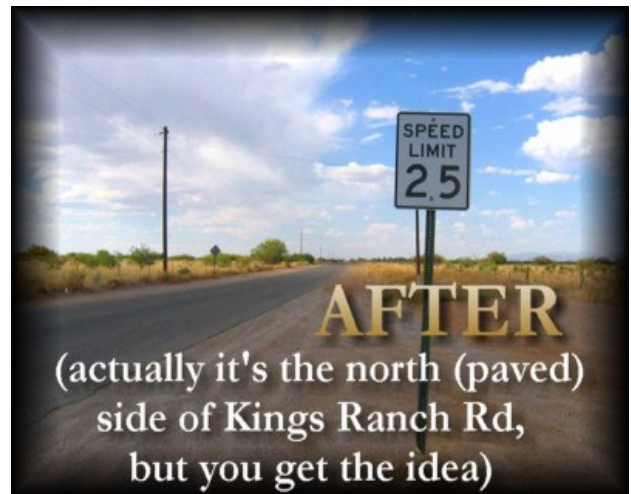


Palominas Area Community Roads Task Force Initiating Our Road Improvement Project

Project Description



Located In Palominas Arizona
South Of Highway 92
Between Mile Posts 337 and 339
Midway Between Sierra Vista and Bisbee

Contact Person:
Thomas Davis
Email: tdavis193@yahoo.com
Phoenix Phone 623-465-2553
Palominas Phone 520-377-5265

Table of Contents

Introduction	Page
Area Residents	3
Community Goals	3
What Do We Intend To Accomplish?	4
Why Do We Want To Do This?	4
Who Would Be Involved In This Project?	5
Where Will This Project Take Place?	6
When Will This Project Occur?	6
How Will This Project Be Accomplished?	7
Endorsing Signatures Of Initial Task Force	7

Attachments

Referenced On Page

<i>Attachment -A-</i>	Map of Project Boundary	3
<i>Attachment -B-</i>	Charter Submitting Project For Community Approval	4
<i>Attachment -C-</i>	Pictures of Current Road Conditions	4
<i>Attachment -D-</i>	Sheriff's Accident Investigation Of Border Patrol Accident	5
<i>Attachment -E-</i>	School District Notice of Cancellation Of School Bus Routes	5
<i>Attachment -F-</i>	Phoenix Newspaper Article Re: Adverse Impact Of Dust	5
<i>Attachment -G-</i>	Road Usage Numbers From Recent Traffic Count	5
<i>Attachment -H-</i>	MOA Establishing Colonias Status	5
<i>Attachment -I-</i>	Examples of Supporting Organizations	6

Palominas Area Community Roads Task Force Initiating Our Road Improvement Project

Introduction

The Palominas area's Kings Ranch Road Service Corridor and surrounding neighborhood is located off Highway 92 midway between Sierra Vista and Bisbee. Its character is accurately described by its Cochise County Comprehensive Plan Category C "Rural Community Area" designation. It is also designated as a "Colonias" as defined by the HUD and USDA Community Rehabilitation programs.

Our community's rural nature consists primarily of 4+ acre home-sites with some larger tracts still used for grazing cattle. Since it is an attractive and affordable area allowing the use of manufactured homes, the area has been experiencing substantial growth over the past decade or so. Such homes comprise the majority of the residences in the area.

The Palominas area community we represent is south of Highway 92. It consists of South Kings Ranch Road and the side roads connecting to South Kings Ranch Road from both East and West. From there it extends South and East including the side roads adjoining Lane Ranch Road, Hutchison Road and Clinton Lane to where Clinton Lane connects to Smith Avenue, the eastern border of the area. The International Border between Mexico and the United States is the community's southern border. *Attachment -A-* of this Project Description is a map setting forth the described boundary.

With the exception of Smith Avenue (maintained by the County as a Primitive dirt road) accessing the eastern end of our community from Highway 92, our community roads are dirt roads not up to County standards nor maintained by the County. Residents' volunteer contributions fund periodic grading.

Area Residents

The area includes a predominance of low and moderate income residents and a significant population of retired individuals as evidenced by its HUD-designated Colonias status. An independent survey is planned to support these assumptions.

Community Goals

Through the establishment of a Road Improvement and Maintenance District (RIMD) the community desires to improve their roads to meet safety and health standards. It is expected the RIMD structure would also allow the community to provide matching funds, enabling it to seek appropriate funding through agencies assisting residential communities such as HUD and the USDA.

Funding support will also be sought from important road users such as the Homeland Security's Border Patrol and the Palominas School and Fire Districts. ADOT and Cochise County's Highway and Flood Plain Department will be instrumental in supporting the achievement of our goals. SEAGO will provide technical assistance with funding opportunities.

Most importantly, through the RIMD structure, the community expects to establish a partnership with the County and the aforementioned agencies to implement applicable portions of the Cochise County Comprehensive Plan in an appropriate, cost effective and staged or incremental manner.

This Project Description intends to answer the questions What, Why, Who, Where, When and How. With that intent we have organized the Project Description by those categories.

What Do We Intend To Accomplish?

Of primary concern is establishment of an improved road system through the neighborhood enhancing safety and health issues and providing reliable access for emergency providers as well as for our residents, users and visitors. This project would initially consist of improving the Main Community Service Corridor consisting of South Kings of Ranch Road, Lane Ranch Road, Hutchison Road and Clinton Lane to connect with County-maintained Smith Avenue accessing Highway 92 and completing our full Community Service Route. Continued grading of the feeder roads to this Community Service Corridor will complete this neighborhood enhancement.

The minimum approach to all road improvement would be to establish drainage and gravel to develop a reliable roadbed. Consideration of chip seal or paving will depend on costs and funds available. The RIMD will set resident assessment limits for project costs and not exceed such costs without a supporting vote of the community. In addition to basic drainage and gravel, improving the Main Community Service Corridor may require chip seal or possible paving appropriate to its heavier use by and for the entire community.

The County and ADOT have been consulted. If the task force can show significant support of the community, they tentatively agreed, to assist where appropriate in preliminary planning and development of possible costs estimates.

A community charter was developed and signatures have been gathered in an ongoing effort to display this support. *Attachment -B-* shows this charter.

These signatory neighbors support phasing the planned project with the proposed initial phase being Kings Ranch Road, then east on Lane Ranch Road and south along Hutchison Road to Mustang Trail. This constitutes an approximately 1.5 mile portion of the entire 4.5 mile Community Service Corridor.

It is important to note here that the intent of the residents is for the entire community to participate jointly on the entire Community Service Corridor project even though the work would possibly be staged over multiple years. Later improvements of side roads serving specific groups of homes will be more appropriately funded by those living within that particular community area.

Why Do We Want To Do This Project?

Safety and health of our residents are the paramount reasons for this project. The roads are often potholed or wash-boarded and subject to substantial erosion during raining periods. Pictures of such road conditions are shown in *Attachment -C-*.

Attachment -D- shows a letter from the Cochise County Sheriffs Office after an accident investigation

involving a Border Patrol agent responding to a call. In this incident numerous emergency vehicles were called to respond. Obviously, their response times were hampered by the road conditions which (in the investigators opinion) caused the accident in the first place.

Attachment -E- is a letter from the school district giving us notice that because of the district concerns about vehicle maintenance and safety involved in driving on our neighborhood roads, they intend to no longer pick up our Palominas students. This change would require our Elementary school children to catch the school bus by standing along-side Highway 92 and its 65MPH or better vehicular traffic.

Of course dust is another issue and one which can and does impact resident's health. **Attachment -F-** shows an article from the Phoenix newspaper discussing the adverse impact of dust and the related illnesses. Included in that same attachment is a picture of road dust raised by passage of a single vehicle. Since **Attachment -G-** shows road usage numbers from a recent traffic count, you can multiply that pictured dust by the traffic count figure to imagine the dust raised during full road traffic.

Vehicle maintenance is an individual story for which we have no statistics. But I have personally replaced shackles on my trailer and done front end work on my truck which I attribute to our road's constant poor conditions. These re-occur quite soon after grading due to the lack of drainage or slope.

Who Would Be Involved In This Project?

There are approximately 300 properties of which approximately 150 are occupied. These property owners would elect a local board of directors to administer the duties of the RIMD as set forth in the charter and any subsequent by-laws approved by the community.

The RIMD Board would also seek funding outside of the residents from various sources and users who would benefit from such improvement. That effort is supported by the following statement of goals and policies from the Cochise County Comprehensive plan: "Roads, streets, utilities, waste water treatment, drainage, fire and flood protection and other facilities needed or desired by the community are provided in the most cost effective manner with the costs borne by those benefited." (This plan is available at <http://www.cochisecounty.com/p&z/comprehensiveplan.htm>.)

Obviously, those benefited are not simply the residents and property owners. Beneficiaries of a better road system in our community include agencies such as Homeland Security's Border Patrol, Arizona Game and Fish through their wildlife restoration projects such as the Pygmy Owl project off Apache Sky, our interface with the San Pedro River Riparian Area, and several others. Also benefiting will be the maintenance budgets of the Palominas School and Fire Districts as well as local emergency service providers. An expanded partnership reduces the burden to all those served.

HUD and the USDA have signed a Memorandum of Agreement whose purpose is to "Coordinate policies and activities aimed at improving Housing, Community and Economic Conditions of residents of the Southwest border region of the United States, including residents of the Colonias..." This community is within one of those Colonias. Specifically addressed in the MOA, to be found in **Attachment -H-** is that "Many Colonias also lack paved roads or proper drainage for the roads." With proper County support, the involvement of the many benefiting agencies and the resident property owners will insure the specific provision of the Cochise County Comprehensive Plan stating, "services are provided in the most cost effective manner, with the cost being borne by those benefited..."

An example of such County support would be the inclusion of the project in the priorities the County submits to SEAGO for requesting state transportation funding. Additionally, the County could add its support for RIMD requests for HUD grants under the Community Development and Block Grant Program (CDBG). Without such County support, grants of this nature would not likely materialize.

The RIMD Board will expect to involve HUD and the USDA and SEAGO in its funding efforts along with the Border Patrol, ADOT and Cochise County's Highway and Flood Plain Department.

The "who" will also include the many organizations and individuals who have shown support for this project and understand its importance to the health safety and well-being of our community. Examples of such support are shown in *Attachment -I-*.

Where Will This Project Take Place?

The "where" is as stated at the beginning of this document and includes the three potential 1.5 mile phases in which the project can be accomplished. The first phase to be considered is the 1.5-mile stretch of the Main Service Corridor beginning with South Kings Ranch Road, then continuing east on Lane Ranch Road and south along Hutchison Road to Mustang Trail. The second 1.5 Mile phase would extend that improvement work to Apache Sky on Clinton Lane. The final proposed 1.5 Mile phase would extend improvements to the connection point with Smith Avenue at the eastern end of Clinton Lane.

Members of the Community Roads Task Force continue to meet periodically in the neighborhood to consider options and assign tasks. Additional meetings and places will be posted periodically at the mailboxes near Highway 92 and South Kings Ranch Road. A community website roadtaskforce.com has also been developed to display progress and documents used in this effort.

When Will This Project Occur?

The timing of the project depends on several factors, chief of which is validating support from a majority of the property owners. This majority support is confidently expected due to the strong vote supporting a previous RID effort. Unfortunately that RID was later cancelled due to cost factors which we believe will be addressed by the RIMD-structured participation approach presented herein.

With majority community support and strong County support, the grant application process could begin soon. Such grants usually take many months, even a year or more, before awards are presented. It is estimated that initial work on the project could begin in about two years and the full project can be phased in at least 3 sections. Completion would be optimistically accomplished in 5-6 years and more likely over a 10-year period.

It will take diligence, continued effort and strong support to see this community-wide project all the way through to completion. But the health and safety of our residents, not to mention their convenience, should be worth the commitment.

How Will This Project Be Accomplished?

While sustaining the commitment of the residents, its working committees and its planned RIMD board, the Initial Task Force will continue accomplishing the goals and visions presented in this Project Description paper.

Our political leaders and agency staffs working with our community in a broad partnership with state and federal agencies will insure the project's success.

* * * * *

We, the Initial Task Force, agree with and approve of the above Project Description, hereby stating our desire to form a Road Improvement and Maintenance District for the purpose of improving the quality of life and stability of our rural community and in so doing, bringing and protecting value for its present and future residents.

This improved quality of life and stability of our rural community is ultimately intended to result in a spirit of community pride in all our present and future residents, not only in their individual homes but equally in their full community containing all their homes.

We ask you as the reader to work with us and support this valuable community project.

Signed,
Initial Road Task Force Members

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

Printed Name

Signed Name

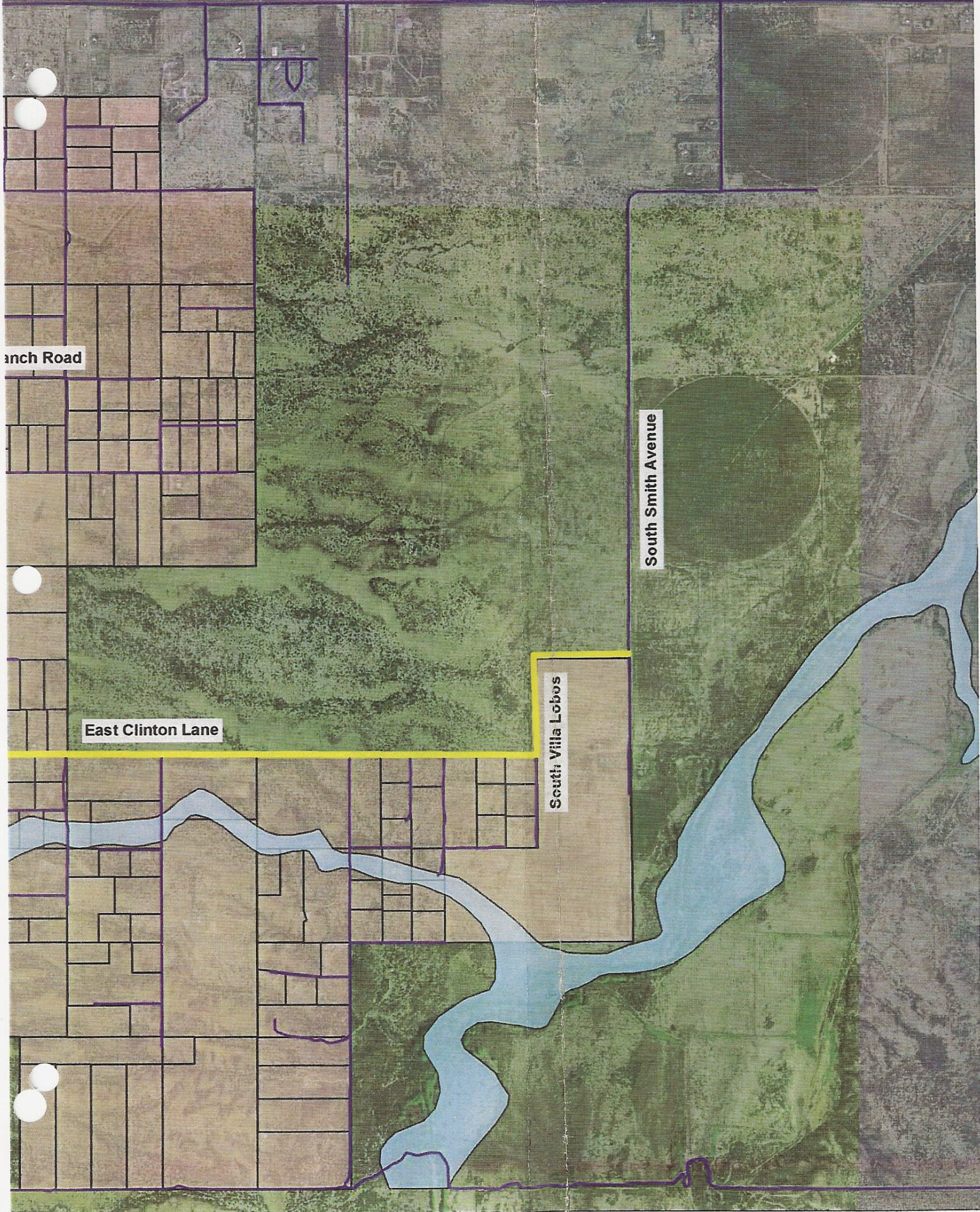
Printed Name

Signed Name

Printed Name

Signed Name

Printed Name



anch Road

East Clinton Lane

South Villa Lobos

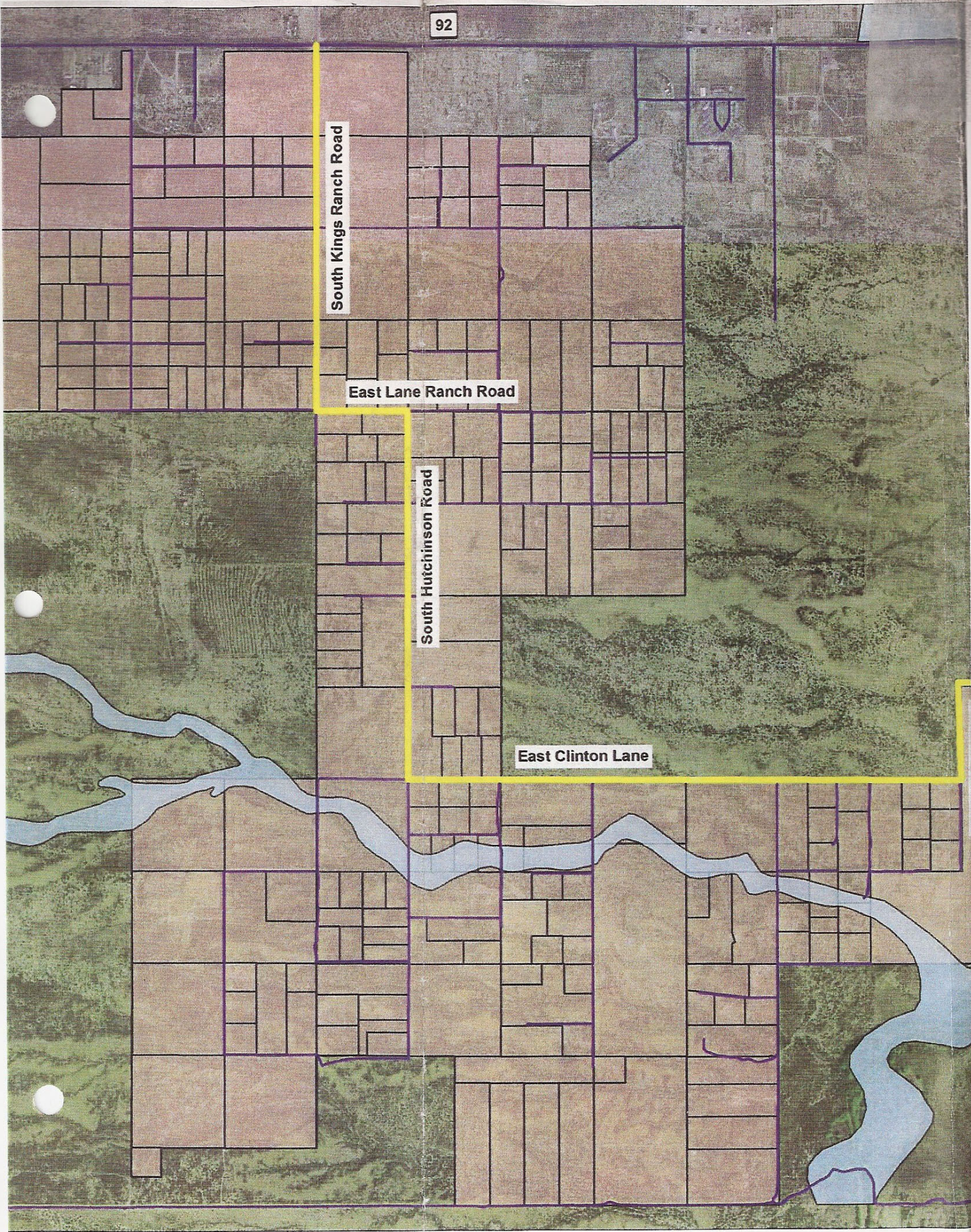
South Smith Avenue

South Kings Ranch Road

East Lane Ranch Road

South Hutchinson Road

East Clinton Lane



**Community Service Route
Roads Task Force
Charter**

Purpose

This charter governs the operations of the Roads Task Force for Improving Our Full Community Service Route (Roads Task Force). The circulation of this Charter notifies the community of the nature and intent of the ongoing work by the Roads Task Force. The intent of this dissemination is to draw comments from a significant number of community property owners commenting on and supporting the work of this Task Force.

The Roads Task Force shall work in the four task areas named below to develop information intended for use in creating a preliminary plan to improve our existing Highway-To-Highway Community Service Route.

This now-voluntarily-maintained Community Service Route extends south from Highway 92 at Kings Ranch Road and continues east across Lane Ranch Road, then extends south along Hutchinson Road and continues east at Clinton Lane to connect with Smith Avenue. Smith Avenue, currently maintained as a "Primitive Road" by the County, completes the connection of our Community Service Route back to Highway 92.

1. The Roads Task Force For Improving Our Community Service Route will obtain current estimates from the County for costs of road construction and maintenance for both graveled and paved surfacing of our Community Service Route. The goal of the Roads Task Force is to improve our full Community Service Route to the level required by County Specifications in order to qualify our Community Service Route for permanent County Road Maintenance.
2. Based on the cost information from the County Roads Department, the Roads Task Force will develop a plan for possible scheduled phasing of road improvement work for our Community Service Route. This possible phasing can be in three 1.5 mile sections:

The initial section would be from Highway 92 south on Kings Ranch Road, east across Lane Ranch Road, then south on Hutchinson to Mustang Trail. The middle 1.5 mile section would be from Mustang Trail south on Hutchinson to Clinton Lane, then east on Clinton Lane to Apache Sky. The final section 1.5 mile section would be from Apache Sky east on Clinton Lane to its junction with Smith Avenue. Smith Avenue, already maintained by the County as a "Primitive Road," completes the Community Service Route back to Highway 92.

3. To fund road improvement work on our Community Service Route, the Roads Task Force will search out Grant Funding sources from such agencies as Housing and Urban Development (HUD), Arizona Department of Transportation (ADOT), Arizona Department of Agriculture (AZDA), United States Department Of Agriculture (USDA), United States Border Patrol (USBP), Cochise County (CC), Palominas School District (PSD), Palominas Fire District (PFD) and other grant sources which come to our attention.
 - a. Since Road Improvement Grants can only be sought effectively for the Full Community Service Route, Matching Funds to attract any potential Grant Funding will come from equal assessments on a by-property basis of all existing and any newly created properties in our entire community.
 - b. Matching funds assessments, annually adjusted for budgeted expenses, will not exceed \$30 per month per property.
 - c. Assessments will not be incurred until the County Board Of Supervisors establishes a Road Improvement and Maintenance District (RIMD).
4. State Statute for formation of an RIMD, AZ 48-1088, specifies "owners of at least fifty per cent of the property that is subject to an assessment" may petition to the Board of Supervisors. A percentage exceeding this minimum strongly demonstrates higher overall community support. The community must designate candidates to the Board of Supervisors for a local governing board of the RIMD in accordance with AZ 48-1082. The County Board of Supervisors will review submitted petitions and make their selections for the local board appointees prior to granting final approval.

Organization

Community Volunteers make up this Task Force bringing experience, skills and willingness to work on the above Community Service Route Improvement Plan and Process.

The Road Task Force will initially address the first three preliminary tasks described above. As those tasks are complete enough to warrant communication of their results to our Community, the Road Task Force will seek additional help from individuals willing and able to work on the fourth task, a community-wide petition effort to establish a Road Improvement and Maintenance District which includes a Local Board to manage and direct the phased improvement of our Full Community Service Route. These individuals will perform the following tasks:

- Understand and manage the requirements and legalities of the Petition Process and RIMD structure.
- Develop and print communication materials for the Community RIMD Petition Campaign.
- Host neighborhood area meetings for reviewing the RIMD petition and gathering early signatures.

- Contact local and non-resident property owners to distribute obtain petition signatures.
- Organize, monitor and guide the strategy and progress of the petition signature gathering effort.
- Volunteer to serve on the Local Board to direct and manage our Road Improvement Work.

Statement of Policy

The Roads Task Force intends to provide the community service of developing information, planning and action leading to a structured and ongoing maintenance of the existing and now voluntarily maintained Community Service Route linking our community to Highway 92 near Mile Post 337 at Kings Ranch Road, then around and back again to Highway 92 at Mile Post 339 via Lane Ranch Road, Hutchinson Road, Clinton Lane and finally Smith Avenue.

While providing this community service the Roads Task Force will maintain open communication among its members and with the community. The primary means facilitating this communication will be an e-mail loop. Persons wishing to be included in this communication loop are to provide accurate e-mail addresses. Contact Donna Atkins at crtf-pal@live.com (Community Roads Task Force, Palominas) for addition to the distribution list. Please be sure to include your property ownership names, physical address, mailing address if different, and Tax Parcel Number.

In discharging this effort to improve our Community Service Route, the Roads Task Force is empowered to investigate and make preliminary agreements with organizations, businesses and parties able to assist in the work of its four named task areas.

To provide funding for the initial expenses involved in completing those four task areas, the Roads Task Force will ask for voluntary preliminary donations from supportive members of the community. Accounting of those donations and their use will be periodically available, and will also be available upon written request, through the e-mail communications loop.

Responsibilities and Processes

The primary responsibility of the Roads Task Force, for and in the name of the Community, is to develop and evaluate information, processes and work plans in the four named task areas. As part of their fourth task of helping the community establish an RIMD they will seek Volunteers willing and able to serve on the Local Board to direct and manage the Community Service Route Road Improvement Work.

A Local Board will be comprised of 3 or more members. The Board will operate under standard policies and procedures for any Public Board. Initial operating decisions such as the number of board members,

election cycles, term lengths, general or area representation, meeting frequency, etc. will be included in the RIMD proposal to the County Board of Supervisors to be included in their RIMD approval. All changes thereafter will be subject to community approval.

The Roads Task Force will take appropriate actions to set a standard of quality results, sound business risk practices, and ethical behavior. However, in carrying out its responsibilities, the Roads Task Force believes its policies and procedures should remain flexible in order to best react to changing conditions and circumstances.

The Roads Task Force shall have a clear understanding with the community and with the organizations, businesses and parties it solicits assistance from that the Roads Task Force has the responsibility of deciding if and how it continues working with those assisting its efforts.

While the Road Task Force is required to maintain integrity in seeking outside assistance in pursuing the work of these four task areas, the Roads Task Force is not responsible for accuracy of information or outcome of services provided by those it works with.

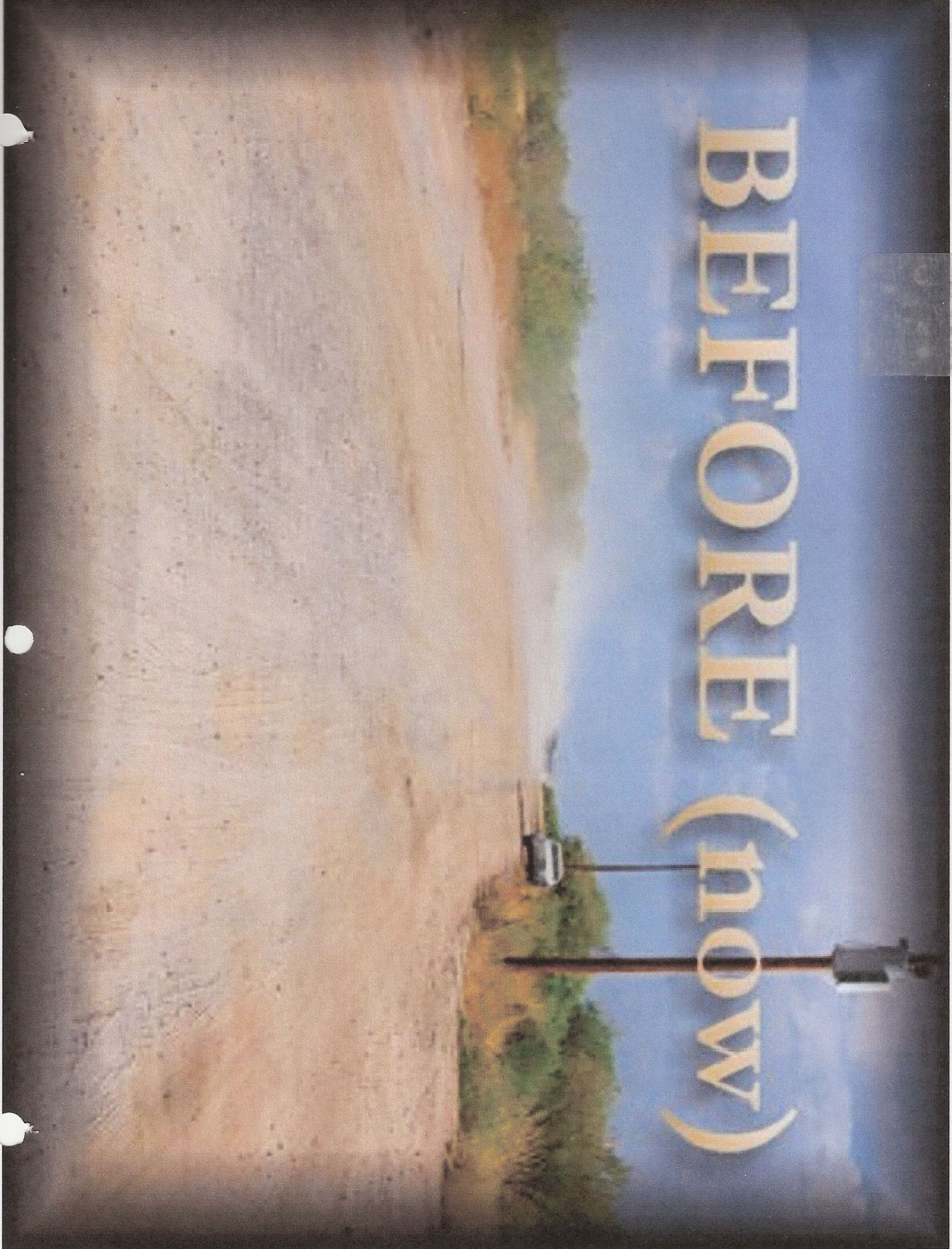
I certify I have read the above Charter and support its intention of doing preliminary work to fund and form a Road Improvement and Maintenance District under the management of a Local Board for phased improvement of our Full Community Service Route from Highway 92 near Mile Post 337 at Kings Ranch Road South, then Lane Ranch Road, Hutchinson Road, and Clinton Lane ending at but not including Smith Avenue which connects with Highway 92 at approximately Mile Post 339.

I am the deeded owner of Parcel _____ located within the proposed Palominas-Coronado Kings Ranch South Road Improvement and Maintenance District. If an RIMD is approved I understand I will be assessed for costs of developing and completing this project.

Dated this _____ day of _____, 2008.

_____		_____	
Deeded Property Owner		Deeded Property Owner	
_____		_____	
Printed Name		Printed Name	
Contact Info: _____			
Phone		E-Mail	Mailing Address

BEFORE (now)



ATTACH D,

03/18/2008
14:09

Cochise County Sheriff's
LAW Incident Narrative:

749
Page: 1

Incident Number: 07-15289

Narrative
(See below)

=====

Narrative:

Cochise County Sheriff's Department
Accident Report Narrative

DISTRIBUTION:
CCSO Records
ADOT

VEHICLE(S)/ DRIVER

Vehicle 1: White 2001 fully marked United States Border Patrol Chevrolet Tahoe, license DHS13890, unit M1079, VIN1GNEK13T91R212. Registered to the Department of Homeland Security. Self-insured.

Driver of vehicle 1: Jose Hernandez, Driver's license D05296388, DOB 06-15-81.

PASSENGERS:
None

INJURY/ DAMAGE :

Hernandez was removed from the scene by Bisbee Fire Medics and transported to Copper Queen Hospital. Hernandez sustained non incapacitating injuries, suffering from a sprained neck, bruised shoulder, and whiplash.

Damage to vehicle 1 included a broken windshield, broken driver side window, crushed hood, and crushed roof. The total estimated damage exceeds the cost of the vehicle at \$10,000.00 and is considered totaled.

ROAD & WEATHER CONDITIONS:

Hutchinson Road is a level dirt two-way street with multiple holes and ruts throughout, with a total roadway width of 17'6". There is no posted speed limit on Hutchinson Road and pursuant to ARS 28-701.02, if no speed limit is posted, the speed limit is 45 mph. However, given the extreme dilapidated state of the road, 45 mph would not be considered reasonable and prudent. This accident occurred within a rural area and traffic conditions were light to none.

The weather conditions were clear, night, and dry.

NARRATION:

On 08-21-07 at approximately 2000 hours, I was dispatched to a single vehicle accident with possible injuries on Hutchinson Road in Hereford,

COCHISE COUNTY SHERIFF'S DEPARTMENT

DO NOT DISSEMINATE

Arizona. Upon arrival, I observed a fully marked Border Patrol white 2001 Chevrolet Tahoe, license DHS13890, unit M1079, identified as vehicle 1, laying on it's roof on the east shoulder of Hutchinson Road, approximately 200' north of the intersection of Sky Trail. The driver of the vehicle was identified as United States Border Patrol Agent Jose Hernandez. Hernandez was currently being treated by Bisbee Medics.

I photographed the scene and obtained measurements. Measurements were obtained using electrical pole, X2687885, located on the south of Sky Trail near the intersection with Hutchinson Road, as a reference. The left skid measured 24'6" on the dirt road and 80'3" on the east grass/dirt shoulder, combined skid of 104'9". The right skid measured 36'3" on the dirt road and then split into two separate tracks on the shoulder as the car rotated into a yaw, with the passenger rear and driver rear each measuring 99', combined skid of 135'3".

Hernandez was transported by Bisbee medics to Copper Queen Hospital. The vehicle was disabled and removed from the scene by Border Patrol.

I later obtained a statement from Hernandez who stated on 08-21-07 at approximately 2000 hours, he was driving vehicle 1 northbound on Hutchinson Road, responding to a motorcycle accident. Hernandez stated he hit a pot hole, skidded on the back wheels, and was unable to control vehicle 1 on the east grass shoulder. Hernandez stated vehicle 1 rotated from the passenger side to the roof where it remained as it's final resting position. Hernandez stated he was wearing his seatbelt at the time of the accident. Hernandez stated he was traveling at an unknown speed.

CONCLUSION / ENFORCEMENT

Jose Hernandez was driving vehicle 1 northbound on Hutchinson Road at Sky Trail when he failed to maintain control of the vehicle, exited the roadway, and rolled the vehicle onto the roof.

No enforcement action was taken.

ATTACHMENTS:

ATAR

CCSO Evidence Control Form

Deputy K. Bagby #0438 Thu Aug 23 01:25:46 MDT 2007

Date, Time, Reviewed By:08-30-07, 1902hrs, Sgt. Morales #9519

COCHISE COUNTY SHERIFF'S DEPARTMENT
USE REGULATED BY LAW
DO NOT DISSEMINATE



Palominas Elementary School District
Lee L. Hager Ph.D, Superintendent

28 FEB 2008

Dear Parents,

Due to the condition of the roads, it has become a safety hazard to transport our students to and from the bus stops, which are located down S. Kings Ranch Road, south of Highway 92.

THESE ROADS INCLUDE:

Dee Puff
Director,
Curriculum
Human Resources

Mark Schuttner
Principal,
Palominas Elem.

Martin Ellsworth
Principal,
Valley View Elem.

Marylotti Copeland
Principal,
Coronado Elem.

Elizabeth Ross
Director of
Special Services

Joe Elliston
Transportation
Supervisor

- | | |
|---------------------|---------------------|
| S. Kings Ranch Road | E. Lane Ranch Road |
| E. Jaykay Drive | S. Samuel Road |
| E. Mustang Trail | S. Hutchinson Road |
| E. Clinton Lane | S. Smith Ave |
| E. Yulee Lane | S. Paint Ranch Road |

In addition to the danger of injury to students and drivers, the high cost of repair / maintenance to the buses that travel these roads, it has made necessary to discontinue this service.

Non-transport will take effect on Monday, March 24, 2008 and will continue until the roads are repaired.

The designated bus stops will be (Kings Ranch Rd / Hwy 92) and (Smith Road / Hwy 92) for ALL students and ALL routes.

Thank you for your cooperation and understanding on this matter.

Joe A. Elliston
Joe A. Elliston
Transportation Supervisor

Cc Dr. Lee Hager
Mark Schuttner
Martin Ellsworth
Lucinda Carberry

E

Particulate Matter Health Information

WHAT IS PARTICULATE MATTER?

Particulate matter is a mixture of microscopic solids and liquid droplets suspended in air. This pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, soil or dust particles, and allergens (such as fragments of pollen or mold spores).

The size of particles is directly linked to their potential for causing health problems. Small particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even get into your bloodstream.

Exposure to such particles can affect both your lungs and your heart. Larger particles are of less concern, although they can irritate your eyes, nose and throat.

Small particles of concern include "fine particles" (such as those found in smoke and haze), which are 2.5 micrometers in diameter or less, and "coarse particles" (such as those found in wind-blown dust), which have diameters between 2.5 and 10 micrometers.

ARE YOU AT RISK FROM PARTICLES?

People with heart or lung disease, older adults and children are considered at greater risk from particles than other people, especially when they are physically active. Exercise and physical activity cause people to breathe faster and more deeply and to take more particles into their lungs.

People with heart or lung diseases such as coronary artery disease, congestive heart failure, and asthma or chronic obstructive pulmonary disease (COPD) are at increased risk, because particles can aggravate these diseases. People with diabetes also may be at increased risk, possibly because they are more likely to have underlying cardiovascular disease.

Older adults are at increased risk, possibly because they may have undiagnosed heart or lung disease or diabetes. Many studies show that when particle levels are high, older adults are more likely to be hospitalized, and some may die of aggravated heart or lung disease.

Children are likely at increased risk for several reasons. Their lungs are still developing, they spend more time at high activity levels, and they are more

likely to have asthma or acute respiratory diseases, which can be aggravated when particle levels are high.

It appears that risk varies throughout a lifetime, generally being higher in early childhood, lower in healthy adolescents and younger adults, and increasing in middle age through old age as the incidence of heart and lung disease and diabetes increases. Factors that increase your risk of heart attack, such as high blood pressure or elevated cholesterol levels, also may increase your risk from particles.

In addition, scientists are evaluating new studies that suggest that exposure to high particle levels may also be associated with low birth weight in infants, pre-term deliveries and possibly fetal and infant deaths.

HOW CAN PARTICLES AFFECT YOUR HEALTH?

Particle exposure can lead to a variety of health effects. For example, numerous studies link particle levels to increased hospital admissions and emergency room visits—and even to death from heart or lung diseases. Both long- and short-term particle exposures have been linked to health problems.

Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis and even premature death.

Short-term exposures to particles (hours or days) can aggravate lung disease, causing asthma attacks and acute bronchitis, and may also increase susceptibility to respiratory infections. In people with heart disease, short-term exposures have been linked to heart attacks and arrhythmias. Healthy children and adults have not been reported to suffer serious effects from short-term exposures, although they may experience temporary minor irritation when particle levels are elevated.

WHAT ARE THE SYMPTOMS OF PARTICLE EXPOSURE?

Even if you are healthy, you may experience temporary symptoms, such as irritation of the eyes, nose, and throat; coughing, phlegm, chest tightness, and shortness of breath.

If you have lung disease, you may not be able to breathe as deeply or as vigorously as normal, and you may experience coughing, chest discomfort, wheezing, shortness of breath, and unusual fatigue. If you have any of these symptoms, reduce your exposure to particles and follow your doctor's advice. Contact your doctor if symptoms persist or worsen. If you have asthma, carefully follow your asthma management plan when particle levels are high. Your doctor can help you develop a plan if you don't have one.

If you have heart disease, particle exposure can cause serious problems in a short period of time even heart attacks with no warning signs. So don't assume that you are safe just because you don't have symptoms. Symptoms such as chest pain or tightness, palpitations, shortness of breath or unusual fatigue may indicate a serious problem. If you have any of these symptoms, follow your doctor's advice.

HOW CAN YOU AVOID UNHEALTHY EXPOSURE?

Your chances of being affected by particles increase the more strenuous your activity and the longer you are active outdoors. If your activity involves prolonged or heavy exertion, reduce your activity time or substitute another that involves less exertion. Go for a walk instead of a jog, for example. Plan outdoor activities for days when particle levels are lower. And don't exercise near busy roads; particle levels generally are higher in these areas.

Particle levels can be elevated indoors, especially when outdoor particle levels are high. Certain filters and room air cleaners can help reduce indoor particle levels. You also can reduce particle levels indoors by not smoking inside, and by reducing your use of other particle sources such as candles, wood-burning stoves and fireplaces.

FOR MORE INFORMATION

Contact ADEQ's Air Quality Meteorologists:

Christopher Reith
(602) 771-2360
(800) 234-5677, Ext: 771-2360
e-mail: ckr@azdeq.gov

Joe Paul
(602) 771-2363
(800) 234-5677, Ext: 771-2363
e-mail: jp5@azdeq.gov
Fax: (602) 771-2366

Hearing-impaired individuals call our TDD line:
(602) 771-4829

Arizona Department of Environmental Quality
1110 W. Washington St., Phoenix, AZ 85007
www.azdeq.gov

PARTICULATE MATTER REDUCTION TIPS

You Can Help Keep the Air Cleaner!

Everyday tips:

- Conserve electricity. Consider setting your thermostat a little higher in the summer and lower in winter. Participate in local energy conservation programs. Look for the ENERGY STAR label when buying home or office equipment.
- Keep car, boat and other engines properly tuned, and avoid engines that smoke.
- Car pool, use public transportation, bike or walk when possible.
- Combine errands to reduce "cold starts" of your car and avoid extended idling.
- Consider using gas logs instead of wood. If you use a wood-burning stove or fireplace insert, make sure it meets EPA design specifications. Burn only dry, seasoned wood.
- Mulch or compost leaves and yard waste.

Tips for days when particle pollution is expected to be high:

- Reduce the number of trips you take in your car.
- Slow down on or avoid dirt roads.
- Stabilize loose soils.
- Reduce or eliminate fireplace and wood stove use.
- Avoid using gas-powered lawn and garden equipment.
- Avoid burning leaves, trash and other materials.

Where can I learn more?

- ADEQ's Web site, www.adeq.gov, includes the daily Air Quality Forecasts and other announcements, plus a great deal of information on air, water, the environment, and community events.
- You can also use the ADEQ website to sign up to receive Air Quality Forecasts by e-mail.
- Go Valley Metro's Web site for more ideas on ride reduction: www.valleymetro.org

THE ISSUE: VALLEY AIR POLLUTION

ATTACH F₂

Dust in the wind

No more blasting debris into the street with leaf-blowers. No more exemptions for outdoor and commercial wood-burning fireplaces on high-pollution days. No more vehicles on vacant lots with unstabilized dirt.

Maricopa County and Valley cities have just adopted stricter rules to reduce pollution from particulates. It was one of the requirements in the state pollution-busting law adopted last year.

The goal: no more unhealthy air.

But we'll get there only if the rules are followed and enforced.

That's hardly a given.

The county failed to follow its previous clear-air plan, leaving about 4 million people breathing dirty air.

Now, we have a federal mandate to reduce pollution by 5 percent a year until we meet health standards for particulates.

Particulate pollution is a mix of soot, grit and dust and comes from a wide variety of sources, including engine combustion, construction, agriculture and industry.

To clean it up, we need to start with some myth-busting:

Myth: Dirty air is an unavoidable side effect of an arid climate. Actually, the Sonoran Desert has a natural crust that holds soil in place. Dust is the *unnatural* result of construction, road-building and other activities that break up that crust.

Myth: Dust is no big deal. Dust and other particulates are serious health hazards. They cause breathing problems for people with asthma, emphysema and other respiratory problems. They carry the spores that cause valley fever, which can be debilitating and even deadly. They're linked to heart disease and premature death.

Myth: Controlling dust is impossible. As a fast-growing metro area in the desert, Clark County, which includes Las Vegas, faces the same challenges as Maricopa County.

But it stopped having the same level of dirty air after adopting a stringent and successful anti-pollution program seven years ago.



MIKE RYNEARSON/THE ARIZONA REPUBLIC

Blowing dust is not only tough on the lungs, it's hazardous to drive through. We can curb this problem if we try hard enough.

Unfortunately, Maricopa County is losing its top air-quality official, who is moving back to California. When Robert Kard arrived three years ago, the county had finally established a separate Air Quality Department.

Kard beefed up enforcement and boosted compliance. He also pushed the positive, spotlighting companies that do a good job of following the rules.

Kard was a real breath of fresh air, and the county needs to fill the position with someone of the same caliber.

One big challenge:

The Maricopa Association of Governments is collecting the new pollution rules from local jurisdictions and will submit the package to the Environmental Protection Agency. The EPA has until June or July to review the submission to make sure it reflects a real plan to reduce pollution.

The finest plan in the world, though, will work only if it's followed.

Local authorities must be committed to educating the public and encouraging compliance with unfamiliar and probably unpopular rules.

Construction subcontractors must go through dust-control training and get certified. Off-highway vehicles in Maricopa County will be barred from trails that aren't marked open, and riding will be restricting when a high-pollution advisory is in effect.

A lot of people may have to take a deep breath so that someday the air will be clean.

a
e
d
S
P
S
P
E
M
VC
S
S

From: Phil B. Denee (Denee.Phil@azdeq.gov)
To: tdavis193@yahoo.com
Date: Friday, May 2, 2008 3:42:51 PM
Cc: Steven E. Peplau; Ira M. Domsky
Subject: Re: air quality monitoring

Dear Mr. Davis,

I have been asked to respond to your request concerning the amount of dust raised on the neighborhood unpaved roads.

The primary road in question is Kings Ranch Road south of route 92.

I have looked at aerial photos of Kings Ranch Road and estimated its length to be about one mile (from Route 92 to East Lane Ranch Road).

If I assume an average emission factor for unpaved roads of about 500 grams per mile, then one average vehicle traveling the road at a speed of 15 mph

would re-entrain or re-suspend about 500 grams of PM10 dust (dust whose diameter is less than 10 microns).

It is equivalent to about one gram (0.4 ounces) for every 10 feet of vehicle road travel.

This resultant value is a very rough estimate and depends on a number of variables such as: vehicle weight, vehicle speed, silt content of road, and road surface moisture content.

In order to model the concentration of PM10 so that the value could be compared to the 24 hour PM10 standard, the maximum number of vehicles per day would have to be determined in addition to the average vehicle weight, average vehicle speed, silt content of road, and road surface moisture content.

ADEQ is currently performing dust sampling across the state at a number of EPA required locations and all of our dust samplers are committed to these locations.

If I can be of help to you, please feel free to call or email me.

Sincerely,
Phillip DeNee PhD
ADEQ Air Assessment Section
Air Emission Inventory Team Leader
1110 West Washington St .
Phoenix, AZ 85007
(602) 771-2355 (Phone)
(602) 771-4244 (Fax)
pbd@azdeq.gov
www.azdeq.gov

*counts to be completed
5-22-08*



Please consider the environment before printing this e-mail.

NOTICE: This e-mail (and any attachments) may contain PRIVILEGED OR CONFIDENTIAL information and is intended only for the use of the specific individual(s) to whom it is addressed. It may contain information that is privileged and confidential under state and federal law. This information may be used or disclosed only in accordance with law, and you may be subject to penalties under law for improper use or further disclosure of the information in this e-mail and its attachments. If you have received this e-mail in error, please immediately notify the person named above by reply e-

MEMORANDUM OF AGREEMENT**Between the****U.S. Department of Housing and Urban Development****And the****U.S. Department of Agriculture****I. Purpose**

The purpose of this Memorandum of Agreement (MOA) is to establish a general working agreement between the U.S. Department of Housing and Urban Development (HUD) and the U.S. Department of Agriculture (U.S.D.A.) to coordinate policies and activities aimed at improving the housing, community, and economic conditions of residents of the Southwest border region of the United States, including residents of the Colonias and very low-income migrant/farmworkers.

II. Background

The Southwest border region has multiple challenges that make it a highly appropriate focus of interagency cooperation. It is one of the poorer sections of the United States, with many areas of high unemployment. Yet it is growing rapidly, with population growth approximately twice that of the nation as a whole. Rates of certain illnesses are high, in part due to the lack of potable water and inadequate wastewater infrastructure in many areas. The cultural, linguistic, and physical isolation of many residents complicates the delivery of government services.

Within the Southwest border region, the most needy communities are the Colonias – identifiable communities that lack potable water, adequate sewage systems, or decent, safe or sanitary housing. Many Colonias also lack paved roads or proper drainage for the roads. HUD and U.S.D.A. both have programs targeted to providing assistance to the Colonias and very low-income workers employed in agriculture/agriculture-related industries, as well as broader programs that could be used to assist Colonias residents and very low-income migrant/farmworkers.

III. Agreement

HUD and U.S.D.A. agree to work together to improve the coordination of programs and services to families in the Southwest border region, including the Colonias and very low-income migrant/farmworkers. This may include, to the extent permitted by law:

- A. Developing recommendations for coordinating and streamlining the delivery of HUD and U.S.D.A. programs and services to residents of the Southwest border region. This could include recommendations for the cross-marketing of HUD and U.S.D.A. programs and services, the cross-training of HUD and U.S.D.A. staff, the preparation of joint

informational or marketing materials on government programs, and other strategies to make it easier for grant recipients to access HUD and U.S.D.A. programs and services and make those programs and services more effective.

- B. Implementing those recommendations for coordinating the delivery of programs and services to residents of the Southwest border region that each agency determines to be practicable and desirable, in light of budgetary and other limitations.
- C. Working together on one or more pilot projects intended to evaluate whether the improved coordination of programs and services between HUD, U.S.D.A., and other cooperating agencies can materially improve conditions within the Colonias and in areas along the border region heavily populated by very low-income migrant/farmworkers.
- D. Exchanging information on housing, community, and economic conditions in the Southwest border region, the availability and effectiveness of programs to assist residents in that region, and other information relevant to the subject matter of this MOA.
- E. Working together on research projects involving the Southwest border region, as well as on conferences, meetings, and other activities related to the region.
- F. Such other activities as the Parties determine are appropriate to advance the purposes of this MOA.

IV. Definition

For the purposes of this MOA, the term "Southwest border region" shall mean: the area of the United States within 150 miles of the border between the United States and Mexico, in the States of Arizona, California, New Mexico, and Texas, except that the term does not include any standard metropolitan statistical area that has a population exceeding 1,000,000. (This definition is based on the statutory definition of "United States-Mexico Border region" in Title IX, Section 916(e)(4) of the National Affordable Housing Act of 1990.)

V. Limitations

This MOA represents a non-binding expression of intent for U.S.D.A. and HUD to work together to help families living in the Southwest border region. Nothing in this MOA shall be construed as a legally binding commitment of the Parties hereto either individually or collectively. This MOA does not create any rights, either on the part of any Party hereto or any third party. Any provision of this MOA that conflicts with federal law will be null and void.

VI. Effective Date

This Memorandum will become effective upon signature by the Secretary of U.S.D.A. and by the Secretary of HUD and shall remain in effect until termination by any of the Parties. Either of the Parties may terminate this MOA upon 90 days written notice to the other Party. This MOA may be modified at any time upon mutual written consent of the Parties.

Within 30 days of the execution of this MOA, each Party shall designate a contact person to coordinate that Party's activities under this MOA.

Support Letters

A Task Force Subcommittee is actively seeking support letters and these will be included for a planned summer of 2008 revision. If you have read this description your letter of support would be most appreciated.

Comments, questions and support letters can be sent to:

Tom Davis
10889 S Kings Ranch Road
Hereford AZ 85615

Larry A. Dever
Sheriff

Office of the Sheriff Cochise County



June 5, 2008

Mr. Tom Davis
10889 S. Kings Ranch Road
Hereford, AZ 85615

Re: Palominas Area Road Improvement Talk Force

Dear Mr. Randolph;

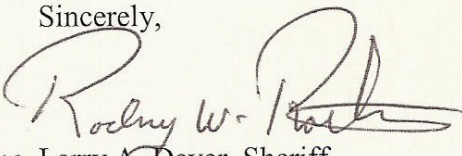
I have reviewed the project description of the Palominas Area Road Improvement Task Force. You are to be commended for your thoroughness and unique approach to this project. Please know that I am in complete support of your inclusive efforts to improve the roadway infrastructure in the area.

All of your suggested improvements will greatly enhance emergency response, leading to a positive impact on public safety in this community. Clearly, current conditions impede the timely response of medical, fire suppression and law enforcement providers. In emergency conditions, we all know that seconds count in life threatening situations.

I encourage you to continue with your efforts and expect you will receive favorable consideration from others to complete your project.

Please do not hesitate to contact me should you need further assistance.

Sincerely,


for Larry A. Dever, Sheriff
Cochise County



SouthEastern Arizona Governments Organization

June 18, 2008

Mr. Thomas Davis
10889 S Kings Ranch Road
Hereford AZ 85615

Re: Road Improvement District Project

Dear Mr. Davis:

The SEAGO Transportation department is in support of you, and your community moving forward with any means to develop a road improvement district and to pursue any funding that will help in your quest to provide safe roads to your community.

While SEAGO does not provide direct funding for such projects, by working with Cochise County to develop a solid plan for improvement, on your behalf, Cochise County can apply for Transportation Improvement Project funds.

We will be happy to provide any assistance to you regarding the improvement of your roads.

Sincerely,

Sharon Mitchell
Transportation Planner

Copy: Karen Lamberton, Cochise County Transportation Planner

118 Arizona Street, Bisbee, Arizona 85603

FAX (520) 432-5858 (520) 432-5301

SEAGO MEMBER-ENTITIES: COUNTIES OF COCHISE, GRAHAM, GREENLEE, AND SANTA CRUZ. CITIES AND TOWNS OF BENSON, BISBEE, CLIFTON, DOUGLAS, DUNCAN, HUACHUCA CITY, NOGALES, PATAGONIA, PIMA, SAFFORD, SIERRA VISTA, THATCHER, TOMBSTONE, AND WILLCOX.