

## Regional Fast Facts

# MAG

### ABOUT MAG

- ◆ The Maricopa Association of Governments (MAG) is a Council of Governments (COG) and the designated Metropolitan Planning Organization (MPO) for regional planning in the Maricopa region.
- ◆ Established in 1967, MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality, and human services.
- ◆ MAG consists of 25 incorporated cities and towns, three Native American Indian Communities and Maricopa County.
- ◆ The Regional Council serves as the governing board and includes representatives from the above agencies, as well as the Arizona Department of Transportation and the Citizens Transportation Oversight Committee.
- ◆ MAG's policy making structure includes the Regional Council, the Executive Committee, Transportation Policy Committee, Management Committee, and a number of advisory and technical advisory committees.

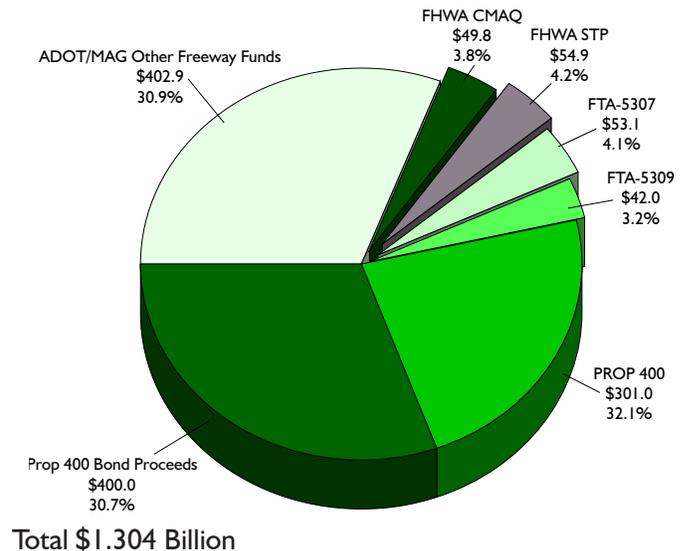
### FUNDING

- ◆ Funding comes from a variety of sources, with federal and state funding comprising the principal revenue source. Membership dues and special assessments—which are based on population and assessed from each member agency—provide another source of revenue to support MAG's regional activities.
- ◆ MAG plans for more than \$1.3 billion in total regional funding, including funding for the freeway program.
- ◆ MAG's FY 2012 Unified Planning Work Program and Annual Budget is \$31.8 million, which includes an operating budget of about \$11.8 million. The balance is for consulting contracts and funding for other agencies with pass-through agreements.

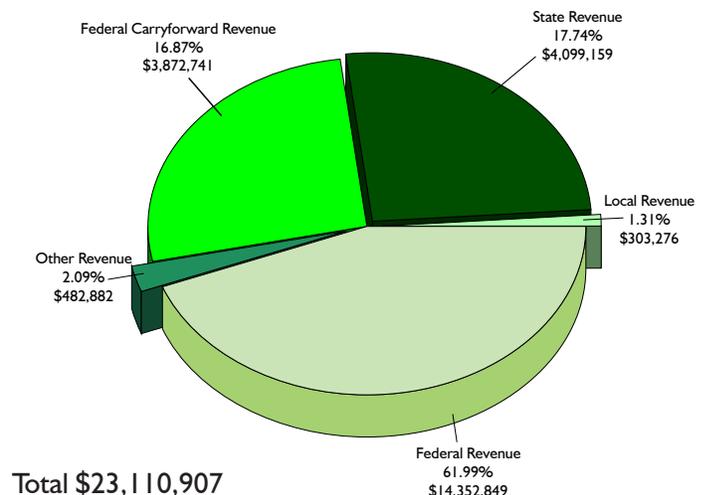
### MAG MEMBER AGENCIES



### FY 2012 COOPERATIVELY DEVELOPED FUNDING



### FY 2012 FUNDING SOURCES



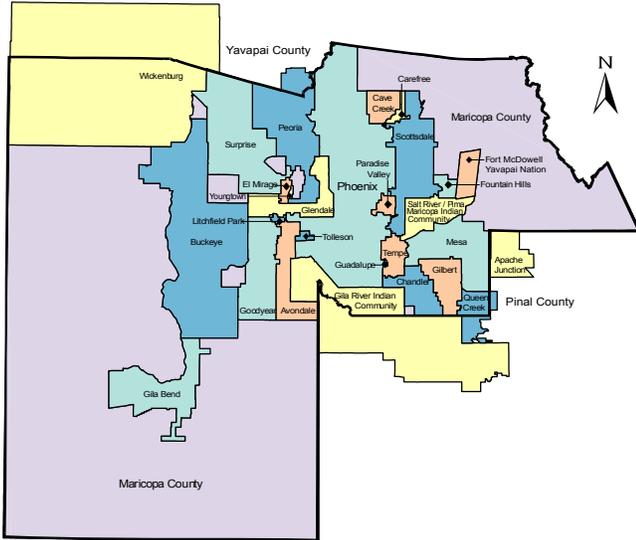
# Regional Fast Facts

# POPULATION & GROWTH

## AREA

- ♦ Maricopa County is 9,223 square miles. MAG's planning area encompasses about 9,955 square miles.

## MAG PLANNING AREA



## POPULATION

- ♦ The population of Maricopa County is approximately 3.8 million (Census 2010), with a projected population of 6.1 million by 2030.
- ♦ Arizona's population is 6.4 million (Census 2010). Maricopa County makes up 60% of the state's population and contains nine of the ten cities in Arizona with a population above 100,000.
- ♦ Since 1980, the region's population has been among the fastest growing in the nation. Average annual growth slowed over the last decade to 2.2%, although still stronger than the 0.6% growth for the United States.

## POPULATION GROWTH

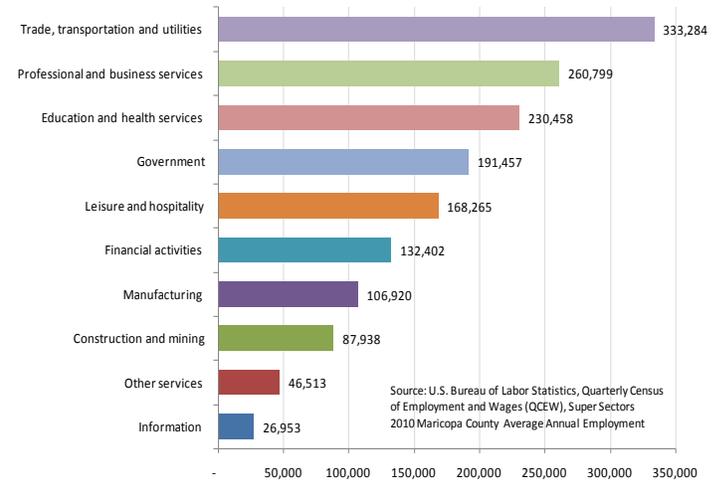
Year	Maricopa County Population	Average Annual Growth Rate	Arizona Population	Average Annual Growth Rate
1980	1,509,000	4.5%	2,718,000	2.1%
1990	2,122,000	3.5%	3,665,000	5.3%
2000	3,072,000	3.8%	5,130,000	3.4%
2010	3,817,000	2.2%	6,392,000	2.2%

Source: U.S. Census Bureau, Decennial Census Program

## EMPLOYMENT

- ♦ In 2010, total county employment was estimated at 1.6 million.
- ♦ The average annual wage in Maricopa County is \$45,500 (2010).

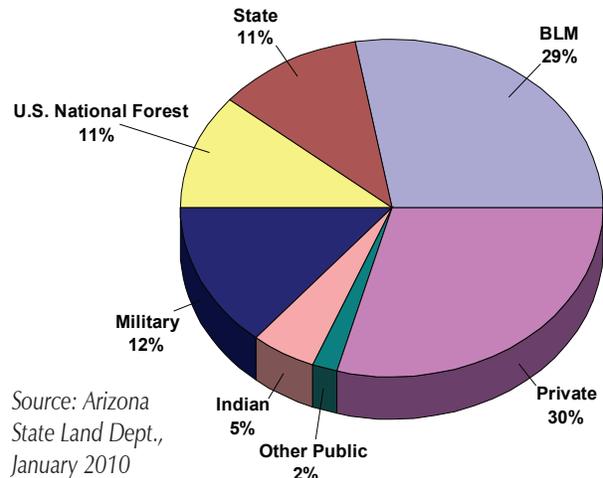
## EMPLOYMENT BY INDUSTRY



## LAND USE

- ♦ The predominant land use is agricultural (45%) followed by open space (42%), residential (8%), and all other uses, including business and industry, (5%). Thirty (30) percent of land ownership is private, U.S. Bureau of Land Management (29%), Military (12%), State (11%), U.S. National Forest (11%), Indian (5%), and other public (2%).

## LAND OWNERSHIP

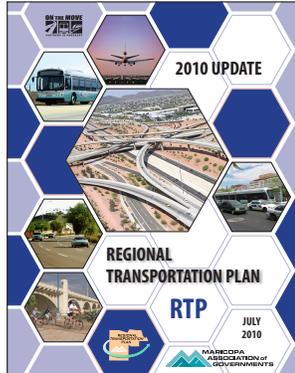


# Regional Fast Facts

# TRANSPORTATION

## REGIONAL TRANSPORTATION PLAN

◆ The MAG Regional Transportation Plan (RTP) serves as the policy framework that directs major transportation investments in the region and represents the Valley's transportation blueprint for the next 20 years and beyond.



◆ Initially adopted in 2003, the RTP was most recently updated in July 2010 and extends through fiscal year 2031. The RTP was developed and is maintained through the MAG Transportation Policy Committee (TPC), a public/private partnership charged with finding solutions to the region's transportation challenges. The TPC makes recommendations to the Regional Council.

◆ Regional funding distribution amounting to \$30 billion for the Regional Transportation Plan includes:

- 57% Freeways and Highways
  - \$17.1 billion highway construction
  - \$565 million highway operations (litter pickup, noise mitigation, freeway operations)
- 30% Regional Transit
  - \$1.6 billion bus capital
  - \$3.1 billion bus operations and maintenance
  - \$4.1 billion rail capital
- 11% Street Improvements
  - \$3.2 billion
- 2% Other (air quality measures, bike and pedestrian programs, etc.)
  - \$454 million

## FREEWAY/STREETS

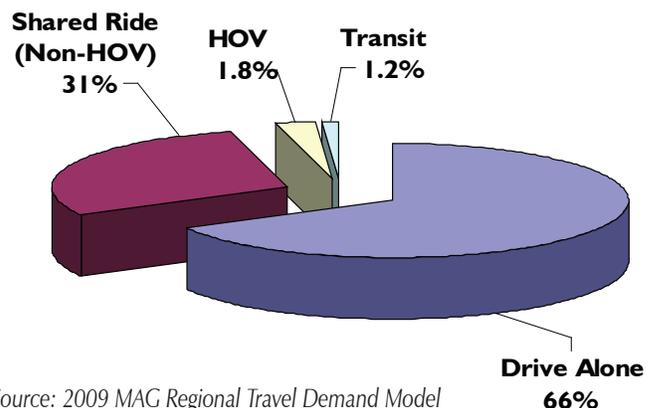
◆ There are approximately 267 miles of freeway comprising our regional freeway system.

- 137 miles are freeways built under Proposition 300—a half-cent sales tax for transportation passed by voters in 1985.

- 78 miles of new freeways and 253 miles of improvements to existing highway facilities are included in the freeway plan, which is funded, in part, by the half-cent sales tax passed by the voters in 2004.
- Major progress has been made on the freeway plan since funding started in 2005:
  - 13 miles of new freeways are under construction.
  - 119 miles of new HOV lanes on existing freeways have been completed or are under construction.
  - 60 miles of new general purpose lanes on existing freeways and highways have been completed or are under construction.
  - 13 projects to install new freeway interchanges with arterial streets or improve existing locations have been completed or are under construction.

- ◆ There are nearly 3,000 miles of arterial streets in the region.
- ◆ Current estimates show that the daily VMT (Vehicle Miles Traveled) for our region is approximately 80 million vehicle miles traveled per day (freeways and arterials). By 2015, daily VMT is projected to grow to about 126 million and by 2030, approximately 140 million.
- ◆ According to the Texas Transportation Institute, the Phoenix urban area ranked 14th in the nation for annual hours of delay per traveler. Arizona drivers each spend about 44 hours a year stuck in traffic.

## DAILY PERSON TRIPS BY MODE OF YEAR 2010



Source: 2009 MAG Regional Travel Demand Model

# TRANSPORTATION: TRANSIT

## LIGHT RAIL TRANSIT



- ◆ The initial 20-mile segment opened in December 2008. An additional 37 miles of extensions are planned to be built through local funding (10 miles) and Proposition 400 (27 miles).
- ◆ In August 2010, Metro recorded approximately 38,000 boardings a day on the light rail system. Each three-car train can carry more than 575 passengers.
- ◆ Trains currently run every 12 minutes during peak hours. Stations are about one mile apart. Light rail trains travel at the posted speed limit. It takes about an hour to travel the entire 20-mile route.
- ◆ The 20-mile system runs from 19th Avenue and Montebello Avenue in central Phoenix, through downtown Phoenix and through Tempe to Mesa, ending at Sycamore and Main Street. Planned future extensions include:
  - **The Northwest Extension**, which will first go to 19th Ave. and Dunlap (Northwest Extension I), and later to 25th Ave. and Mountain View Rd. (Northwest Extension II).
  - **Tempe South Extension** from University Dr. and Rural Rd. to Southern Ave.
  - **Central Mesa Extension** from Main and Sycamore streets to Main St. and Mesa Dr.
  - **Glendale Extension** from 19th Ave. to downtown Glendale.
  - **I-10 West Extension** an 11-mile extension from downtown Phoenix along I-10 to 79th Ave.
  - **The Northeast Phoenix Extension**, which is planned to link central Phoenix with the Paradise Valley Mall area (12 miles).

## BUS TRANSIT



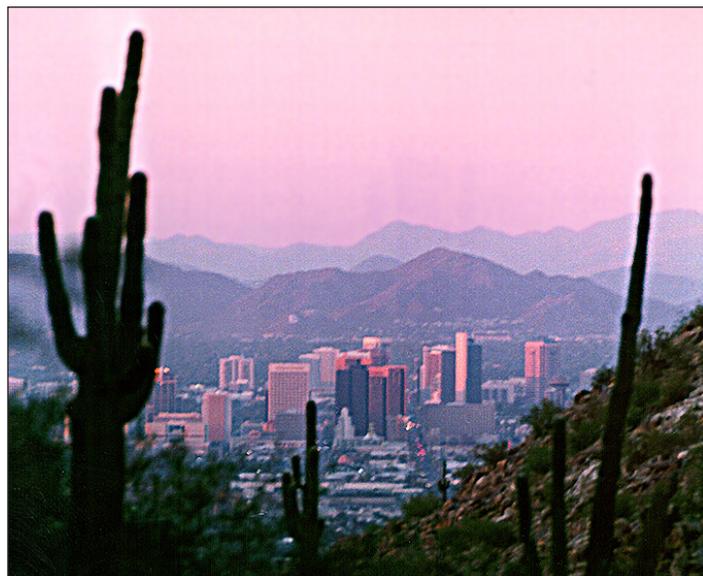
- ◆ Ridership (total boardings) in FY 2010 was 69.7 million (bus and LRT).
- ◆ Bus ridership has increased 45% since 2000.
- ◆ There are a total of 321 active vanpools in the program today.
- ◆ Last year in the ShareTheRide program, users made 283,290 round trip entries in their commute trackers. These entries account for 10,343,541 miles of shared vehicle travel.
- ◆ The Regional Transportation Plan includes:
  - Funding for service on 34 routes.
  - New regional transit capital projects including:
    - 13 park-and-ride lots.
    - 13 transit centers.
    - 1,200 improved bus stops including pullouts and shelters.
    - Two new and two expanded regional bus operations and maintenance facilities and two paratransit facilities.
    - 1,501 fixed route buses to expand service and replace retired fleet.
    - 40 buses for rural transit.
    - 1,061 paratransit vehicles.
    - 1,375 vanpool vehicles.
    - Improved transit technologies such as automatic vehicle location, upgraded radio system, real time and next bus information, and new fare collection systems.
  - Regionwide expansion of commuter express buss service on freeways and an increase in arterial bus rapid transit services.

## Regional Fast Facts

# AIR QUALITY

### AIR QUALITY REQUIREMENTS

- ◆ MAG was designated by the governor in 1978 to serve as the Regional Air Quality Planning Agency. Within this role, MAG develops air quality plans required by the Clean Air Act to reduce carbon monoxide, ozone and particulate pollution.
- ◆ MAG also conducts the air quality conformity analysis on the Regional Transportation Plan and Transportation Improvement Program to ensure that transportation activities do not contribute to air quality violations.
- ◆ When a region fails to meet federal air quality standards as outlined under the Clean Air Act, it is classified as being in “nonattainment” of the standards.



### AIR QUALITY POLLUTANTS

- ◆ At one time, our region was designated by the Environmental Protection Agency (EPA) to be in nonattainment for three pollutants: carbon monoxide, ozone and PM-10. While significant progress has been made in all areas, particulate pollution remains a major challenge for the region. Here is the current status:
  - **Carbon Monoxide:** EPA redesignated (April 2005) the Maricopa County nonattainment area as having met the federal air quality standard for carbon monoxide. The EPA also approved the MAG Maintenance Plan, which indicates that the standard would be maintained through 2015. The nonattainment area is now a maintenance area.
  - **One-Hour Ozone:** There were no violations of the one-hour ozone standard at any monitor after 1996. EPA redesignated the Maricopa County nonattainment area as having met the federal one-hour ozone standard (June 2005) and the area was reclassified as a maintenance area. EPA also approved the MAG Maintenance Plan, which indicates that the standard would be maintained through 2015. However, on June 15, 2005, EPA revoked the one-hour standard.
  - **Eight-Hour Ozone:** EPA designated (June 2004) the new eight-hour ozone nonattainment boundary, located mainly in Maricopa County and Apache Junction in Pinal County. The area was classified as a Basic nonattainment area with a June 2009 attainment date. MAG submitted an Eight-Hour Ozone Plan (2007) that demonstrated attainment of the standard by June 2008. In February 2009, the MAG Eight-Hour Ozone Redesignation Request and Maintenance Plan was submitted to the EPA, which demonstrated that the standard would be maintained through 2025. There have been no violations of the .08 parts per million eight-hour standard at air quality monitors since 2004.

In 2008, EPA revised the eight-hour ozone standard to .075 parts per million (from .08 ppm). However, in January 2010, EPA proposed to strengthen the primary standard to a level within the range of .060-.070 ppm. It also proposed establishing a secondary standard within the range of 7-15 parts per million-hours. The EPA is expected to issue a new revised eight-hour ozone standard soon.
  - **PM-10 (Particulate Matter that is 10 microns in diameter or less):** Currently, the Maricopa County nonattainment area is classified as a Serious Area

## Regional Fast Facts

# AIR QUALITY

for PM-10 particulate pollution. When the region failed to attain the standard by the Serious Area deadline (December 31, 2006), it became necessary to prepare a Five Percent Plan for PM-10 (submitted December 2007) to reduce emissions by at least five percent per year until the standard is attained as measured by the monitors. The Plan includes 53 committed measures from the state, Maricopa County and local governments. (These are on top of the 77 measures already in the Serious Area Plan.) The Plan demonstrates attainment of the PM-10 standard by 2010. However, the Plan is currently facing federal challenges. A decision on whether the plan will be approved is expected in January 2011.

- **PM-2.5 (Particulate Matter that is 2.5 microns in diameter or less):** The region is in attainment for PM-2.5.

### ADDITIONAL PM-10 INFORMATION

- ◆ More than three exceedances at any one monitor over a three year period equal a violation.
- ◆ Sanctions can be imposed for:
  - Failure to submit plan.
  - Failure to implement any plan requirement.
  - Failure to make any required submission.
  - EPA disapproval of plan.
- ◆ *Conformity Freeze* – Occurs 30 to 90 days after final disapproval of plan (without a protective finding) is published in the *Federal Register*.
  - Only projects in the first four years of the conforming TIP and Regional Transportation Plan (RTP) can proceed.

- No new TIPs, RTPs or projects can proceed until a Five Percent Plan revision is submitted that fulfills the Clean Air Act requirements, EPA finds the conformity budget adequate or EPA approves the submission, and conformity to the plan revision is determined.
- ◆ *Clean Air Act sanctions* would be imposed if the problem is not corrected within:
  - 18 months from disapproval action:
    - Tighter controls on major industries (2:1 offsets in emissions).
  - 24 months from disapproval action:
    - Loss of federal highway funds - \$1.7 billion at risk in the FY 2011-2015 MAG Transportation Improvement Program (TIP), equating to tens of thousands of jobs.
    - Federal implementation plan imposed.
- ◆ *Imposition of highway sanctions* may trigger a conformity lapse.
  - Major projects in the \$7.4 billion TIP could not proceed.

### HOW CAN THE PUBLIC HELP?

- ◆ Remember, the dust we raise is the dust we breathe. Dust in the air is a problem we can solve. Here are some simple steps people can take to reduce dust pollution:
- ◆ Don't drive on dirt:
  - Don't take short cuts across vacant lots.
  - Don't drive on dirt shoulders.
  - Don't park on dirt.
  - Drive slowly on unpaved roads.
- ◆ Avoid using leaf blowers and gas-powered lawn and garden equipment.
- ◆ Reduce fireplace and wood stove use, and don't use your wood burning fireplace on no-burn days.
- ◆ Ride ATVs and other off-road vehicles outside the Valley's nonattainment area. Off road vehicles are prohibited in many areas, especially on high pollution advisory days. Drivers should check with the appropriate agency before driving, riding or parking on any land.



## Regional Fast Facts

# HUMAN SERVICES

### HUMAN SERVICES FACTS

- ◆ In FY 2009, regional human services planning directly affected 111,981 people. This includes teens learning how to prevent dating violence, homeless people finding shelter as a result of the Stuart B. McKinney application, and people with disabilities and advanced years who received transportation services, among others.
- ◆ In this region, someone living in poverty is more likely to be a young child than in the rest of the country. Nearly one out of every five people living in poverty is a child under the age of 18 years. Adults in the region aged 65 years and older fare better, with 7.5 percent living in poverty as opposed to 9.9 percent nationally.
- ◆ From September 2008 to September 2009, enrollment in the Arizona Department of Economic Security's Nutrition Assistance Program increased by 41.5 percent, according to the Association of Arizona Food Banks. Currently, 75.7 percent of potentially eligible households in the state receive food stamps.
- ◆ Seventy-six percent of public and private social service agencies responding to the 2009 MAG Regional Human Services Survey projected a need to reduce or eliminate services in FY 2010 due to budget reductions, despite increasing demand for services.
- ◆ People aged 60 and older comprise nearly 16 percent of the region's population. By 2020, they are projected to represent 26 percent of the population. Given the current economic climate, many are seeing their savings vanish and, as a result, will need to work longer than expected.
- ◆ A disability may be defined both within the context of the person's level of ability, as well as by society's ability to accommodate their needs. In this region, 10.6 percent of the population are individuals with at least one or more disability.
- ◆ There are 117 nonprofit, private, and public agencies that offer human services transportation in this region.

Together, they provide more than nine million trips a year, connecting people to employment, medical care, and education.

- ◆ There are 8,000 homeless people living on the streets or in shelters in the region. The number of homeless families and youth on their own increased from 2008 to 2009 by a staggering 250 percent. Homeless shelters are at capacity every night. Some shelters are turning people away from sleeping on the pavement in the parking lot because the lot is already full of people.

### HUMAN SERVICES COMMITTEES

- ◆ The MAG Human Services Coordinating Committee advises the MAG Regional Council on human services-related issues and develops regional human services plans. It is supported by the MAG Human Services Technical Committee.
- ◆ The MAG Continuum of Care Regional Committee on Homelessness develops the Regional Plan to End Homelessness and prepares a consolidated application to the U.S. Department of Housing and Urban Development (HUD) to support homeless assistance programs.
- ◆ The MAG Regional Domestic Violence Council develops and implements strategies to reduce the incidence of and trauma associated with domestic violence, including the Regional Plan to End Domestic Violence.
- ◆ The Elderly and Persons with Disabilities Transportation Program Committee develops a priority listing for federal transit funding for vehicles and other equipment.

