

For Immediate Release
Thursday, April 15, 2010

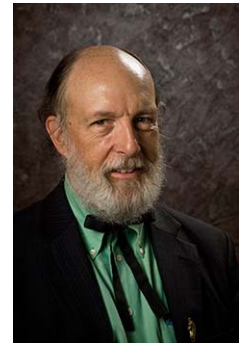
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Transportation Expert, Author, Randal O'Toole to Discuss Transit, Planning Issues at Albuquerque Event

(Albuquerque) Randal O'Toole, a senior fellow with the Cato Institute and an expert on land-use and transportation issues, will be discussing "Gridlock and Government Policy" at an event hosted by the Rio Grande Foundation. In the past 35 years, O'Toole has analyzed hundreds of government plans and found that, too often, government is the cause of, not the cure for environmental problems.

O'Toole will be discussing his findings about federal, state, and local transportation, as well as his most recent book, "Gridlock: Why We're Stuck in Traffic and What We Can Do about It," which will be available for purchase and signing. Relevant information on the event can be found below:

When: Thursday, May 6, 2010, from 6pm to 8pm;
Where: The auditorium of the Albuquerque (Art) Museum which is located on the edge of Old Town at 2000 Mountain Road, NW;
What: Light appetizers and beverages followed by presentation, discussion, and book signing;
Cost: \$10, free to elected policymakers and recognized media outlets;



Seating is limited, email us at: rsvp@riograndefoundation.org to let us know you'll be attending

O'Toole's 2001 book, *The Vanishing Automobile and Other Urban Myths*, showed that "smart growth" is more harmful to cities than the problems it claims to solve. His 2008 book, *Best-Laid Plans*, proves that long-range, comprehensive government planning cannot work, and that urban problems should be dealt with using other tools.

O'Toole's most recent book, *Gridlock*, finds that the increasing politicization of federal transportation spending has led to expensive projects that do little to increase mobility. In general, O'Toole's solutions to these problems involve funding programs out of user fees, not taxes.

Said, Paul Gessing, President of the Rio Grande Foundation, "O'Toole is one of the nation's most insightful and articulate transportation analysts in the nation. His market-based approach, if adopted, would result in a less-costly, more-efficient, and more environmentally-friendly transportation system than the top-down, pork-filled, and highly wasteful system that we have now."