40 and I-25, that the Gaslamp area next to the breathtaking view of the San Diego Convention Center and harbor will draw as many winter as summer visitors. Then there are Texas, Vegas, Denver, even the new Cleveland and Pittsburgh, and many more with indoor pools and shopping. The worst drought since 1934 across the north in

the U.S. and Canada and the falling stock market will affect the winter visitors we come to rely on while air travel is still not as acceptable to some as it was prior to Sept. 11.

Without question the Mesa site at Loop 202 and Loop 101 is the best location and the supervisors have a duty to do what is necessary in the best interest of the public and established businesses in the East Valley. Within 10 miles there are 2,000 restaurants, 50 hotels and 30 golf courses. The area desperately needs a large multipurpose facility which already exists in downtown Phoenix and in the West Valley. The Coyote complex will add to their ability to hold large events. I understand that will have greater seating capacity than America West Arena. The county could take over the Mesa infrastructure and parking obligation, cancel the election and collect the income for the next 30 to 50 years rather than turn a captive enterprise over to an investor.

Richard T. Tracy Sr
Mesa

Forum on leadership tackles Valley issues

By Judd Slivka
The Arizona Republic

Community and business leaders met Thursday in Phoenix for a forum about how they can make the Valley a better place to live. Before they could roll up their sleeves and get to work, they had to get the lay of the land.

It may not have been pretty, but it did provide a blueprint for what needs to be done.

"The party is over," said Rob Melnick, director of the Morrison Institute for Public Policy at Arizona State University. "... Our leaders and followers in our metropolitan areas around Arizona have pursued a bigger and better policy for almost 40 years. Now those policies are coming home to roost."

The state faces a sour economy, and it will have to contend with a foundering educational system that doesn't

The state also will have to contend with a medical crisis: a shortage of nurses and a looming shortage of doctors.

"A train wreck about to happen," Melnick called it.

And it will have to contend with demographics that are changing fast; the state's minority population is on its way to becoming a majority.

"Demographic changes are the proverbial elephant in the room," Melnick told an audience of about 300. "We don't talk about it and we certainly don't do anything about it."

Melnick was one of three speakers who kicked off the Community Leadership Forum, a day of sessions designed to get businesses and other enterprises involved in Valley communities.

"It's time for us to stand up, get off the sidelines and make a difference," said Tim Delaney, founder of the Center for Leadership, Ethics and Public

Blame losing stadium on Sky Harbor

Well, we lost the Cardinals, the \$350 million stadium/convention center, the Super Bowl and the Fiesta Bowl. The Cardinals, of course, have been playing football in the East Valley and Tempe for the last 12 years but they are now off to the west side to Glendale.

Who's to blame — the Bidwills? Why don't we blame Elaine Scruggs, the Glendale mayor, for stealing our Cardinals away? Maybe we should blame Keno Hawker for not being more enthusiastic in the beginning. How about Neil Giuliano for letting them slip away from Tempe? Or maybe we could blame Jane Hull or John McCain for not intervening or being more helpful to us in holding onto the Cardinals.

No, let's look at the real reason. The real reason that we lost the football stadium, the real reason that our Tempe Town Lake development has been so slow in materializing, the real reason that our



CHUCK WAHLHEIM

Special for The Republic

air is so polluted over the East Valley, both with air pollution and with sound pollution, and the real reason that our home values are in jeopardy — all of these things are not caused by some politician somewhere, but are caused by Sky Harbor.

If it hadn't been for Sky Harbor's idiotic complaints that the stadium site in Tempe was in the flight path, today we would already have under construction in Tempe the Cardinals stadium. Our thoughts would be about future Super Bowls and Fiesta Bowls.

The Sky Harbor situation is ridiculous. Sky Harbor is a small, 2,000-acre landlocked airport with short runways; Sky Harbor is the busiest

three-runway airport in the United States; Sky Harbor is the fastest growing airport in the United States; Sky Harbor loses billions of dollars annually in lost air cargo business because there is no room for warehouses and the space necessary for handling air cargo. When the temperature is over 100 degrees Fahrenheit, which it is in Phoenix one-third of the year, the runways at Sky Harbor are dangerously short.

So why does the airport stay in its present location and annoy all of us with its noise and pollution and damage our economy? The answer is because it is not owned by Arizona, it is owned by Phoenix and is a cash cow for that city. As a consequence it is protected with all the political cover Phoenix can muster.

Yet we have huge tracts of open desert that would be ideal for a modern airport much like Denver has. We have much better flying

weather than any other state in the nation, but we continued to be annoyed by Sky Harbor. More important, we continue to lose thousands of jobs because Sky Harbor is so limited in its expansion capability.

Anyway, when you get mad because the Super Bowl is being played over in Glendale, don't get mad at the politicians unless it happens to be the mayor of Phoenix.

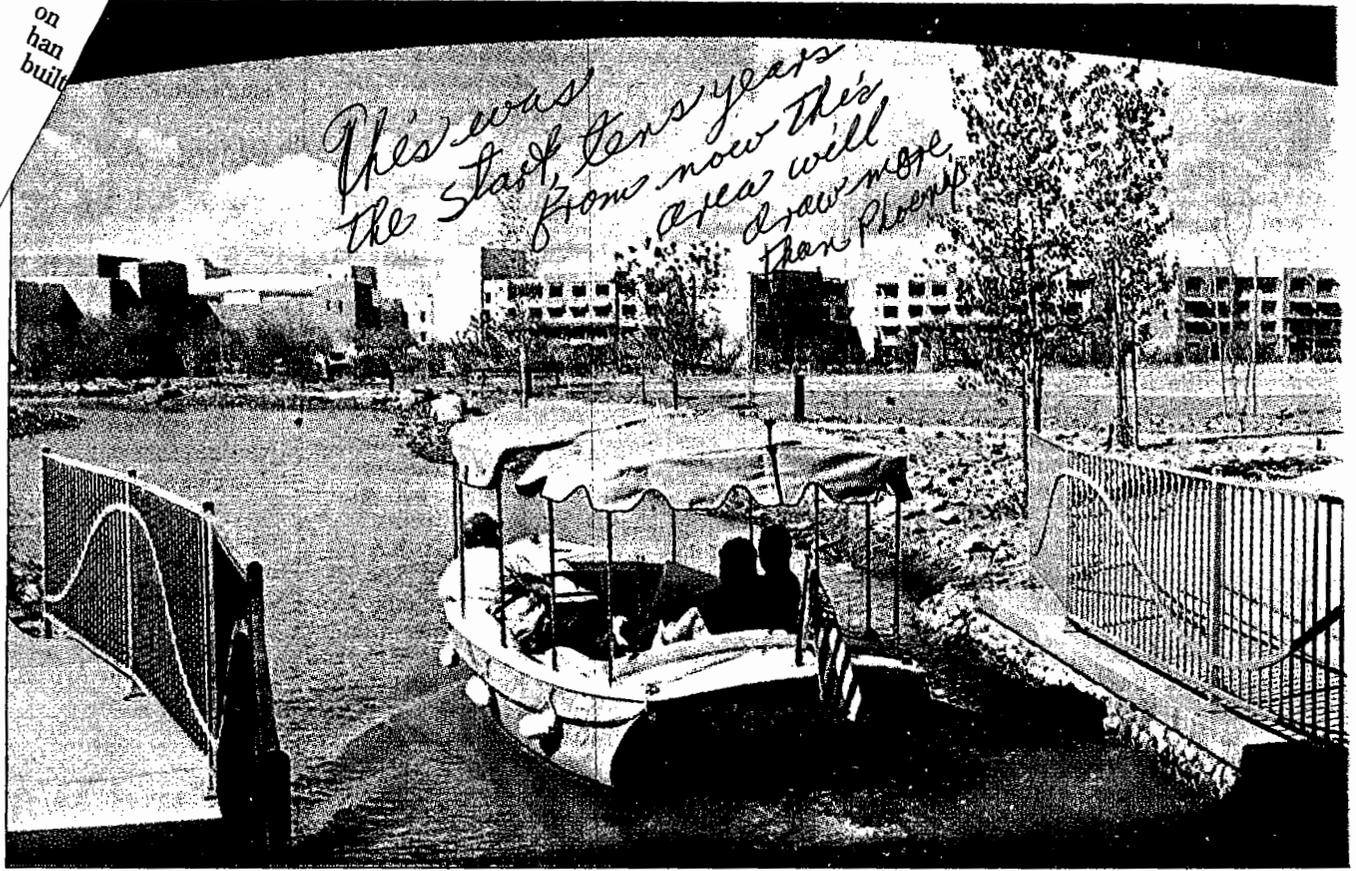
Sky Harbor is the thing that is making our lives miserable and hurting our economy.

Let me leave you with this thought. If Wyatt Earp had died in a plane crash it would have changed the history of Arizona and of aviation.

Chuck Wahlheim is president of W.C.B. Enterprises of Tempe. A veteran newspaper executive, he is former CEO of Cox Arizona Publications, a co-founder of the East Valley Partnership and a co-founder of Kids Voting. The views expressed are those of the author.

\$175M hotel project ups ante

on han
build



ANDY SAWYER/TRIE

A shuttle boat makes its way through a canal Wednesday toward the new Sheraton Wild Horse Pass Resort.

Wild Horse looks to spur tourism

First of several luxury resorts is slated to open in October

BY DONNA HOGAN
TRIBUNE



- Resort amenities include:**
- 500 rooms
 - 2 18-hole golf courses
 - 100,000 square feet of indoor and outdoor meeting space
 - Spa with 17 treatment rooms, fitness center, beauty salon and juice bar
 - 1,000-acre equestrian center
 - Four restaurants and two bars
 - Tennis courts, swimming pools, jogging and hiking paths, river boat ferry service to the casino.

Scott Kirchofer/TRIBUNE

The Pueblo-style architecture, tan- and rose-colored adobe walls, clusters of boulders and Sonoran desert landscaping offer no hint of what lies ahead as guests walk through the front entrance of the Sheraton Wild Horse Pass Resort.

The lobby's domed ceiling, with painted panels illustrating stories of the Pima and Maricopa tribes who built and own the place, soars overhead. A massive boulder-backed waterfall looms straight ahead. And beyond the waterfall, a two-story wall of glass frames a panorama of the Estrella Mountains.

If it's early morning or late afternoon, the wild horses the resort was named for may run across the expanse of unscathed desert to complete the picture, said Jim Curtis, the Sheraton's director of sales and marketing.

The \$175 million resort is the first of three luxury resorts scheduled to open in the Valley before year end, on Oct. 5.

The 735-room Westin Kierland Resort is

pegged to open Nov. 3, the 950-room Marriott Resort at Desert Ridge is slated open Nov. 30. Both are in northeast Phoenix.

The 500-room Sheraton, on the Gila River Indian Community just a few miles south of Chandler and a mile west of Interstate 10, will cater to guests who want a high-end resort in the south East Valley.

The resort is as much a trove of American Indian culture as a hotel.

"The purpose of this resort is to showcase their culture to the world," Curtis said.

From the devil's claw light fixtures in the meeting wing to the 2.5-mile replica of the Gila River flowing through the property, every detail of the resort and the 1,600 acres of land it sprawls on is carefully crafted and approved by the Gila River Indian Community's Cultural Theming Committee to adhere to tribal history and heritage, Curtis said.

The works of American Indian artists — about 90 percent of them from the Gila River community — along with historical photos of the people and the land, hang on walls throughout the hotel, spa and golf clubhouse.

The resort also features 36 holes of golf.

Please see **WILD**, Page 1

Former Judge Questions Efficiency Of Justices

By RICK LANNING
Gazette Reporter

Ever since Richard T. Tracy Sr. was ousted as a city court judge in 1976, he has been trying to make judges — all judges — more responsible to the public for their actions.

At a meeting of the Maricopa County Board of Supervisors Monday, Tracy, now an attorney who practices law in Ohio, appeared as an ordinary citizen to question \$84,000 allocated by the supervisors to help set up a computerized judicial system.

TRACY CAN'T understand why such a system couldn't be used to give citizens a better idea of how judges spend or misuse their time on the bench.

"Spending \$84,000 for computerizing the system would be worthwhile only if it would enable the public to have the information needed to rate the judges," insists Tracy.

He told of a judge who didn't decide a case for five years.

"These aren't judges' cases," he declared. "These are cases that belong to the people who are supporting and paying for the system."

The supervisors approved the \$84,000 contract with Arthur Young & Co. to complete the first phase of a project which would study how to add the civil and domestic relations divisions of the court system into a computerized system.

MICHAEL Griffin, director of information systems and services, described the system as a "first," and said it is aimed at reducing the amount of paperwork that goes through the courts.

Tracy told the supervisors, "We have people sitting in jail waiting two to three times as long as the national average to go to court. Yet none of

this information is available to the public as to why these delays take place.

"The public needs to know what kind of work was done, who did it, and how they did it."

The supervisors have authorized \$250,000 in federal revenue-sharing funds to be used for the computerization this fiscal year. Arthur Young & Co. will give an estimate later as to how much more money will be needed to complete the project.

IN 1976, Tracy, 54, was not recommended for another term as city court judge by the City Judicial Selection Committee. He filed suit, claiming the committee heard damaging testimony during private meetings and gave him no chance to defend himself.

Since then, Tracy has been practicing law in Ohio. His family lives in Phoenix.

After Monday's meeting, the former judge said, "The courts in Arizona need to be surveyed by an independent agency. There is no check or balance system."

"I resented the fact that the supervisors called for a time to discuss the expenditures of public funds and that I had no real opportunity to question what the purpose of this expenditure would be."

He claimed the Maricopa County Superior Court system doesn't have a realistic probation department and lacks mental health facilities for people who are a problem but who aren't criminal lawbreakers.

Asked why he had to practice law in Ohio, he said, "I can't practice law in Phoenix any more. I'm on the ---list of too many judges here because I challenged the system."

Tracy said he is concerned about judges who aren't giving taxpayers their money's worth.

Real Improvement in Court Reform Is Lacking 1773

(The writer of the following letter addressed a copy to *Maricopa Lawyer* for publication. It was edited for brevity.)

Dear Justice Corcoran:

As U.S. Supreme Court Justice O'Connor once said, "Court reform is not a sport for the short-winded — in fact, it is a little like jogging down the Ho Chi Minh Trail unarmed." I started 20 years ago as part of her Joint Legislative Reform Committee. There has been little progress from when Morris Udall in law school authored the "Inadequacy of Arizona's Courts," which called for implementation of the 1960 Modern Courts Amendment. It served to improve the justice system in many states. Some [states] had already adopted the 1940 reforms and created intermediate courts as well as special divisions ... presided over by judges well trained in their field, which produced consistency, predictability and accountability.

After expenditures on court reform, which during my time exceed millions, from any vantage point it can be seen that no real improvement in quality has been achieved. In fact, we have doubled the number of judges and problems since I described the Arizona court system as "a stagecoach with balloon tires and automatic transmission." Alternative dispute resolution is said to be the solution. It sounds much like the civil authority taking over from the church in certain past cultures.

In a recent hearing before the court, you are quoted as wondering aloud "whether there are other judges who consider court rules optional." The fact is, there exists little of what we know as "black letter law," doctrine which was uniformly applied. Everything seems subject to individual interpretation. Side-by-side judges will disagree on that which is clearly stated.

A crack drill team needs someone to count cadence for precision. An army marches in units only so large that the drumbeat will direct the step. While the leaders may not notice when the unit is out of step, the observer at the side can tell and those at the rear are often tripping and falling. That will happen in any walk of life when there is a breakdown of communications.

With slow growth, Arizona at the turn of the century had little reason to heed the warnings of former Dean Roscoe Pound. Even his 1940 essay had little meaning to Maricopa County judges who could have held their meetings in a four-door sedan. Populated communities did adopt methods of publishing daily court activity, which served as a check and balance and valuable tool to judge the effectiveness of a given judge. The possibility of inconsistent rulings greatly reduced and Dean Pound's recommendation of early reporting of first impression cases in Miscellaneous Reports further reduced such results while aiding the Bar and Bench

to apply the law and provide equal justice.

On our present course, a lawyer will not only have to consider the impressions of dozens of judges on a given issue, but they will be joined by hundreds of arbitrators, some dealing with areas of law totally foreign to their experience and often faced with a conflict of interest and lack of compensation to warrant in-depth consideration. Somewhere a tree will fall and no one will hear, or in a forest see it, unless they are close by. If they are too close, it may fall on them. It is much the same with case reporting. That is why the small summary on the cover of the enclosed out-of-state weekly publication was effective. In addition to notice of bar activities and rules of court change, in minutes its members learn what is contained between the covers in the following form:

State, ex rel Dayton Power, et. v. Kistler, Judge 57-21.

Court of Common Pleas-Class Action, Suit for treble damages-RC4905.61- Court does not possess jurisdiction-Prohibition."

Randolf v. Grange Mutual Cas. Co. 57-25

Insurance-Homeowners-Insurer's liability for property caused by insured's minor child - Claim not covered, when."

The alternative method is to spend hours trying to glean up-to-date information that may affect a client or your specialty, or refer

to annotations often modified or reversed before they are included in the bound volume of Arizona Revised Statutes. Those who lead this army of over 9,000 lawyers apparently have little concern for the drumbeat, while at the rear many are tripping and falling.

A large part of the \$5 million bar association budget is spent on disciplinary matters. Over a half million or more on charity and public relations. I am forced to pay several hundred dollars a year into a system over which lawyers have almost no control — a system which is not user-friendly and I see it moving toward becoming my enemy with traps that complicate even simple matters.

You and others who have known me for over 20 years are aware that in addition to experience in other states, I have occupied positions which placed me in a position to evaluate the justice system as well as experiencing the frustration of starting back into private practice four times. They know that my interest is that the public obtain a fair and efficient legal system [it] can afford.

I was criticized for once claiming that a million people would live in Paradise Valley. I now predict that our population will double and with due respect, [that] the proposed Performance Review Committee plan will be a Band-Aid on a system which is hemorrhaging.

— Richard T. Tracy, Sr.

Sky Harbor flying high at 75

as 'The report has a major way

I YANTIS JUNE

a time when harbor Internad no need for ig dogs, secu- n-sized bomb error threats. parking was he sky cap was er and no one a red paging

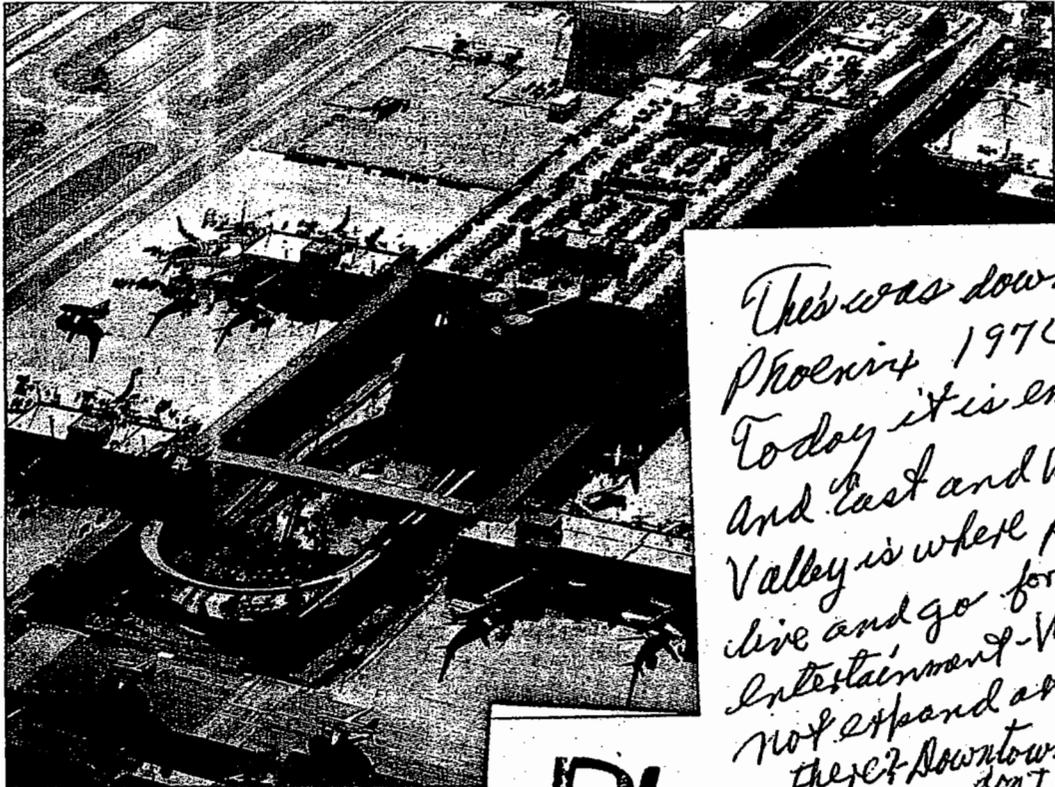
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als and digni- celebrate the 7 Harbor now \$6 million pas- and is the fifth in the world o takeoffs and

roots are in reach to the to this day.

est Airlines, and Aeromex- g trips to the t communities ost recently, d into Mexico rrey, the two enters in the in December, ill begin ser-, Casta Rica, st foray into



SKY HARBOR: An aerial view of Phoenix Sky H taken in October 2002.

Phoenix Sky International



This was downtown Phoenix 1970- Today it is empty and East and West Valley is where people live and go for entertainment - Why not expand airports there? Downtown Partners don't want it.

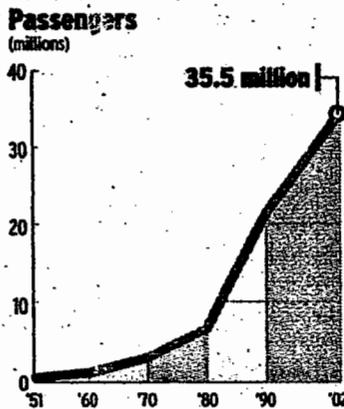
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Phoenix be Airport. For 30 mortgage land and a me investme isolated and nickname d to Farm."

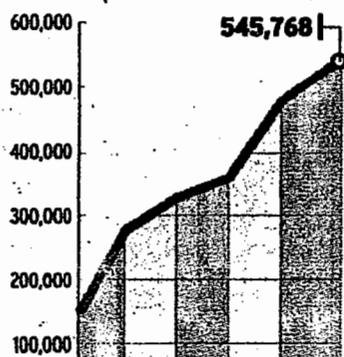
Phoenix, Arizona

Watch them grow

Here are some historical statistics that show how Phoenix Sky Harbor International Airport has grown over the last 40+ years.



Traffic movements



... in 1930, the Phoenix Sky Harbor passenger terminal and administrative offices were located in a grove of cottonwood trees.



construction of Sky Harb passenger terminal. At \$2 Terminal 4 was the largest capital improvement proj when it opened in 1990, ai designed to be expanded

1989: The Federal Aviatic Administration completes study that recommended runway at Sky Harbor. In 1 began land acquisition an development to relocate l Air National Guard and n projects necessary before a third runway. Runway cc began in 1997 and is com: costs for all projects in

Time has come to cap Sky Harbor's growth

By Hugh Hallman, Ben Arredondo, Dennis Cahill, Barbara Carter, Mark Mitchell and Len Coppel

The Tempe-Phoenix dispute appears to be about building a multipurpose Harbor's north runway. Not so. The core battle concerns Sky Harbor's efforts to continue its unbridled growth at the expense of the East Valley's quality of life.

In its efforts to expand the airport, Sky Harbor has ignored its promise to be a good neighbor and keep aircraft flights over the Salt River bed.

When Phoenix sought to build a third Sky Harbor runway in the late 1980s, Phoenix entered an "Intergovernmental Agreement" with Tempe.

Under the agreement, Tempe, Phoenix and Federal Aviation Administration officials formalized long-used flight procedures that keep departing flights in single file and "restrict aircraft to the airspace over the Salt River riverbed."

They also designed a new procedure to keep flights arriving on the new runway, which was built on the south side of the airport, from flying over Tempe's oldest homes and businesses south of the riverbed.

Phoenix agreed never to ask for changes to these procedures, and an FAA order stated

that the FAA would never change them. Phoenix also agreed to send warnings to airlines when flights did not comply.

The agreement allowed Phoenix to add a third runway while at the same time avoiding overflight of Tempe residents and businesses.

The agreement was seen as a "win-win" for both sides as flight patterns were designed to allow Phoenix to expand its capacity using the third runway at the same time ensuring noise protection for Tempe residents.

Tensions flared because Phoenix has since decided that aircraft may fly anywhere over Tempe as long as the aircraft fly over a mile-long "fish line" drawn in the sand six miles east of the airport, at the Mesa-Tempe border.

According to a Sky Harbor computer system that tracks all flights in and out of the airport, aircraft have flown almost a mile on either side of the riverbed.

Yet Phoenix said those flights were fine because they made it over the airport's fish line, despite the fact that they also flew over hundreds of Tempe homes and businesses.

Phoenix's refusal to enforce the rules has, over time, allowed more than 20 percent of

all flights heading east to fly over Tempe homes and businesses instead of flying over the riverbed.

Despite that, the Phoenix press machine claims that at least 97 percent of all aircraft fly "where they are supposed to."

Relations deteriorated in October when the airport's third runway opened. Since then, more than half of all east-bound aircraft has flown over Tempe homes and businesses rather than the riverbed. And that includes only planes flying south of the riverbed.

The same improper practices have caused overflights over the proposed stadium site, which is more than 1,000 feet north of the riverbed and is even north of the Loop 202 freeway.

Those flights that stray north of the riverbed also overfly hundreds of Tempe homes that are east of the stadium site.

However, Sky Harbor's efforts to kill the stadium proposal finally have focused attention on the hypocrisy of the matter.

It's unsafe, Phoenix officials say to arrive and depart over the proposed facility but it's just fine to dump fuel on Tempe homes, subject neighborhoods to the claimed "crash risk," and improperly overfly thousands of residents.

It's too noisy a location for football fans, say Phoenix officials, but apparently just fine

to overfly Tempe homes, often every 45 seconds, interrupting Tempe families' dinners, backyard activities and sleep.

Those airport folks are just too busy expanding the airport and building parking garages, collecting passenger facilities' charges and landing fees, to worry about keeping the terms of the agreement requiring that flights not fly over Tempe homes, businesses or even the stadium site.

In short, Sky Harbor is not supposed to allow departing flights to overfly the stadium site any more than it is to allow flights over East Valley homes and businesses.

Why is this happening now? Because Sky Harbor and local FAA officials published revised flight procedures, this once they promulgated never to change.

The new procedures allow aircraft to head straight off the airport's runways, allowing overflights of homes, businesses and even the proposed stadium site.

Worse, these changes even reduced the "climb ratio" for eastbound departing aircraft, allowing them to fly even lower over the rooftops of Tempe homes and businesses. It's the same change that allows Sky Harbor now to claim that aircraft will pass too low over the stadium site.

If these changes go unchallenged, what will happen? Thousands of residents' lives will continue to be disrupted.

East Valley property values will fall and neighborhoods will be destroyed. Don't believe us? Look west of the airport.

Thousands of Phoenix residents, mostly minorities, watched over the past three decades as their neighborhoods west of the airport were destroyed.

Phoenix flew aircraft over their homes and businesses any time, anywhere.

Matters finally got so bad that homes from 24th Street to 12th Street were bought out, some even abandoned, and the whole area was bulldozed.

Now, Sky Harbor has announced it will replace those homes and lives with a new set of commercial and industrial buildings right in the flight paths.

As in the past decade, we won't stand idly by and let that happen in Tempe, even if it means protecting a stadium facility many didn't vote for.

Sky Harbor is not acting as a good neighbor with its current traffic and its unwillingness to abide by its word; we certainly can't expect it to become a better neighbor after adding even more traffic and possibly a fourth runway.

We should not continue to allow Sky Harbor to monopolize the region's aviation infrastructure with all its benefits while imposing much of the noise and air pollution on its neighbors to the east.

Accordingly, we must now recognize that the era of Sky Harbor's unfeathered growth has come to an end. Together, Valley leaders need to set an appropriate cap on Sky Harbor's growth.

To provide any needed additional air capacity, we must encourage our East Valley neighbors and governments to work together to build Williams Gateway as a successful reliever airport.

It's likely that someday Luke Air Force Base will follow the same path.

We also should enlist our Native American, Mesa, Chandler and Casa Grande neighbors to reconsider regional airport options.

By building on the Williams Gateway opportunity, we can spread the economic benefits of aviation transportation, with the resulting commercial and industrial bases that would support East Valley cities and their residents with jobs and tax revenues.

By acting now we might also pave the way for the West Valley to follow suit.

Based on its current efforts, just expect Phoenix and Sky Harbor officials to fight such progress with every PR dollar they can muster.

Hugh Hallman, Ben Arredondo, Dennis Cahill, Barbara Carter, Mark Mitchell and Len Coppel are members of the Tempe City Council. The views expressed are those of the authors.

Az Rep 8/4/01

9-21-05 By Rep. Efforts to keep Phoenix from growing up - Only to get Phoenix Partnership Property Co to get used on that defeats progress by the whole County.

Pink slip

Our stand: City Council should tell Donald Trump to move it or lose it

Three words from the City Council tonight could define the future of Phoenix. "Donald, you're fired." Barring legal delays and maneuverings, the council faces two basic choices at City Hall this evening: reaffirm its longstanding respect for the quality and vitality of our city's neighborhoods, or bow to New York developers by approving Donald Trump's proposed \$200 million condominium/hotel project in the Camelback East corridor.

The choice is clear: The council should support homeowners and reject Trump's plan for a 150-foot high-rise on the site of the old Hard Rock Cafe.

In the face of neighborhood protests, the project's height has been whittled from 190 feet to 150 feet. But even at 150 feet the condo/hotel is still about three times the allowable height in this area — 56 feet.

The revised condo/hotel at 26th Street and Camelback Road also juts closer to neighbors to the south, a setback that amounts to a final indignity to residents.

For all its trendy and upscale appeal, the Trump project is in the wrong location.

A project of this height and density belongs in downtown Phoenix, along North Central Avenue, or several blocks to the west along Camelback,

where there'd be no widespread neighborhood opposition.

In both of these alternatives, there would be easy access to Phoenix's planned light-rail line. It's understandable why Trump, in partnership with the New York-based Bayrock Group, wants to capitalize on the site he gained control of in bankruptcy court.

The area around 24th Street and Camelback Road is Phoenix's fledgling answer to New York's Fifth Avenue, Beacon Hill in Boston and Chicago's Michigan Avenue.

Many area homeowners, however, worry about living literally in the shadow of the Trump hotel and future high-rise buildings. They want to preserve their neighborhood's ambience and remaining mountain views.

Facing off with developers is nothing new for area homeowners. Residents saw their share of zoning wars over the nearby Camelback Esplanade, and thought they had hammered out a plan for growth, in the 1990s, that was to remain in place until at least 2015.

The decision before the City Council isn't just about the Trump project. These are among the very real consequences if the project receives approval:

- Other developers have said that if Trump gets his height, they'll go after taller buildings along Camelback Road, too. Once height limits are broken, there will be a push eastward, perhaps all the way to 44th Street, resulting in a canyon of glass and concrete structures.
- Efforts to revitalize downtown would be set back. Downtown will

have to compete with the Camelback area for mid-rise and high-rise projects.

Phoenix is investing hundreds of millions of dollars in downtown projects, and to jeopardize its success — and quite possibly next spring's \$850 million bond election — is senseless.

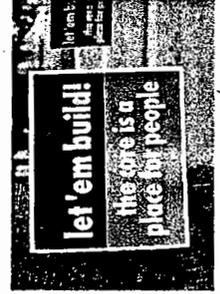
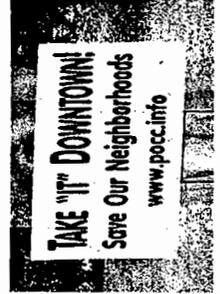
- With a wave of new building, congestion along Camelback Road would intensify. Higher parking structures would spring up, and view corridors would be eclipsed.
- Ignoring the 18 months of hard work to review and affirm the existing height plan — with some alterations — would send a terrible message to Urban Village Planning Committees throughout the city: Your input is not needed on big zoning cases.

Also on the council's agenda tonight: Westcor, owner of Biltmore Fashion Park at 24th and Camelback, has hopped on the Trump bandwagon.

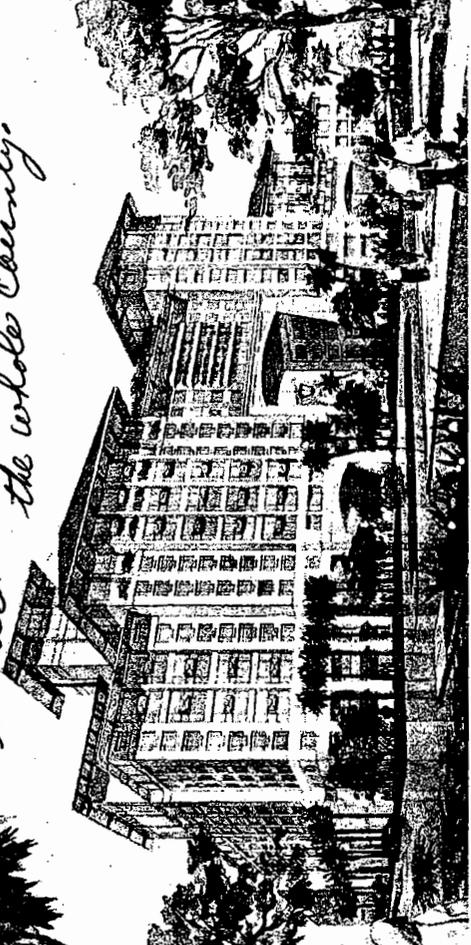
Westcor wants authority to build to a height of 165 feet, up from the permitted 140 feet allowed on its property, which is in the core area.

A suggestion: If Westcor desires an extra 25 feet, it should go below grade and create a subterranean retail plaza along the lines of its Scottsdale Fashion Square.

How Phoenix even got to this point re-



Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.



A five-story arch is a key design element in Donald Trump's proposed condo-hotel on Camelback Road in Phoenix. This is the west-side view of Trump International Hotel & Residences.

garding Trump's project is a shameful reflection on its "planning" process.

Last Wednesday, the city's planning commission tackled this long-positoned project at 10 p.m. in what turned out to be a chaotic three-hour meeting. At 1 a.m., the commission gave Trump and associates its unanimous blessing, ignoring recommendations from the urban village planning committee to maintain the height limit.

In recent days, Trump supporters have been pulling out the stops, with radio spots urging residents to contact their councilmembers.

And in a desperate move, attorneys for Trump have vowed to restrain Councilman Greg Stanton, an arch opponent, from voting by alleging a conflict of interest. This is a frivolous tactic, at best.

The existing Camelback East Specific Plan is not broken. There's significant capacity left for growth — more than 5 million square feet — that includes a residential component. To break the plan for the Trump/Bayrock project is poor public policy.

Tonight, it's up to the City Council to take a long-range view and demonstrate that neighborhoods are essential to the city's fabric and quality of life.

Bayrock Group

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Bayrock Group

Phoenix may change rules on some structure heights

BUILDINGS

Continued from A1

first. But in recent months, Mayor Phil Gordon and the City Council have put billions of public dollars into downtown redevelopment projects in hopes of revitalizing the city's core with hundreds, if not thousands, of full-time residents.

In many ways the effort appears to be working, and that's the problem. Interest in downtown living has skyrocketed, with many developers proposing residential condominiums up to 50 stories high.

All the talk is making the airport nervous.

"All around Sky Harbor is of concern to the Federal Aviation Administration and should be of concern to the city of Phoenix," said Jane Morris, special projects administrator for the Aviation Department.

"Our role at the airport is to look at all of the factors that affect us."

Most of downtown is not in Sky Harbor's flight path. Instead, the concern stems from the fact that some of the proposed developments, if built, could force the FAA and the airlines to change emergency takeoff and landing procedures.

Those procedures are a complicated set of rules and technical guidelines, but the basics are this: On the rare occasion that one of an airplane's engines would fail, there are mandatory actions a pilot must take to land the aircraft safely.

The actions could involve deviating from standard flight paths and are further complicated by such factors as ground and air temperature, aircraft weight and rate of ascent.

An increase in the number of tall buildings around the airport would make it more difficult to get airplanes to the ground safely in emergencies.

The FAA, which works with the airlines to set the procedures, cannot control whether a high-rise is built, but it will make a ruling on whether the building poses a potential hazard.

Such was the situation several years ago when a plan to build the Arizona Cardinals football stadium in Tempe was scuttled because of its height and proximity to the airport

How high is OK?

Phoenix officials are considering changing the rules that control the height to which buildings can be built in the downtown area. The last time regulations were modified was in 1971.



"We have to do what is right for the traveling public."

Donn Walker

Regional spokesman for the Federal Aviation Administration

In most cases, when the FAA rules that a proposed structure poses a risk, cities don't build it. But if a city opts to move forward, the FAA moves in and changes the flight procedures.

"We have to do what is right for the traveling public," said Donn Walker, the FAA's regional spokesman.

That can result in mandates that planes carry less weight in the form of fuel, passengers and cargo, which, in turn, reduces the capacity of the airport.

And that's the one thing Sky Harbor, which is among the nation's busiest airports, doesn't want.

"If there were, theoretically, a lot of high obstacles nearby, we would have to reduce the weight of our airplanes in hot weather," said Carlo Bertolini, a spokesman for America West Airlines. "We'd reduce fuel (and) cargo first, and try to do passengers last. But it would af-

fect our operations."

The current height rules have been in place since 1971 and are severely outdated, officials said.

They allow buildings to range from 250 to 500 feet in the downtown area, with taller structures allowed along Central Avenue, if first accepted by the airport, city Planning Director David Richert said.

And although aviation officials have not worked out exactly what the new regulations will be, they do say that they don't anticipate allowing structures in Copper Square to be taller than about 500 feet, the approximate height of the Bank One Center. The building is the state's tallest.

In some areas of the core, like the Warehouse District, buildings will not be allowed higher than about 22 stories, the approximate height of the Bank One Ballpark and the yet-to-be built Summit at Copper Square condominium project.

That area, ironically, also has a special zoning overlay that is more restrictive than the airport's proposed rules. Those rules state that any building within the district, generally defined as the area south of Madison Street, from Seventh Street to Seventh Avenue, cannot exceed 56 feet, or 80 feet with a use permit. To build a taller structure, a developer needs special variance approval from the Board of Adjustment.

Gordon and others at City Hall are convinced that the proposed changes won't affect the momentum they are trying to create in downtown, even though the regulations appear to have helped scuttle at least one development plan in the downtown area: a proposed 50-story condominium tower on the site of the old Ramada Inn-Downtown.

"They can and they will co-exist," Gordon said. "There's this theory that says, to be a great city, you have to have great downtown skylines. And while I agree that downtown should have the highest buildings in the city, not every building will be, or needs to be, a skyscraper."

Reach the reporter at ginger.richardson@arizona-republic.com or (602) 444-2474

Williams Gateway can spell relief for congestion at

What prevents the residents of the growing East Valley from being able to fully utilize their own airport?

Why is there no passenger service at Mesa's Williams Gateway Airport (WGA)?

This airport is a former Air Force base just southeast of Power and Ray roads in Mesa. It is larger in land area than Phoenix's Sky Harbor International Airport and has three runways that are cumulatively longer than those at Sky Harbor.

Williams Gateway Airport is operated by an airport au-

thority consisting of the neighboring stakeholders: Gilbert, Queen Creek, Mesa and the Gila River Indian Community.

The latest Federal Aviation Administration environmental study for Sky Harbor looks at how to land more flights per hour at that airport, but fails to seriously address ways to quickly di-



REX GRISWOLD

tract more passengers from the airport.

to reliever airports such as WGA, in spite of the fact that Williams Gateway is one of the 50 busiest airports in the country.

The study underscores some problems at Sky Harbor that have many Valley leaders looking to Williams Gateway as the logical choice to serve as a reliever airport.

How has Williams Gateway created so much business in spite of the lack of passenger service? Arizona State University's Polytechnic Campus and its aeronau-

Chandler-Gilbert Community College's flight mechanic curriculum, provide consistent aviation activity. Also, the two new air cargo taxiways and freight hangars, and new customs facilities have begun to attract commerce.

With the near completion of the San Tan Freeway to Williams Gateway, many businesses are starting to relocate to this area. The U.S. Forest Service recently has moved its firefighting and air tanker base to WGA and the Customs and Border

This would help make the Valley more friendly to visitors

AIRPORT: Traffic projected to increase

FROM PAGE B1

Airport director Lynn Kusy said worldwide air cargo traffic is expected to grow 6 percent a year for the next two decades. By 2020 Williams could handle 1,600 flights with 24 million pounds of cargo annually, he said.

The airport has been designated a foreign trade zone by the U.S. Department of Commerce, which provides tax advantages for shippers, and the U.S. Customs Service has set up an on-site inspection station to handle international operations.

Ninety percent of the apron cost was funded by the Federal Aviation Administration. The other 10 percent was divided between the Arizona Department of Trans-

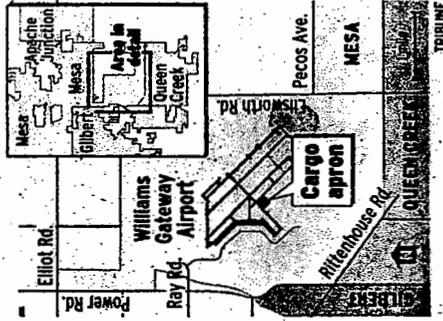
Gateway Airport Authority.

The cargo building is being built on a speculative basis by developer Fred Himovitz, who has already built three office buildings and a hangar at Williams.

The 20,000-square-foot structure, which will be built along the south side of the apron, will be equal to cargo-handling facilities at Phoenix Sky Harbor International Airport, he said.

It will have 20-foot high ceilings, no interior columns to interfere with cargo storage and temperature controls that will handle everything from frozen foods to dry storage, he said.

Pending approval of the property lease by the airport board of directors, Himovitz said construction could begin



about five months later.

Although no tenants have signed up yet, Himovitz is confident the building will be successful because there's little room for expansion at Sky Harbor or major Los Angeles airports.

needs in the Valley and the difficulties of operating in and out of Sky Harbor and L.A." he said. "I sense there is an opportunity."

Among the potential users are major companies that currently ship by ground transportation to the West Coast, he said.

Future plans call for extension of the parking apron from its current 620 feet to 1,000 feet in length and expansion of the cargo building to 800 feet in length. Also planned is another taxiway so two large cargo planes can roll in and out at the same time.

Those additions will be built as funding and market conditions warrant.



TOM GIBBONS
BUSINESS EDITOR

Williams Gateway is taxiing for takeoff

Someday you won't be able to do what I did the other day. It was midmorning on a weekday, and I whipped through the parking lot in front of the passenger terminal at Williams Gateway Airport like there was nobody there.

Because nobody was.

I wheeled past the sign for rental car return with no fear that some jet-lagged business traveler in a rented Ford Taurus would barrel through, hoping to drop off the keys, catch a flight and be home for dinner.

The day will come when Williams has regular passenger service, when driving through that parking lot will be like navigating an obstacle course.

But on Wednesday, the 100th anniversary of the Wright Brothers' flight, Williams seemed a sleepy place.

Williams Gateway Airport remains, as it has for some time, poised for something great.

Currently, Harrah's charters a monthly flight from Williams Gateway to Laughlin, Nev. In June, Minnesota-based Sun Country Airlines announced it would launch its first scheduled flights to Laughlin. But that service never materialized.

Jan 06

Airport officials are making presentations to scheduled charters, regional carriers and long-distance low cost carriers, said Marie Frank, director of marketing. Airport officials hope that showing carriers more numbers about growth in the south East Valley will carry the day. Eventually it will.

The airport's development has been slowed by poor timing. The passenger terminal was completed right before the terrorist attacks of Sept. 11, 2001.

Williams Gateway was a military base until 1993 when it was turned over to an airport authority consisting of Mesa, Gilbert, Queen Creek and the Gila River Indian Community for conversion to civilian use. Since then the authority has worked to bring businesses and education facilities to the former Air Force base and turn it into a full-service airport. More than 30 entities, from private companies to educational institutions, have operations at Williams Gateway.

Mesa's economic development office estimates 4,800 to 5,000 people work at the former base or in the surrounding area.

Eventually the passenger planes will come to Williams Gateway. Loop 202 will be

SEE TAKEOFF • PAGE B6

Jan 04 Sky Harbor hassle doesn't faze fliers

By J. CRAIG ANDERSON
TRIBUNE

Tyler and Tammy Olson were surprisingly upbeat as they shuffled through the massive line toward Southwest Airlines' ticket counter for their flight back to Kansas City on Saturday.

After watching their beloved Wildcats fall to Ohio State during Friday's Tostitos Fiesta Bowl, the

Olsons still faced one more trial — a test of patience shared by thousands of other travelers on one of Phoenix Sky Harbor International Airport's busiest days of the year.

In addition to the 1,600 daily takeoffs and landings at Sky Harbor, scores of charter flights also were scheduled to deliver Fiesta Bowl patrons and others

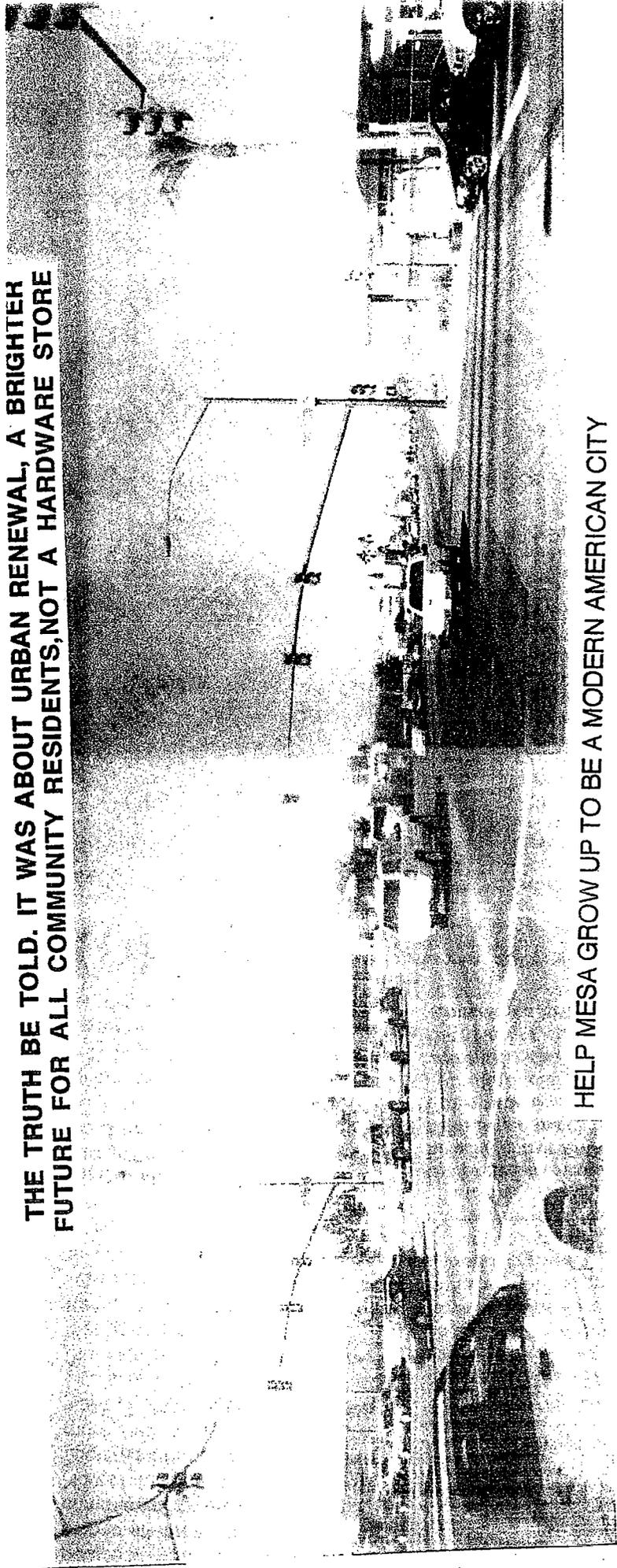
SEE FLIERS • PAGE A5

The closure is part of the construction of a concourse in the southwestern corner of Terminal 4 that will add eight gates for Southwest Airlines. The \$56 million project, which also will add a security screening area, is scheduled to be finished by January 2005.

March was Sky Harbor's second-busiest month in 2003, with more than 3.43 million arriving and departing passengers. July edged out March last year with 3.439 million fliers.

Rep. 3-16-04

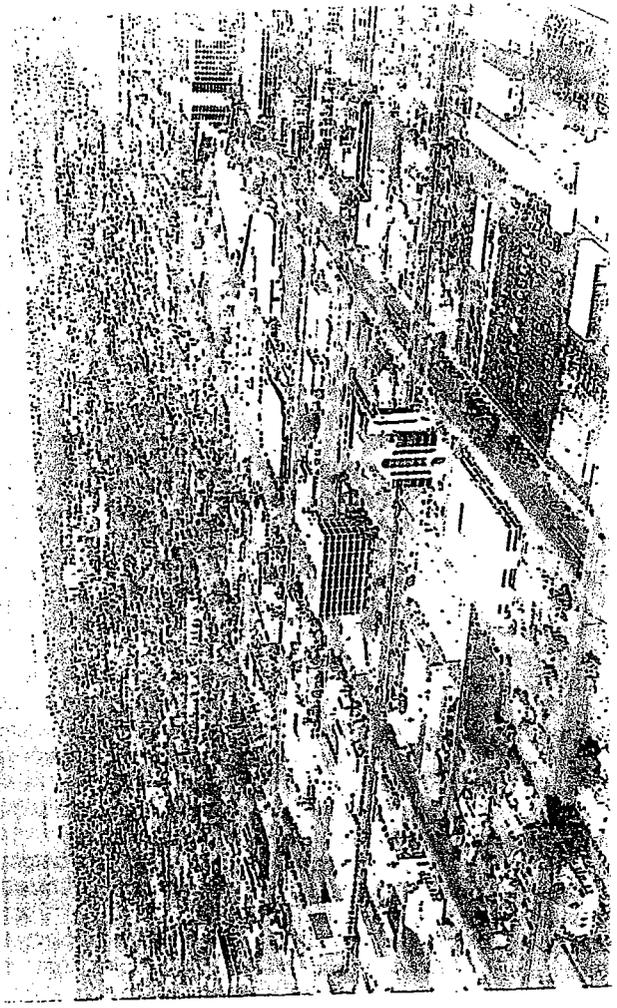
THE TRUTH BE TOLD. IT WAS ABOUT URBAN RENEWAL, A BRIGHTER
FUTURE FOR ALL COMMUNITY RESIDENTS, NOT A HARDWARE STORE



HELP MESA GROW UP TO BE A MODERN AMERICAN CITY

MESA ARIZONA WHERE IT SEEMS ONLY
THE PAST AND HEREAFTER MATTERS

North view, COUNTRY CLUB at MAIN Street, Should be the business and entertainment center. The Arizona Court of Appeal halted the City of Mesa's revitalization effort three days after Sixty Minutes aired a TV show featuring Mesa's attempt to acquire Bailey's Brake shop and an Auto Paint shop as part of a large redevelopment program. Other property had been acquired to clear a blighted, unsafe area, unattractive to public or investment and reverse mass exiting of businesses. The town center, old and vacant referred to as historic, while a few miles south and east there is unimaginable development because there are no, "not in my back yard protesters". Eminent Domain a non-issue for our Founding Fathers who believed in being cooperative and considerate of others, yes progress. Remember. "We the people of the United States, in order to form a more perfect union ... insure domestic tranquility... promote the general welfare,..." They put the Declaration of Independence quoted by some today behind them.



RICHARD T. TRACY, SR.
2238 S. COTTONWOOD ST.
MESA, AZ 85202

Bill Von Winkle one of the nine people from four families that owned fifteen properties, mostly commercial involved in Kelo v New London case. City had acquired 115 properties. Offers far more than the properties were worth. Economic depressed area Group blocked jobs for over a thousand, hundreds of millions first project, millions in public funds. Who was the real victim?

Only open disclosure and follow the money before and after can prevent it. The forty million dollar garage across from the Ball Park on Jefferson is an example. Three million limit in City Charter did not stop that. 1935 Federal grant restriction did not stop South Mt. giveaway to Gossnell. What about I-17 and Rt. 101 Rip-off, many more every year. Highest and best use serves the community interests.

RULING: High court's decision clashes with state Constitution

FROM PAGE A1

In a 5-4 decision Thursday, the U.S. Supreme Court said New London, Conn., could seize private property for a developer wanting to build an office, residential and retail project.

The court sided with the city, which argued that jobs and tax revenue generated by the project provided a public benefit consistent with the Fifth Amendment to the U.S. Constitution.

Justice John Paul Stevens, writing for the majority, said the New London project promises to bring more jobs



BOB CHILD, THE ASSOCIATED P

VANQUISHED: Bill Von Winkle stands in front of two properties he owns in the Fort Trumbull section of New London, Conn. The Supreme Court ruled that certain properties could be seized through eminent domain.

Of speculation and deep pockets



DICK FOREMAN

nation. Suiter states. "I knew there was a business interest, that there was the developer who had been purchasing property in

Then the plot thickens. It turns out that Suiter's neighbor, from whom he solicited investment advice, is Chuck Carlisle of DeRito Partners, who are developing the competing retail center in Mesa, the so-called Riverview properties.

Suiter subsequently communicated to Tempe that if it began condemnation proceedings, the price of the property would go up to \$22.50 a square foot and that if he were to prevail in the condemnation, the property price would go up to \$30 a square foot.

So Suiter purchased some property that he was willing to sell, even before he owned it. He purchased it from a person he described as sick and elderly. He was aware of potential condemnation.

He was hardly a child owner who would lose his home, his job or really anything of value. He was aware of any proposed condemnation.

For Hallman, the loss of his property had been so volunteered. He was not

particular landowner. Perhaps Hallman should have simply left the property to be cleaned up, maybe someday, as an EPA Superfund site.

But this isn't the stuff of which gateways into cities are made. This was not a point of pride for Tempe. It was a blight on the landscape.

Sure, Hallman, who promises his citizens a brighter future, could have just stood by.

Both the Mesa and Tempe projects will be built without the use of eminent domain, which was Hallman's real motive. It never was about eminent domain. It was about redevelopment. It was about a beautiful gateway project into Tempe and cleaning up some nasty pollution.

Unfortunately, it also got to be about speculation and deep pockets. Tempe's mayor defended the pocketbook of Tempe's citizens. That was Hallman's angle, like it or not.

Dick Foreman is a longtime Southeast Valley resident active in civic, educational and political affairs. He can be reached at: dickforeman@cox.net.

CONTACT WRITER:
(480) 898-6573

THURSDAY, DECEMBER 22, 2005

Bought for \$4 sq ft 2004 with knowledge offered to developer for \$15 sq ft

Nearly 200,000 became Cardinals

31 and counting: Cardinals stadium booking events shows to trade fairs set through

FROM THE FRONT PAGE

Obviously, we're excited.

It's tremendous to have this kind of a start.

It's a long way to go.

The way we look at this is it's a good start, but there's a long way to go.

games? Bowl

OUR NATION IS UNDER ATTACK BY NEO-CON, HELPED BY MISGUIDED CHRISTIANS

Anyone that doubts the below article should read the July 1, 2005 column by Paul Greenberg, "Court view of public use is valid." He states "The ruling on seizure of private property follows a tradition as old as the nation." or consult the Real Estate law books. So why all the lies? More effort to continue dividing the Nation, discredit the government, which in my time was the people. Like the East Valley Tribune, they want a Nation under God, not law, then Christians can dictate the law, judges, activist who support status quo, the truth is twisted without the fairness doctrine.

With the June 28th Editorial, "A ruinous ruling" the Tribune joined an almost unanimous local chorus disagreeing with the majority opinion of U.S. Supreme Court Justices in the *Kelo v City of New London, Ct.* case. Condemning private property for public use is nothing new. Review of the details and history of the process should calm fears of a raid on private property. The practice was common across the Country and assisted Maricopa County in obtaining property for the Bank-One Ball park. Luckily the national Institute for Justice, a Libertarian limited government Public Interest Law Firm that represents property owners without charge did not intervene. Their success depends on effectively employing the media to sway public opinion to believe public use taking is unfair, that on principal it deprives one of their rights.

The Arizona Court of Appeal rendered their decision that halted the City of Mesa's revitalization effort three days after Sixty Minutes aired a program featuring Mesa's attempt to acquire Bailey's Brake shop as part of a large program to reverse mass exiting of businesses and encourage downtown investment. The show reduced the issue to a Brake shop being taken and given to a hardware store owner. Presently monthly vacant buildings are added and city acquired lots in the town center are vacant, while a few miles south and east there is unimaginable development.

The City of New London faced a similar problem. It had not recovered from the recession, population dropped below that of 1920. It became economically depressed with wide spread unemployment, the loss of Fort Trumbull government facility that had employed 1,500 added to their negative position. The location, a rare prime waterfront.

Local critics of the legislative action in both cases are the least likely to chip in and continue to subsidize communities that have financial problems. However this offers an excellent opportunity to review property use in metropolitan Phoenix and Mesa. It is greatly influenced by the media and developers, most of whom avoid investing in our town centers. An obsession for non-productive, "Historic" buildings contributes to the problem. Its an industry with public financial assistance available, yet unwilling to consider other cities' errors and prepare for predicted population increases. Affordable and efficient apartments for the elderly should replace aging trailer parks, some located in the center of major cities.

The local press adds to confusion with articles asking that "Nature be put back downtown", another ignores reality with the Tribune's article by Jordon Rose May 5th, "High density backers ignore lifestyle wishes". There was a campaign to save the ranch house, retain height restrictions will often makes improvement unprofitable. All of which for the expected two million population increase will result in long commutes that over the years reduce quality of life, are expensive, hazardous, polluting and often cause employers to relocate.

It is easy to understand the local uproar over the U.S. Supreme Court opinion interpreting the taking clause of the U.S. Constitution's 5th Amendment as it relates to economic development as a public use. It was accepted and more common in the east in the 19th Century and since WWII Urban Renewal with Federal funds has been widespread. Residents had that to look forward to for relief in many blighted areas. The press and dissenters are not acknowledging that in framing the U.S. Constitution our founding fathers were influenced by old England Common Law, which historically applied the doctrine of, "highest and best use of real property," as controlling. Property is for ever, occupancy is temporary, a generation or less. The Rule against Perpetuities, which they adopted limited the ability to prevent property transfer to a life in being and 21 years.

Settlers of the West dealt harshly with the, "I was here first," claimer of a water source. The Arizona Constitution is specific regarding private uses, such as easements and for egress over lands of another. The good of the Community and cooperation in early America was often a matter of survival, more so in the west, without it pioneers perished. Today one would think that Randy Bailey was the Dutch boy who saved the city by putting his finger in the dike. Like the few citizens of the condemned area of the City of New London, Connecticut, he is not interested in selling or in the community benefit on principal. Consideration of community was important in our early history, it now translates to allegations of promoting socialism.

Justice Scalia pointed out that Mrs. Kelo, one of the four family property owners that have fifteen properties, several are large and commercial, "did not want more money", she on principle will not sell so another can occupy her property. Justice O'Connor in the argument pointed out to the Institute for Justice attorney that it did not seem to matter to him that, New London was, "suffering from an enormous lack of jobs, and depression, economic depression," and that prior cases (in 1954 when the country was united and unanimous decisions were common) have held lifting up blighted areas as a public use.

The June 25th Mesa section of the Arizona Republic under title, "Neighborhood persuasion," on page one, was a story of the problem faced by many residents in Mesa's inner city part of the redevelopment area. Property on North Country Club Drive has been allowed to deteriorate. It is one of five in that area that "is a haven for drug addicts, transients and gangs." (Two individuals were shot, one died near there four days following that publication and neighbors of Mesa Dr. and Main were picketing for improvement of vacant land earlier last week.)

The Country Club property owner would like to put the property to its appropriate use, that is, "a three story 100 unit condominium complex with underground parking". With the Bailey's Brake shop the sole occupant of the City's nearby failed economic development area what are chances of the owner getting financing? What are the chances of some in the neighborhood objecting to demolishing those historic buildings which have a long history or others objecting to multiple housing, they would prefer single family. The, "Not In My Back Yard" groups get media help and it produces sympathy, as a result property is often not put to its highest and best use. Take Scottsdale's Los Arcos, a tax supported College is planned on prime commercial property that in other communities is used to generate tax revenue.

The good of the community once again must be a prime consideration. Historic Districts in Los Angeles, Hollywood and Denver areas are being modified. They have found that small unbelievably expensive, frequently remodeled homes that are not efficient or family friendly adjoin deteriorated commercial areas with undesirable elements. Safe enjoyment is a constant concern. Similar conditions can be found a short distance from Palm Lane and Fifth Avenue in Phoenix's Willo Historic District. There a 2041 sq. ft home was offered for \$545,000 across from a 1925 bungalow bargain priced at \$410,000.

Even private development is opposed by some. Pressure was put on Phoenix City Council to ignore the hope for vast economic and social improvement at the old Madison Square Garden area. A large office complex is planned to replace it. Reporter Roberts is confusing a public facility, such as a library or a roadway with, "public use", which most often is a non-government facility. A public beach, sports arena, transportation systems, or other facility open to the general public. City Hall is a public building for use of public officials to perform their duties with limited access granted the public.

Article 2, Section 17 of the Arizona Constitution does provide for public use and ends with the following admonishment, "the question whether the contemplated use be really public shall be a judicial question and determined as such without regard to any legislative assertion that the use is public." That is a higher standard than found in the U.S. Constitution.

The Connecticut Trial Court and Supreme Court reviewed the many procedures that were followed by the Agency since in 1998. The development revitalization area involved removal of 115 homes, over ninety acres, a park, marina and public beach. A proposed hotel and the 300 million dollar research facility which is one of the few known entities, it was solicited by Agency. As is common by agreement present owners are free to contract in the newly planned area. A New York case I found amusing involved an old shoemaker that contracted for his same space in a proposed skyscraper lobby.

Safeguards are present in Arizona's condemnation process and the public plays a large roll. They fix the price of compensation and should not be swayed by arguments of unrealistic value. I am reminded of speculators who profited buying property which the city was not in a position to buy at the time and then were awarded several times their cost. A change in attitude, with more consideration for others is needed otherwise we all lose. Steps to make the inter city more safe and desirable to attract investment may require municipalities to employ eminent domain as Urban Renewal. If the jury spites the city for doing so, it can become a lottery with their money.

In Arizona most cities and counties already hold title to property which they anticipate transferring to qualified private entities that will accomplish what the City of New London hopes to do with their condemned property, create jobs, attract investment, improve the quality of life and safety for its citizens. Increasing tax revenue is necessary to do that. Maricopa County's low vacant land assessment encourages allowing property in desirable locations to stand empty for decades until they get top price. A large part of Central Avenue is vacant. Realistic tax charges in other communities requires the land to produce income to pay the tax or an owner tries hard to reach agreement with a willing buyer.

Richard T. Tracy, Sr. Mesa, Arizona (480)839-11

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US States (plus Washington D.C.) Population and Ranking



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*Count Information from
National Center for State Courts 2002*

United States total population: 281,421,906 (as of April 1, 2000, according to the US Census Bureau).

State	Count of Counties	Count of Superior Courts	Count of Municipal or District Courts	Population Ranking	Population
California	57	7/105	414	1498	33,871,648
Texas	254	9/892	1310	472	20,851,820
New York	12	7/1723	277	394	18,976,457
Florida	67	7/624	280	509	15,982,378
Illinois	22	7/525	—	852	12,419,293
Pennsylvania	67	7/16	575	454	12,281,054
Ohio	88	7/687	252	376	11,353,140
Michigan	57	7/1288	258	316	9,938,444
New Jersey	21	7/1349	334	427	8,414,350
Georgia	49	7/11210	507	347	8,186,453
State				Population Ranking	Population
North Carolina	62	7/1511	235	119+	8,049,313
Virginia	31	7/1112	190	150	7,078,515
Massachusetts	69	7/4513	211	82	6,349,097
Indiana	5	5/1614	64	304	6,080,485
Washington	39	9/2215	113	175	5,894,121
Tennessee	95	5/2416	—	251	5,689,283
Missouri	45	7/13217	361	351	5,595,211
Wisconsin	72	7/11618	226	241	5,363,675
Maryland	24	7/11319	172	146	5,296,486
Arizona	16	5/2220	89	159	5,130,632
State				Population Ranking	Population

**YOUR COMFORT, SAFETY AND PROPERTY DO NOT MATTER TO
COUNTY SUPERVISORS OR THE SHERIFF OF MARICOPA COUNTY**

Hope of reduced traffic congestion and orderly growth in the distant future dimmed last week with two revelations. First, our population is expected to double in the next twenty-five years. Sooner if California has another earthquake. Second, the public and growth be damned, they will not decentralize. Where can we place the blame? Not the financial community, there is a bank branch and broker in every population center. Not the medical profession, hospitals and medical centers have been suburban trailblazers. Its our alleged public servants who enjoy reserved parking places in offices far from their constituents that have determined that hundreds each day shall travel to an area where few live, other than the homeless to acquire legal relief or be forced to participate in what they refer to as the justice system as an employee, a juror, witness, party or victim.

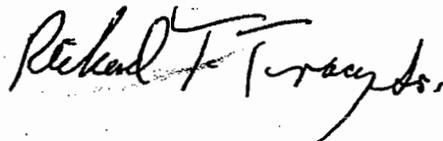
In a reversal of prior policy, Mesa's Court Center jury trials will be transferred to downtown Phoenix according to the Chief Superior Court Judge. As far as I can tell the problem is that it is too popular. Everyone wants to go there rather than to downtown Phoenix. People on the West side want the same advantage of convenience, reduced expense, organization and judicial consistency.

The County Supervisors who are responsible for housing courts bowed to the downtown law firms and agreed only nominal court proceedings will take place in local satellite courts. Like the City of Phoenix that operates one giant Municipal Court, although it is larger than most U.S. counties that have many courts. Maricopa County which is larger with greater population than most states that have dozens of county courts will hold all jury trials (if you can get one in a civil case) in Phoenix where only the tax paying public does not have nearby reserved parking.

The sheeple (blind followers) just don't bother to question the plan. It is not more efficient, overall economical or convenient to anyone. The rest of the world is wrong maintaining that smaller systems with 5 to 15 judges are better, more effective, in addition to fostering respect and accountability. The army of judges and attorneys at Third and Jefferson now hundreds will multiply to thousands as will the confusion.

Maybe you enjoyed seeing your tax dollars at work with last weeks, pretty in pink parade of prisoners to the new jail. Officers travel and long delays will be costly. We are assured of not losing our number one standings in the undesired categories, first in incarceration rate, judges with 14,000 civil cases pending and the bulk of the litigants unable to afford representation.

Richard T. Tracy, Sr.
(480) 839-1153



Phoenix air pollution affecting more people

By Alison Stanton
SPECIAL FOR THE REPUBLIC

Roxy Irestone doesn't need to read the newspaper or watch television to find out if Phoenix is under a high-pollution advisory.

All she needs to do is walk outside her Phoenix home and breathe.

"People with respiratory disorders are kind of like human barometers," said Irestone, 47, who has had asthma for 40

years and works as a nurse at Arizona Asthma & Allergy Institute in Glendale. "The paper pretty much confirms what we already feel."

Irestone is far from alone, according to Charles "Chip" Finch, a Scottsdale Healthcare emergency room physician and volunteer with the Lung Association's Arizona Chapter. He said that Phoenix's problem with air pollution has made this fall and winter especially bad

for everyone, especially people with lung issues.

"Certainly you can see the population at risk with relation to the bad air," the Scottsdale resident said, adding that lately, he has treated more adults and children with asthma as well as patients with emphysema and chronic obstructive pulmonary disease.

"Those are far away the great majority of patients I see with lung problems, and most in patients with sinus dis-

charge, sinusitis, and many with upper-respiratory disorders indirectly related to poor air quality," Finch said. "The patient population has increased, and I attribute most of that to air quality."

Joe Yusin, chief of allergy and immunology at the Carl T. Hayden VA Medical Center in Phoenix, said he is also keeping particularly busy this winter

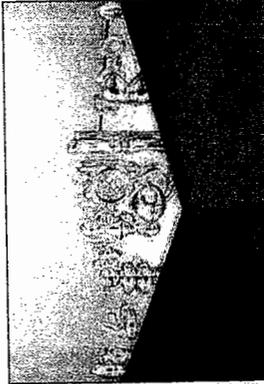
See POLLUTION Page 4

ART IN THE CITY



Rosemary Holusha

Photographs, oil paintings, pastels, watercolors and acrylic work by artist Rosemary Holusha on exhibit today at 8:30 a.m. at the Gallery of Narthex, 555 W. Glendale Ave., Phoenix. Call for other times: (602) 274-5022.



Josiah McElheny

McElheny will discuss his contemporary work Thursday at the Phoenix Art Museum. His tableaux are meant as narratives that reflect humans and their identifications and associations with objects and ideas. 7 p.m. 1625 N. Central Ave. (602) 257-1880.

Please send art submissions along with photos to diana.payan@arizonarepublic.com or call (602) 444-8093.

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WEDNESDAY, MARCH 8, 2006

Cleaner air on the way? Don't hold your breath

Ozone is up next
as record pollution
season winds down

By Matthew Benson
THE ARIZONA REPUBLIC

Stagnant, dry weather conditions that helped cause the Valley's worst wintertime air pollution in memory could now give rise to a new worry: ozone. "It may be that we simply

go from one high-pollution season to another," said Steve Owens, director of the Arizona Department of Environmental Quality. "We're keeping our fingers crossed."

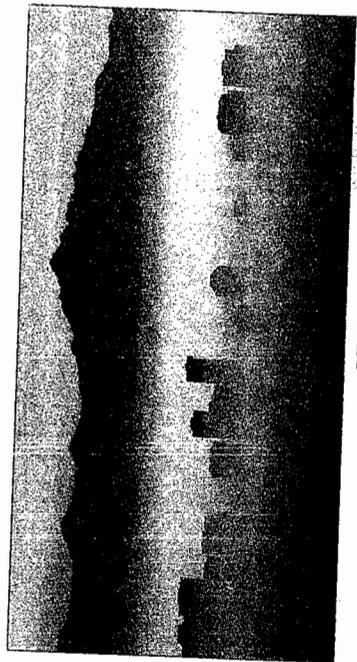
Winter doldrums and a stubborn air inversion helped trap particles of smoke and dust over the Phoenix area since fall. It was a season to remember: The Valley violated federal standards for coarse-particulate pollution 47 times

on 29 days since early October.

Violations occurred on just 19 days during the previous five years combined. But the onset of higher temperatures now is loosening the inversion, allowing the particulates to escape and dissipate.

The Valley hasn't exceeded federal air standards since Feb. 17. Coming off a winter like this, that's

See POLLUTION Page A18



DEIRDRE HAMILL/THE ARIZONA REPUBLIC
Pollution officials worry that weather patterns, drought and high summer temperatures will increase ozone in the Valley.

Reactor repairs



The ballplayer ATTN: ZAN